REPEALED

ORDINANCE NO. 10

AN ORDINANCE OF THE CITY OF SHORELINE, WASHINGTON, ADOPTING AN INTERIM COMPREHENSIVE PLAN.

WHEREAS, the City of Shoreline will incorporate on August 31, 1995; and

WHEREAS, the City Council has conducted public hearings on June 19 and June 26 at which testimony from members of the public was heard regarding the proposed land use comprehensive plan, subdivision, zoning, and other development regulations; and

WHEREAS, the City of Shoreline needs to have an enforceable comprehensive plan in effect on the date of incorporation; and,

WHEREAS, the City intends to embark on a comprehensive planning process after the date of incorporation when additional planning staff are available to the City; NOW, THEREFORE,

THE CITY COUNCIL OF THE CITY OF SHORELINE, WASHINGTON, DOES ORDAIN AS FOLLOWS:

Section 1. Authority to Adopt Interim Comprehensive Plan. Pursuant to RCW 35A. 63, the City adopts King County's 1994 Comprehensive Plan (Exhibit A, hereto) as the Interim Comprehensive Plan, and King County's Comprehensive Plan Land Use Map delineating the City of Shoreline as the Interim Land Use Map (Exhibit B). Exhibit A and B are hereby incorporated by reference as if fully set forth herein.

Section 2. Interpretation. Unless the context requires otherwise, any reference to the "County" or to "King County" shall refer to the City of Shoreline, and any reference to County staff shall refer to the City Manager or his/her designee.

Section 3. Adoption of Certain Other Laws. To the extent that any provision of the King County Code, or any other law, rule or regulation, referenced in the attached "Interim Comprehensive Plan," is necessary or convenient to establish the validity, enforceability or interpretation of the attached "Interim Comprehensive Plan," then such provision of the King County Code, or other law, rule or regulation, is hereby adopted by reference.

Section 4. Severability. Should any section, paragraph, sentence, clause or phrase of this Ordinance, or its application to any person or circumstance, be declared unconstitutional or otherwise invalid for any reason, or should any portion of this Ordinance be preempted by state or federal law or regulation, such decision or preemption shall not affect the validity of the remaining portions of this Ordinance or its application to other persons or circumstances.

REPEALED

Section 5. Effective Date. This ordinance shall be published in the official newspaper of the City, and shall take effect and be in full force five (5) days after the date of publication or the date of incorporation as the law may require.

PASSED BY THE CITY COUNCIL ON JUNE 26, 1995

Mayor Connie King

ATTEST:

Marie K. O'Connell, Interim City Clerk

APPROVED AS TO FORM:

Timothy X. Sullivan, Interim City Attorney

Date of Publication: 6/28/95
Effective Date: 7/3/95

Exhibit A of
Ordinance No. 10
King County 1994
Comprehensive Plan

***** DRAFT *****

PLAN AMENDMENT
Shoreline Comprehensive Plan

STATEMENT OF PURPOSE: The present King County Comprehensive Plan was developed through an intensive process of public participation and is an effective starting point for the City of Shoreline's Interim Comprehensive Plan. However, Shoreline residents have come together as a new City, in large part because of a desire to have local land use visions and policies be locally generated; a goal a County-wide plan can not achieve.

A key area of concern, not reflected within the King County Comprehensive Plan, is the long term redevelopment of Aurora Avenue through the City of Shoreline. In June of 1993, a study of the Aurora Avenue Corridor was completed, by the King County Council, at the prompting of Shoreline area leaders. Over 140 area residents and business owners along the corridor participated in the process, the results of which were not incorporated in the King County Comprehensive Plan.

The purpose of this Plan amendment is to address the many concerns expressed about the Aurora Avenue corridor. It is hoped that by providing this policy direction, the City can achieve its goals of enhanced economic vitality, neighborhood and public investment protection, creation of an urban boulevard, successful mixed-use and multiple-use zones, increased use by adjoining neighborhoods of local shopping facilities, increased commercial and residential redevelopment opportunities, and increased use of the Aurora Avenue corridor as a public transportation corridor, rather than a single-occupancy vehicle through trip corridor.

In order for the City of Shoreline to achieve its goals, be consistent with a regional emphasis on strong urban places, and be consistent with the Growth Management Act requirement of sustainable urban services, the community must have a recognized and viable city center and Aurora Avenue represents the single best opportunity to achieve these goals. Further, it is the intent of this Plan Amendment to create the policies necessary to support private sector reinvestment in a somewhat predictable environment, while continuing an accepted practice of open, active community involvement.

PUBLIC INVOLVEMENT: The Shoreline Transition Team Zoning and Land Use Committee recognized the implementation of an Aurora Avenue redevelopment zone as an important first step in the incorporation process, one that should be taken in conjunction with adoption of an Interim Zoning Code. The many public meetings and participation by volunteers in the Aurora Avenue Corridor Study, and public hearings conducted on June 19, 1995, and June 26, 1995, by the City Council, further emphasized this effort as an important part of becoming a new King County city.

IMPORTANT FINDINGS: During the Aurora Avenue Corridor Study, as well as in subsequent meetings of the Shoreline Transition Team Zoning and Land Use Committee, several findings were important to the determination of need for a policy to encourage the redevelopment of the Aurora Avenue corridor, including:

1. The Growth Management Act requires cities to provide sustainable urban services through land use planning and if funding for public services falls short, land use plans must be reassessed to assure locally accepted levels of service can be attained;

2. The Aurora Avenue corridor is currently lined by commercial uses on relatively shallow lots;

3. Metro's Regional Transit Project has considered this corridor as a possible alternative for the North Corridor Rail Alignment;

4. Significant redevelopment of the corridor can occur without implementation of the Metro proposal;

5. The vision of corridor redevelopment is supported by community aspirations and compatible with anticipated market realities;

6. The corridor is heavily auto-oriented, with little pedestrian traffic, which is inconsistent with community aspirations;

7. The Aurora Avenue corridor is the commercial center for the western Shoreline area, but there is growing pressure form regional and community shopping and business districts outside of the Shoreline area;

8. This competition is resulting in Shoreline being a net exporter of employment and retail sales, which is not consistent with the community's aspiration to be a full service urban area;

9. Participants in the Aurora Avenue Corridor Study believed the high traffic volume, poor building appearance and lack of sidewalks and pedestrian areas to be a weakness of the area;

10. The community conducted a visual preference survey, in which present images of the Aurora Avenue Corridor rated poorly; and

11. Reinvestment and redevelopment with incentives for creating good design in specific clusters at NW 205th, N 175th, and between N 160th and N 155th, connected by commercially viable mixed-use, pedestrian friendly corridors along Aurora Avenue, are key to Shoreline becoming a full service community.

CORRIDOR LIMITS: The Aurora Avenue Corridor Redevelopment Area is more specially defined to be contained generally within the following boundaries:

Description to be inserted by Zoning and Land Use Committee

GENERAL DEVELOPMENT POLICIES: It is the intent of this Plan Amendment to define the general policies and vision of the community that will guide private developers

through land assemblage and project design on an interim basis. It is not the intent of this Plan Amendment to institute a process of rezoning by the City of Shoreline, without further public involvement and development of a specific Shoreline Growth Management/Comprehensive Plan, based upon local vision. General development policies, then, are as follows:

1. In order to create a more human scale along the Aurora Avenue corridor, new blocks should be limited to frontages of between 200 and 300 feet, with longer blocks providing for pedestrian linkages;

2. Mid-block alleys with maximum 20 foot rights-of-way should be provided for access and emergency vehicles;

3. Pedestrian linkages should be encouraged;

4. Incentives for public plazas should be encouraged;

5. New side street intersections at the major clusters (205th, 175th, 160th) should be limited;

6. Mixed-use development, with street level retail uses should be encouraged throughout the corridor;

7. At least one-half of the frontage of any lot along Aurora Avenue should be occupied by a building;

8. Access to parking lots along Aurora Avenue should be limited with a maximum of one driveway per 200 feet;

9. Parking should be located beside, behind or beneath buildings and surface parking should be screened with appropriate landscape materials;

10. New development should provide an eight foot sidewalk and four foot landscape area along Aurora Avenue;

11. At least one-half of the surface area of street level facades, along Aurora Avenue, should be comprised of transparent glass;

12. Buildings should not generally exceed four stories in height along Aurora Avenue;

13. Whenever possible, canopies, overhangs or awnings should be installed along the facades facing Aurora Avenue to protect pedestrians from rainfall;

14. New signs should be mounted on building facades, either parallel or perpendicular [free-standing (except for monument-style) signs should be discouraged and billboards should be prohibited];

15. New buildings should be encouraged to be visually interesting;

16. Outdoor public spaces should be encouraged, particularly with large retail areas and restaurants;

17. Density incentives should be provided to multifamily projects using underground parking;

18. Multifamily buildings should not exceed three stories, although a fourth story may be permitted through the use of a pitched roof, dormers for windows and limited additional area (no more than 75% of the floor area below it);

19. Residential and mixed use buildings should incorporate pitched roof forms;

20. Adjacent and nearby single-family areas should be buffered from more intensive uses of the land through building orientation, landscaping, and open space;

21. Distinctive and consistent street lighting along Aurora Avenue should be incorporated in new projects;

22. To convert Aurora Avenue into an Urban Boulevard, medians should be incorporated into turning lane channels, with sufficient area for landscaping within the median;

23. Key intersections should include elements that call attention to the presence of pedestrians;

24. Shared and structured parking should be encouraged; and

25. Curb-side parking should be encouraged along Aurora Avenue where appropriate.

USE LIMITATIONS: During the redevelopment process, uses within the Aurora Avenue Corridor Redevelopment Area should be limited by location, as identified below.

The NW 205th Street Cluster:

The NW 175th Street Cluster:

Descriptions to be inserted by the Zoning & Land Use Committee

The NW 160th Street Cluster:

Connecting Corridors:

It is the intent of the City of Shoreline to encourage the redevelopment of the Aurora Avenue Corridor in such a way as to create a viable and sustainable city center. Consequently, to encourage this process, the City may develop incentives to attract development to the Aurora Avenue Redevelopment Corridor, including priority permit review, transfer of density credits, streamlined permit review through SEPA, reduced mitigation fees, tax abatement, and tax increment financing.

KING COUNTY COMPREHENSIVE PLAN
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Chapter One

Plan Vision

Growth Management Act's Goals, Elements, and Requirements

This chapter satisfies the Growth Management Act's Goal 1 to encourage development in urban areas, Goal 2 to reduce sprawl, and Goal 11 and Requirement 36.70A.140 to ensure public participation. This chapter also satisfies the required mandatory Land Use Element by providing a map which designates the proposed general distribution and general location and extent of the uses of land for agriculture, timber production, housing, commerce, industry, recreation, open spaces, public utilities, and public facilities.

Growth Management Act Calls for Sustained Growth

Passage of the Growth Management Act (GMA) in 1990 by the State Legislature was the first critical step in the development of rational policies to sustain growth in Washington. For the first time in the State's history, all urban counties and their cities were required to develop and adopt comprehensive plans and regulations to implement these plans. To ensure comparable planning efforts, the Growth Management Act requires that comprehensive plans address specific issues including (but not limited to) land use, transportation, housing, facilities and services, utilities, natural environment and economic development. To achieve coordinated planning efforts, the Growth Management Act further requires that counties and cities develop a set of framework policies to guide development of each jurisdiction's comprehensive plan. The King County Countywide Planning Policies define the countywide vision and establish the parameters of the King County Comprehensive Plan.

I. The Regional Vision

King County's vision of the future embraces the key qualities of this region most valued by its citizens -- attractive, safe communities that are good places to create a home and family; thriving cities and healthy rural communities; a spectacular and varied natural environment; a strong economy that supports good jobs; and a diverse and lively cultural environment. All of these qualities help to foster a high quality of life for King County residents and have guided development of this Comprehensive Plan.

This Comprehensive Plan is responsive to the overall Countywide Planning Policies which were developed by the Growth Management Planning Council (GMPC). The GMPC is comprised of the King County Executive, five members of the Metropolitan King County Council, three representatives of Seattle, six representatives of the suburban cities, and one ex-officio member representing the Port of Seattle. The Metropolitan King County Council adopted the Countywide Planning Policies in July 1992. The GMPC recommended Phase II Amendments to the Countywide Planning Policies in May 1994. The Metropolitan King County Council adopted the Phase II Amendments to the Countywide Planning Policies in August 1994. The amended Countywide

Planning Policies serve as a blueprint for how King County and its cities should grow over the next 20 years.

The Countywide Planning Policies provides the framework which the Metropolitan King County Council used when adopting the final Urban Growth Area in this 1994 Comprehensive Plan. Most future growth and development is to occur within the Urban Growth Area to limit urban sprawl, enhance open space, protect rural areas and more efficiently use human services, transportation and utilities. Most of the cities of King County fall within this portion of the Urban Growth Area. The balance of the Urban Growth Area surrounds the seven rural cities. Ultimately, the idea is to reduce the taxpayer's costs by encouraging concentrated development in those areas where services are already provided. This can be accomplished by changing development patterns and zoning, and by offering incentives to direct growth within the Urban Growth Area.

Within the Urban Growth Area, some cities are to contain "Urban Centers" within their boundaries. These Urban Centers are envisioned as areas of concentrated employment and housing, with direct service by high-capacity transit. They are to contain a wide variety of land uses, including retail, recreational, cultural and public facilities, parks and open spaces. The notion is that well-designed, highly livable Urban Centers will encourage people to work and live there and thus contribute to achieving the growth management goal of concentrating infrastructure investments and preventing further urban sprawl. Urban Centers include the central business districts of Federal Way, Bellevue, Seattle, Renton, SeaTac, Kent, Redmond and Tukwila. Other Urban Centers are Kirkland Totem Lake, Redmond Overlake, Seattle Center, Seattle First Hill/Capitol Hill, Seattle University District and Seattle Northgate.

The policies also call for designation of Manufacturing/Industrial Centers and recognize that these sites are key components of a strong and vibrant regional economy. These areas are to be zoned to preserve and encourage industrial growth. The Manufacturing/Industrial Centers are North Tukwila, Duwamish and Ballard/Interbay in Seattle, and the Kent Industrial Area.

While the majority of County investments in infrastructure and transit, as well as jobs, is to be directed to the Urban Centers, it is expected that the centers will absorb approximately 29 percent (57,400 households) of the residential growth through the year 2012. Like today, urban neighborhoods will form the bulk of the Urban Growth Area and will be home to the largest portion of the County's population. These areas will look much like they do today in that there will be a diversity of housing types -- single-family houses, smaller-scale apartment buildings, condominiums -- interspersed with neighborhood business districts. However, considering that rising costs already have made home ownership and rental housing increasingly expensive, higher densities will be needed to provide a variety of affordable housing in ways that consume less land.

By promoting growth in existing urban areas, cities are expected to absorb the largest share of all growth. Each city has the authority to make decisions regarding its local character and density. But each city is expected to develop its comprehensive plan to be consistent with the Countywide Planning Policies so that implementation efforts are coordinated. The King County Comprehensive Plan incorporates the vision as described by the Countywide Planning Policies and uses it to guide

growth and development for residents living in the unincorporated area. The Countywide Growth Pattern Map illustrates the regional land use vision.

II. Who Are The People of King County

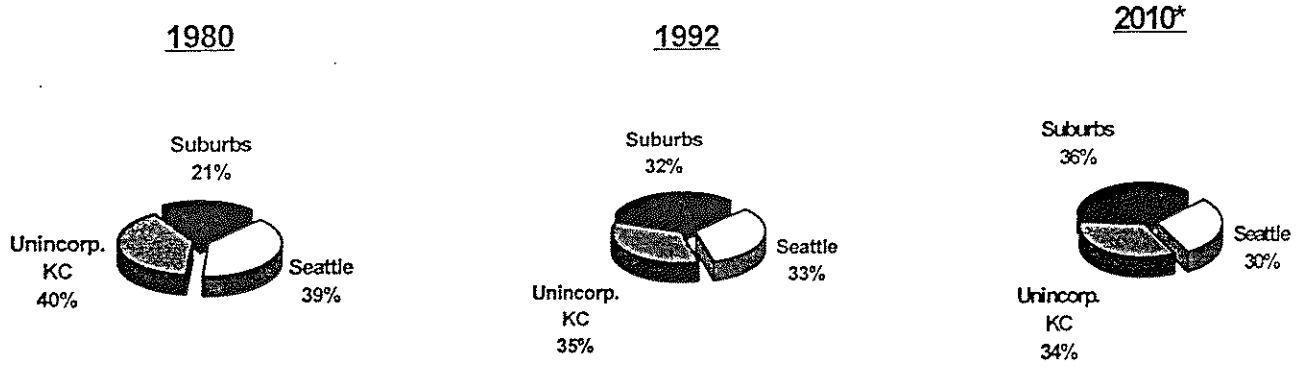
The Comprehensive Plan is important to all 34 King County cities and their citizens. As of the 1990 census, King County had 1,507,300 residents, making it the 13th most populous county out of more than 3,000 counties in the United States.

Population Trends and Forecasts

In 1990, King County's population comprised 54.8 percent of the 2,749,000 total population within the four-county region of Pierce, King, Snohomish and Kitsap Counties. King County contained 57.1 percent of the 1,134,200 housing units in the region.

The population of King County is divided evenly among the three jurisdictional groups: Seattle, the suburban cities and the unincorporated areas. Each has roughly one-third of the County population. Incorporations and annexations have shifted population from unincorporated King County to the suburbs. Seattle's share of County residents has declined in recent years.

Share of King County Population by Jurisdiction



* 2010 projection based on 1990 city limits plus recent incorporations of Federal Way, SeaTac, Burien and Woodinville.

King County's population has continued to grow, but at a reduced rate from the rapid pace of the late 1980s. In 1992, the number of new people to King County was about matched by the number of people who left the County -- the first time this has happened since the early 1980s. Almost all of King County's population increase was due to natural increase (more births than deaths).

Population and economic forecasts help King County, the cities, water, sewer and school districts and other agencies plan how to serve existing and new residents. In 1994, the State Office of Financial

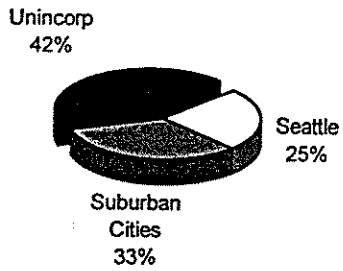
Management (OFM) forecasted King County's population to increase by 293,100 by the year 2012. OFM forecasts that the county will have 1,857,600 residents by 2012.

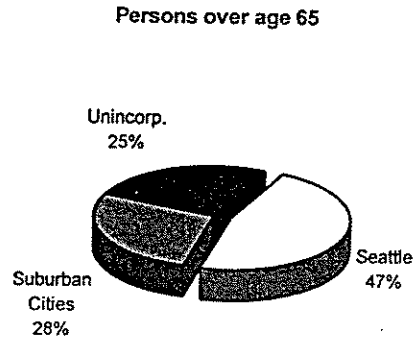
Approximately 96 percent of the projected household growth from 1992 to 2012 is expected to locate within the Urban Growth Area, which makes up about one-fifth of King County's land area. This includes Rural Area cities and their Urban Growth Areas. The remaining four percent of growth would occur in the unincorporated Rural Area.

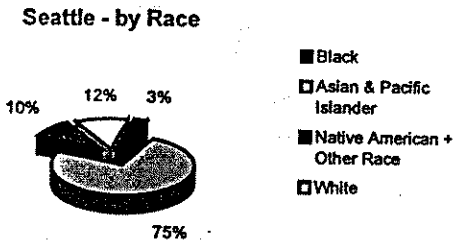
Population and Households Become More Diverse

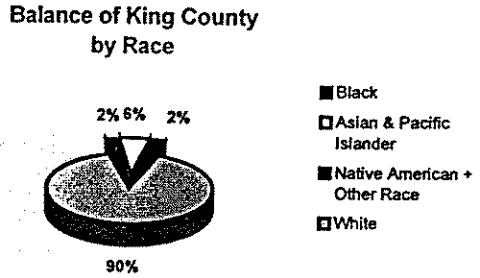
According to the 1990 U.S. Census, unincorporated King County's population is less ethnically diverse than Seattle's or suburban cities' population, but includes small percentages of Asian and Pacific Islanders, Blacks and Native Americans. King County's residents are also relatively younger than city residents.

Distribution of Selected Age Categories









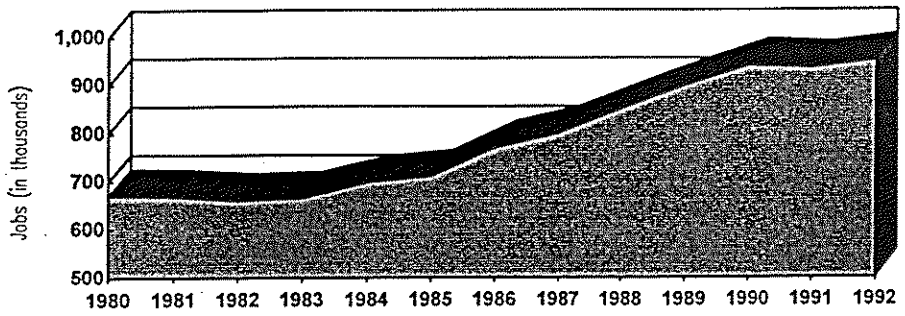
In 1980, the average household size was 2.49 persons. In 1990, households countywide averaged 2.4 persons. The Puget Sound Regional Council estimates that the household size in 2000 will be 2.32 persons and the 2010 size will be 2.20. The trend in King County is for increased ethnic diversity, an increase in non-traditional households and a decrease in household size.

Average Household Size	**1980**	**1990**	**2000**	**2010**
Seattle	2.15	2.09	2.00	1.90
Suburban Cities	2.55	2.42	2.30	2.20
Unincorporated King County	2.88	2.77	2.70	2.60
Total	2.49	2.40	2.32	2.20

Economic Trends and Outlook

Employment growth is a driver of King County's population growth. King County continues as the employment center of Washington State, with more than 40 percent of the entire State's jobs. The composition of the King County economy is shifting as manufacturing and retail employment decline and health services and education employment increase. Between 1982 and 1992, wage and salary employment in the County increased by 280,000 jobs, or 42 percent. Most of the job growth occurred between 1985 and 1990, led by the services, wholesale and retail trade, and aircraft manufacturing sectors. Median household income in King County was $36,200 in 1989 and an estimated $39,400 in 1993.

Wage and Salary Employment in King County
1980 - 1992



The unemployment rate in King County has grown steadily since 1990. From a low of 3.4 percent in 1990, unemployment of the County's labor force increased to 6.0 percent in 1992. The seeming contradiction between increased employment and unemployment between 1990 and 1992 is accounted for by the increased size of the resident civilian labor force, which grew by more than three percent (about 30,000) during this period.

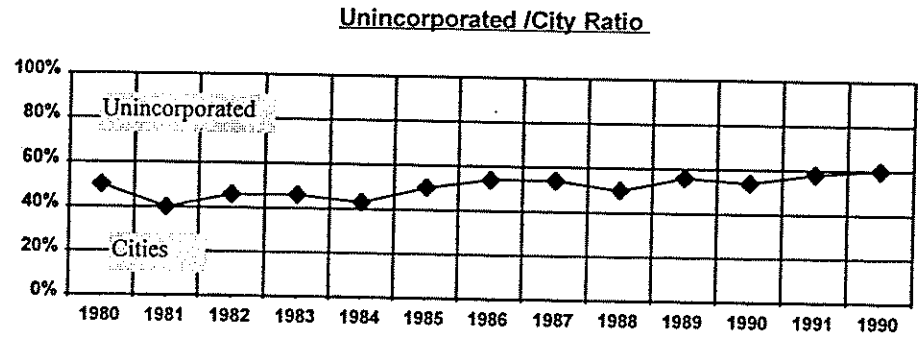
The Puget Sound Regional Council forecasts employment growth of 340,000 between 1990 and 2010. This could give King County more than 1.3 million jobs in 2010.

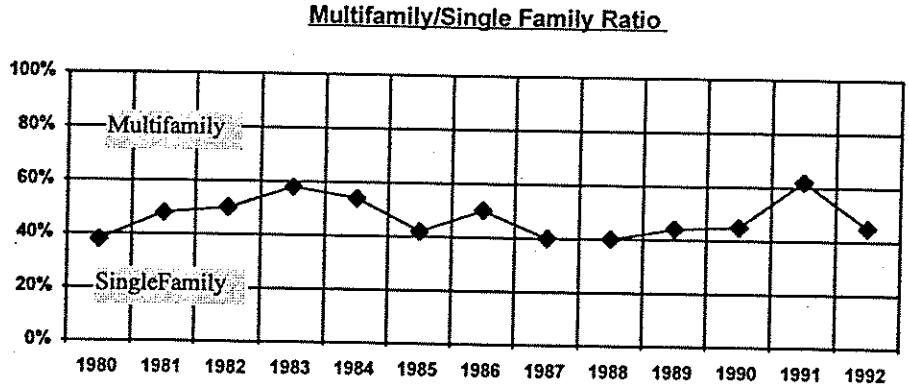
Housing Trends and Costs

In 1992, King County had a total of 668,118 homes. Of the total homes, 58.1 percent (388,100) were single-family, 39.2 percent (261,900) were multifamily and 2.7 percent (18,100) were mobile homes.

Over the last decade, the percent of new housing units within incorporated jurisdictions gradually rose over time, and is now around 60 percent of new units permitted each year. Multifamily housing units account for between 40 and 60 percent of new residential units each year in King County.

Residential Mix of New Units by Jurisdiction and Housing Type





Housing prices increased moderately in King County during the 1980s until 1988. From 1988 to 1990, the average single-family home sale price jumped nearly 50 percent, from $115,000 to $170,000. Since 1990, home prices have remained relatively stable and now average about $175,000.

Average rental prices grew at a steady 7 percent annual rate in the late 1980s, but have slowed to about half that rate of increase in the 1990s.

III. Planning: A Balanced Approach

Changing the patterns of growth and making communities livable requires broad and balanced planning. This includes not only planning for land use and infrastructure, but also for public safety, human services, economic development, parks and cultural resources. This Plan concentrates on how people will feel, think and react to their living environment. A key goal of this Plan is to develop an improved quality of life and more livable communities that are attractive and safe places to live. Many factors influence the quality of life. Quality of life depends upon more than just our natural and built environment, but also access to needed services. This Comprehensive Plan promotes a holistic planning approach, which incorporates all aspects of a community and offers an opportunity to respond to growth in a coordinated way, enhancing the quality of urban life while preserving natural open areas. Planning is key to helping King County and its citizens achieve these goals. See Technical Appendix F for a history of planning in King County.

A. Goals: Defining our Vision and Objectives

The goals of this plan are based on the 13 planning goals specified in RCW 36.70A.020 of the Washington State Growth Management Act, the Countywide Planning Policies and public opinion. All of the policies and actions of the Comprehensive Plan are based on these goals:

1. Preserve the high quality of life: Residents of King County choose to live here for many reasons: natural beauty, clean air, good jobs, a good place to create a home and family. This plan seeks to foster a high quality of life for our residents and their children by attempting to balance infrastructure needs with social, cultural, educational, recreational, civic, health and safety needs. Progress can be measured by examining educational standards over all income levels, safety of communities, and cultural opportunities.

2. Spend money wisely: This plan calls for efficient delivery of services in a cost-effective way by:

    a. Concentrating infrastructure investments and service delivery to support the regional development pattern near cities where a full range of local services are located or can be made available;

    b. Solving service deficiencies within the County to meet existing service needs and phasing service improvements for the needs of future growth;

    c. Looking to King County to provide countywide facilities and services, and;

d. Relying primarily upon cities and special purpose districts as the providers of local facilities and services appropriate to serve those local needs, except where the County is the local service provider (e.g., Rural Area).

3. Continue our economic prosperity: King County is known for its economic prosperity. This plan strives to promote a strong and diverse economy for King County residents through policies and programs that promote new business opportunities, increase family wage jobs and create a predictable regulatory environment for businesses and citizens. Sustainable economic development efforts will focus on providing all communities with a balance of jobs and housing and helping communities with redevelopment or new economic initiatives.

4. Increase the housing choices for all residents: King County residents live in a wide variety of homes: single-family houses with yards, large rural lots, townhouses, apartments, and mobile homes. This plan seeks to increase housing opportunities for all residents (families, individuals, seniors, as well as persons with special needs). This Plan promotes more choices for both owners and renters alike, such as single-family homes on smaller lots, creative opportunities for all types of home ownership and high quality housing design that fits with surrounding neighborhoods and is located closer to jobs.

5. Ensure that necessary transportation facilities and services are available to serve development at the time of occupancy and use: This plan provides a basis for targeting road and transit investments where growth is desired and for equitable contributions to the transportation system by new development.

6. Balance urban uses and environmental protection: This plan promotes an efficient and effective land use pattern within urban areas that respects our environmental values through balancing urban uses with nature and open space. This will be achieved through careful site planning that maximizes developable land while respecting natural systems. This plan also proposes that the County may explore integrating ecosystem management to ensure natural systems continue functioning in urban areas and the economy continues to expand.

7. Preserve rural, resource and ecologically fragile areas for future generations: Rural areas provide a unique lifestyle option in this County. Similarly, resource lands, such as farms and forests, provide economic, social and environmental benefits. Eastern King County also contains regionally and nationally important ecosystems for fish and wildlife. This plan ensures that these areas continue to be viable now and in the future.

B. Citizens: Central to County Planning

King County values public participation in its policy development and plan implementation because citizen involvement makes government more responsive to citizen interests and needs and improves the quality of King County decisions.

See Technical Appendix L for a summary of the public involvement conducted for the 1994 Comprehensive Plan.

V-301 King County shall actively solicit citizen participation in the development and implementation of its plans.

C. Planning: Strengthening Communities

King County must tailor plans to encompass the broad spectrum of issues that impact a community. Plans must be holistic and address social as well as physical infrastructure needs. The building blocks of a community begin with access to land, water, sewer and transit, but also include access to schools, health, safety, recreation and other human services.

V-302 King County's planning should strengthen communities by addressing all the issues, resources and needs that make a community whole, including land use, transit, health, human services, natural environment and the provision of infrastructure and other services.

King County's future planning efforts are to strengthen communities at four geographic levels: multi-county, countywide, subarea and neighborhood. At each of these levels of community, issues and needs will vary widely. King County needs to tailor individual plans to the unique character of the community, based upon well-defined issues and/or service deficiencies.

V-303 King County's planning should be conducted at several levels, including multi-county, countywide, subarea and neighborhood. Working with citizens, special districts and cities as planning partners, the County shall strive to balance the differing needs identified across or within plans at these geographic levels.

D. Functional Planning: Providing Countywide Facilities or Services

Functional plans cut across subarea or neighborhood plans by: 1) addressing the specific location, design and operation of public facilities and services (such as surface water management and sewage treatment) and 2) outlining specific actions and strategies for other governmental activities (such as housing assistance and economic development). Some functional plans are operational or programmatic, which means they guide daily management decisions or include the specific details of facility design and location. Functional plans are prepared by King County, independent special districts and other public agencies.

Capital Improvement Programs (CIP) are important components of functional plans as these plans identify needs, costs and funding mechanisms for facilities and services. CIP plans distinguish between capacity improvements needed for new growth versus improvements to meet general public health, safety and welfare needs.

V-304 **King County shall prepare functional plans to identify countywide facility and service needs and define ways to fund these needs consistent with the land use plans and service and finance strategy. Independent special districts and other public agencies also prepare functional plans which should be considered by King County.**

E. Ecosystem Management: Balancing Environmental Protection and Economic Development

This Plan calls for the County to achieve multiple objectives, such as environmental protection, affordable housing facilities and services to support growth, agriculture, and forestry. Many times these objectives compete with each other. For example, streams and rivers have water which is needed for fish and wildlife, recreation, agriculture, business and industry, and drinking water supply. The County has an interest in making sure that all of these competing needs for water are met. But, how can the County ensure this?

Ecosystem management (management means both planning and implementation) is becoming a process strongly favored at the federal and state levels of government as a way of balancing multiple objectives. It is a process of planning and implementing a course of action which balances environmental, social, political, and economic factors to achieve specific objectives. It could be the means by which King County, in cooperation with all affected interests and jurisdictions, could achieve both a healthy economy and a healthy environment. By acknowledging up front in future planning and economic development endeavors and resource management programs that King County's Urban Growth Area, Rural Area, and Resource Lands face different levels of development pressure and have different land use goals and objectives, it is possible to be more successful at balancing many objectives such as environmental protection, affordable housing, and economic development. See Chapters Four, Economic Development; Six, Natural Resource Lands; and Seven, Natural Environment which further explain how the County can integrate ecosystem management into future economic development planning efforts and resource management programs. See Technical Appendix I for a description of ecosystem management.

V-305 **King County may explore the integration of ecosystem management into future planning and economic development efforts and resources management programs to achieve a balance between environmental, social, and economic goals and objectives.**

F. Joint Planning: The County and Cities Are Partners

The King County Comprehensive Plan, together with the comprehensive plans of its cities, will implement the vision of the Countywide Planning Policies for future generations. The King County Comprehensive Plan protects natural resource lands, open space and rural areas and establishes an Urban Growth Area where growth is directed. Further, King County is committed to prioritizing its public spending in the unincorporated urban areas near cities.

These County actions are geared towards reducing taxpayer costs by focusing the expenditure of public funds, encouraging concentrated development and increasing our choices for housing and jobs. By deliberately promoting growth in existing urban areas within and near the cities, growth will be focused where services can best be provided by local governments and the County. City plans will work to strengthen local character and make urban areas desirable places to live to ensure that future generations will continue to enjoy the best qualities of this region, have choices for affordable places to live, obtain good quality jobs and have a high quality of life.

The 1994 consolidation of King County government with the Municipality of Metropolitan Seattle (Metro) began the development of a new regional role for King County. King County provides public health, human services, criminal justice and transit and sewage treatment services for many County and city residents. It also provides local services to the unincorporated area. The Countywide vision for the future supports cities providing most local services to residents in urban areas with the County continuing to expand its role of countywide service provider.

This Plan focuses on collaborative actions between the County, its cities, special purposes districts and/or local service providers to implement the Countywide vision. The County and its partners will jointly plan for urban areas, as cities take on more responsibilities for local services.

V-306 **King County, the cities, special purpose districts and/or local service providers shall plan as partners. King County's planning will focus on cities' Potential Annexation Areas. The County will continue to provide services to the Rural Area, consistent with rural standards and needs.**

V-307 **King County shall work with cities, special purpose districts, other local service providers and citizens to identify and distinguish local and countywide services. Over time, it is the intention of the County and cities that the cities will assume primary responsibility for coordinating the provision of local services delivery and the County will assume primary responsibility for coordinating the provision of the delivery of countywide services including countywide services that must be delivered within city boundaries. The County will also work with other counties to identify regional service and facility needs and develop strategies to provide them.**

Just as state mandates are changing the process of planning at the local level, federal mandates are beginning to change how entitlement jurisdictions, such as King County, will receive federal funds in the future. The receipt by the County each year of approximately $10 million in federal housing and community development funds will soon be conditioned upon a local, holistic plan that integrates both needs and priorities for the County's low-income residents and communities across the following areas:

- Housing;
- Public infrastructure facilities (transportation, water and sanitation, energy and drainage/flood control);

- Other public facilities (neighborhood facilities, health, education, recreation, public safety, and other service facilities);

- Economic development needs (commercial/industrial revitalization, job creation and retention), and

- Human service needs.

All jurisdictions that participate in King County's Consortium for housing and community development are encouraged under the new federal mandates to coordinate the use of their federal funds with their local funds to address their highest priority needs.

The comprehensive planning efforts of the County and its suburban jurisdictions go a long way in addressing high-priority community development and housing needs through the integration of needs, priorities and project funding. Subarea and neighborhood plans address the identified priorities on an individual community level and identify which entity is most appropriate to provide services -- the County, cities, special purpose districts or other agencies.

V-308 **King County, neighboring counties and the cities, as planning partners, shall be responsible for coordinating with all applicable agencies, jurisdictions and citizens to define, regional, countywide and local facilities and services and define which agency is to provide them.**

To ensure comprehensive planning, the County and its partners will work closely with special purpose districts including school districts, fire, water and sewer districts.

IV. Making This Plan Work

The planning goals are achieved through six distinct processes.

1. Designating major land uses. The plan defines major land use categories, each of which have distinct and unique characteristics.

    a. **Urban Growth Area:** The Urban Growth Area includes all of the incorporated cities, developing suburbs and most of the County's population and economic base. Most of King County's past growth has occurred in its cities and in unincorporated urban areas. Most future growth is expected and encouraged to occur here.

    b. **Rural Area:** The Rural Area, including areas such as Vashon Island and the Enumclaw Plateau, contains low-density residential development, farms, forests, fisheries and wild-life resources, mining areas and the small unincorporated towns and neighborhoods of Fall City, Preston, and Vashon.

c. **Natural Resource Lands:** The designated Natural Resource Lands contain regionally or nationally significant commercial forests, King County's best remaining farmlands and deposits of coal, gravel and other mineral resources, some small towns and regionally important recreational areas. Lakes and rivers within these areas support nationally important salmon fisheries.

d. **Open Space:** Open Space lands include federal, state and locally owned parks and wilderness areas, developed parks and areas left in a natural state so they can sustain sensitive ecosystems. Open space provides community identity and aesthetics, and links between important environmental or recreational resources.

The Land Use Map at the end of this chapter illustrates King County's land use designations. The official Land Use Map is available at the King County Parks, Planning and Resources Department.

2. Integrating land use, infrastructure, and human service delivery: This plan directs public spending to the specific urban areas where growth is targeted. It limits growth in portions of the urban area where services cannot yet be funded. The Service and Finance Strategy Map at the end of this chapter illustrates how public spending is to be geographically prioritized within the Urban Growth Area.

3. Forming the plan around the needs of its residents: The development of this plan stemmed from input from citizens, businesses and interested groups. This process will continue as King County periodically updates and modifies the plan to respond to citizens and the regional vision.

4. Developing plans at different levels throughout the County: This plan proposes a planning system to apply the broad goals and policies to various geographic levels -- multi-county, countywide, subarea and neighborhood -- including cities, neighborhoods and individual properties.

5. Making what's on paper a reality: Plans may be developed for a variety of time frames. The adoption of a plan is not the end of the process. A complete system of planning includes a process of implementation, evaluation and revision. A financial analysis is critical to all functional and subarea plans in order to evaluate the resources required and the time frame necessary for full implementation. Plan alternatives and costs should be clearly understood and plans should be financially achievable.

V-401 King County shall identify the financial costs and public benefits of proposed plans prior to adoption so that what needs to be done can be prioritized and the ability to implement plans fully is enhanced.

6. Measuring progress with benchmarks: Monitoring the progress of implementation is also critical to successful plan implementation. A system of benchmarks, which defines quantifiable goals and allows measurement of progress towards the goals through regular monitoring of key

growth trends, is described in Chapter 13, Planning and Implementation. Benchmarks will ensure that progress is made toward adopted plan goals and objectives.

V. How to Use the Comprehensive Plan

A careful reading of the entire Plan reveals how the pieces fit together to create a comprehensive vision for growth. Chapters Two through Thirteen contain policies and strategies for attaining the goals of the Comprehensive Plan. These chapters provide the legal framework for governing the location and intensity of land uses throughout unincorporated King County, and for locating and funding public facilities and services to support planned growth.

A. Policies and Text

The Comprehensive Plan is intended to be King County's growth strategy for achieving the Growth Management Act's 13 planning goals. The Plan contains a broad array of policies for achieving these goals, each of which must be addressed and seriously considered. A policy is identified by bold letters and numbers. The Plan's text describes the background for the policies. Under the GMA, the County must adopt development regulations that are consistent with and implement the policies. The County's capital budget decisions must also conform to the Comprehensive Plan's policy direction. Chapter Thirteen contains the methods by which the Comprehensive Plan policies are implemented, monitored and amended. The Washington State laws which govern and influence the Comprehensive Plan are listed in Technical Appendix E.

The development regulations, land use decisions, and Capital Improvement Program to implement this Plan seek to achieve the GMA planning goals. To guide King County, the use of the terms "shall," "will," "should," and "may" in policies determine the level of discretion the County can exercise in making future and specific land use, budget, development regulation and other decisions. "Shall" and "will" in a policy mean that it is mandatory for the County to carry out the policy, even if a timeframe is not included. "Shall" and "will" are imperative and nondiscretionary - - the County must make decisions based on what the policy says to do. "Should" in a policy provides non-compulsory guidance, and establishes that the County has some discretion in making decisions. "May" in a policy means that it is in the County's interest to carry out the policy, but the County has total discretion in making decisions.

B. Maps

V-501 **The Comprehensive Plan Land Use Map is adopted as part of this Plan. It designates the proposed general distribution, general location and extent of the uses of land, where appropriate, for agriculture, timber production, housing, commerce, industry, recreation, open spaces, public utilities, public facilities, and other land uses. The Land Use Map at the end of this chapter is a generalized representation of the official Comprehensive Plan Land Use Map .**

The Service and Finance Strategy Map is adopted as part of this plan. A small-scale representation of the official Service and Finance Strategy Map is located at the end of this chapter. The official Land Use Map and Service and Finance Strategy Map are available at the King County Department of Development and Environmental Services. Chapter Thirteen contains the methods by which the Comprehensive Plan maps may be amended.

C. Matrix

The table at the end of this chapter, entitled, "The King County Comprehensive Plan and its Relationship to Growth Management Act Goals and Countywide Planning Policies," demonstrates how the Comprehensive Plan is consistent with the Countywide Planning Policies, the thirteen Planning Goals of the Growth Management Act, and the requirements of the GMA. The text of the policies has been summarized to conserve space. This evaluation concludes that the Comprehensive Plan is consistent with the intent of the GMA planning goals and with the Countywide Planning Policies. Additionally, the beginning of each chapter also identifies how that chapter meets the Growth Management Act's goals, elements and requirements.

D. Technical Appendices

Integral to the vision and goals of the Comprehensive Plan are the detailed inventories, forecasts, finance plans and Urban Growth Area analysis required by the Growth Management Act. Three technical appendices (Volume I) are adopted by reference as part of the plan to implement these Growth Management Act requirements (RCW 36.70A.070, 36.70A.110):

Volume I

Technical Appendix A. Facilities and Services
Technical Appendix B. Housing
Technical Appendix C. Transportation

Additional important information also supports the plan vision and goals. Nine technical appendices (Volume II) have been prepared to provide supporting documentation to the plan and are available to the public:

Volume II

Technical Appendix D. Growth Targets and the Urban Growth Area
Technical Appendix E. Washington State Laws
Technical Appendix F. History of Planning in King County
Technical Appendix G. Economic Development
Technical Appendix H. Natural Resource Lands
Technical Appendix I. Natural Environment
Technical Appendix J. Potential Annexation Areas
Technical Appendix K. King County Functional and Community Plans
Technical Appendix L. Public Involvement Summary

The technical appendices are available for review at the King County Department of Development and Environmental Services.

The King County Comprehensive Plan and Its Relationship to Growth Management Act Goals and Countywide Planning Policies

GMA Goal/Requirement	Countywide Planning Policy	Comprehensive Plan Policies
Goal 1. Urban Growth - Encourage development in urban areas where adequate public facilities & services exist or can be provided efficiently.	**Land Use Pattern** *Urban Growth Areas LU-26.* Lands should be characterized by urban development; contains all land within cities; be able to accommodate 20-year population forecast. *Appendix 1*: Urban Growth Area Map.	**Chapter 1, Plan Vision** Land Use Map. **Chapter 2, Urban Land Use.** U-201 Designating Urban Areas
Goal 2. Reduce Sprawl - Reduce the inappropriate conversion of undeveloped land into sprawling, low density development.	Land Use policies and regional growth pattern. *FW-2* Interim actions including minimum density ordinances and rural zoning. *FW-6* Protect natural environment by reducing consumption of land and concentrating development.	**Chapter 1, Plan Vision** Land Use Map **Chapter 2, Urban Land Use**
Urban Growth Areas *(RCW 36.70A.110)* ☐ Designate an urban growth area within which urban growth is encouraged. ☐ Include each city within UGA. ☐ Include areas & densities sufficient to accommodate 20-year growth forecasts. ☐ County & Cities negotiate on location of UGA. ☐ Include land outside cities if urban in character or adjacent to urban lands. ☐ Permit urban densities & include greenbelts & open space. ☐ Review UGA at least every 10 years.	*FW-1* Growth management is a multi-step process. *FW-3* Household and employment targets- monitoring. *FW-11* Designate Urban Growth Area, Rural Areas and Resource Lands based on the Countywide Planning Policies. *FW 12* Provision of urban services and efficient use of growth capacity in UGA. *Urban Growth Area LU-26, 27* Accommodate the 20-year projections for population and jobs within the UGA with a full range of urban services. Include low-density urban separators within the UGA. *Appendix 2*: Household and Employment Ranges. *Appendix 3*: Affordable Housing Index. *Appendix 4*: Land Capacity Work Program.	**Chapter 1, Plan Vision** Land Use Map. **Chapter 2, Urban Land Use.** U-201 Designating Urban Areas U-203-205 Directing Growth U-207-209 Urban Growth Areas Targets U-301-306 Subarea Planning U-307 Urban Separators **Chapter 13, Planning & Implementation** I-201 Plan Map Amendments
☐ Locate urban growth first in urban areas with existing public facility & service capacity, next in urban areas that will be served by a combination of existing & new facilities & services.	*Phasing in Urban Growth Area LU-28-30 Direct* growth first to centers & urbanized areas with existing infrastructure capacity, second to areas that can be serviced easily and last to areas needing major improvements. *Joint Planning FW-13, LU-31-37* Counties should provide county-wide services and cities should provide local services. Designate potential annexation areas; adopt annexation criteria; and phase annexations with services. *Cities in Rural Area LU-38* Urbanized areas not contiguous to UGA.	**Chapter 1, Plan Vision** Land Use Map. **Chapter 2, Urban Land Use.** Service & Finance Strategy map U-401-410 Growth Strategy **Chapter 13, Planning & Implementation** I-201 Plan Map Amendments **Chapter 2, Urban Land Use.** U-301-306 Subarea Planning See Growth Strategy policies above **Chapter 13, Planning & Implementation.** I-210-212

GMA Goal/Requirement	Countywide Planning Policy	Comprehensive Plan Policies
Land Use Element Contents *(RCW 36.70A.070(1))*:		
❑ General distribution, location, extent of uses of land;	*Appendix 1:* Urban Growth Areas Map	**Chapter 1, Plan Vision.** Land Use Map Draft SEIS (Land Use)
❑ Population densities, building intensities, estimates of future population growth;	*Appendix 2:* Household and Employment Ranges *FW-3* Monitoring of household and employment targets.	**Chapter 2, Urban Land Use.** U-207-209 Urban Growth Area Targets U-501-507 Residential Densities U-601-606 Activity Centers Draft EIS (Population & Housing)
❑ Provide for protection of quality and quantity of ground water;	FW-4:5; *Overall Environmental Protection* CA-5-6, *Aquifers.*	**Chapter 7, Natural Environment.** NE-332-336 Ground water Draft SEIS (Water Resources)
❑ Review drainage, flooding and stormwater runoff and provide guidance for corrective actions	CA-12, *Frequently Flooded Areas*	**Chapter 7, Natural Environment** NE-301-336 Water Resources Draft SEIS (Water Resources)
Goals 1 and 2, and Urban Growth Area requirements, continued	***Urban Centers FW-14-15, LU-39-50*** Zone to accommodate minimum 15,000 jobs in 1-1/2 sq. mi. and within 1/2 mile of transit station, average of 50 employees per acre, and 15 households per acre.	Applies to incorporated areas. Plan policies support centers strategy (see U-203-204)
	Mfg/Industrial Centers LU-51-62 Accommodate a minimum of 10,000 jobs (15,000 if to be served by high capacity transit. Four centers are designated. ***Urban and Mfg/Industrial Centers FW-16*** Complemented by surrounding land use patterns.	No manufacturing centers designated in unincorporated King County.
	Urban Residential Areas LU-66, 67 Establish target numbers of new dwelling units that will be accommodated in the next 20 years. Establish 20-year targets for employment growth within and outside urban centers. ***Appendix 2*** Household and Employment Ranges ***Appendix 3*** Affordable Housing Index	**Chapter 2, Urban Land Use.** U-207-209 Urban Growth Area Targets

GMA Goal/Requirement	Countywide Planning Policy	Comprehensive Plan Policies
Goals 1 and 2, and Urban Growth Area requirements, continued	*Infill Development LU-69* Develop local neighborhood planning and design processes to encourage infill. *Activity Areas FW-17, LU 63:65* Designate local Activity Areas within the UGA (outside Urban Centers). *Urban Employment Growth LU-68* Provide for 20 year targeted employment growth both for incorporated and unincorporated areas *Business/Office Parks LU-70:74* Direct offices primarily to Urban Centers; office development outside Centers should occur in activity areas and promote transit and pedestrian use.	**Chapter 2, Urban Land Use.** U-502-507 Residential Densities **Chapter 13, Planning & Implementation.** I-209 Subarea Planning I-410 Design Review **Chapter 2, Urban Land Use.** U-601-630 Activity Centers **Chapter 2, Urban Land Use.** U-501-523 Residential Land Use. **Chapter 2, Urban Land Use.** U-207-209. Urban Growth Area Targets **Chapter 2, Urban Land Use.** U-610-615 Industrial Uses
Rural Element Requirements *(RCW 37.70A.070)* Include lands that are not designated for urban growth, agriculture, forestry or mineral resources. Permit land uses that are compatible with rural character and provide a variety of rural densities.	*Rural Areas FW-7:10, LU-6:25* Rural Areas, considered to be permanent, shall be designated based on the Countywide Planning Policies and consistent with the GMA.. Density guidelines are 20 acres for forest lands; 10 acres to protect small-scale farming, and where predominant lot pattern is 10 acres or 1/4 mile of resource activities; or 5 acres where land is physically suitable and services are adequate.	**Chapter 3, Rural Land Use.** R-101- 104 Rural Character R-105-107 Rural Growth Targets R-109-112 Rural Facilities/Services R-201-217 Residential Development R-301-316 Rural Towns & Neighborhoods R-401-403 Resource-Based Uses
Goal 3. Transportation - Encourage efficient multimodal transportation systems that are based on regional priorities and coordinated with county & city comprehensive plans	**Transportation** *Appendix 5* Transportation *High Capacity Transit* **(HCT)** T-5 Urban Centers and mfg./ind centers meeting size/density criteria should be served by HCT; comprehensive plans should reflect future HCT improvement needs (e.g. ROW, stations) and supportive land uses. *Regional Transit Project T-6* WSDOT completion of HOV lanes in Puget Sound Region. *Non-Motorized* T-7 Comprehensive plans should address pedestrian and bicycle travel. *Freeways, Highways and Arterials* T-8 Improvements should help alleviate existing traffic congestion and provide access to new growth areas. *Level of Service T-9:14* Level of Service	**Chapter 3, Rural Land Use.** R-111 Transportation in rural areas **Chapter 9, Transportation.** T-514-524 Transit T-531-538 Non-motorized Transportation T-510-513 Arterials and Streets Growth phasing approach T-301-306 Levels of Service T-402-403 Concurrency

GMA Goal/Requirement	Countywide Planning Policy	Comprehensive Plan Policies
Goal 3 continued	***Transportation Policies*** FW-18-20. T-1-4. Develop land use policies and financing strategies to support transportation goals. ***Reassessment & Financing T-15-19*** If transportation adequacy/concurrency can't be met, consider adjusting land use and LOS standards, use all authorized local option transportation revenues, and seek additional state revenues; give high priority to preserve and maintain facilities; structure impact fees to ensure fair share mitigation for new development, but not to cure existing deficiencies; execute interlocal impact fee agreements with adjoining jurisdictions to address inter-jurisdictional traffic impacts; identify (with King County, WSDOT, other cities, PSRC and Metro) regional land acquisition needs and establish a process for prioritizing and siting transportation needs. ***State Transportation Role T-20-22.*** ***Siting Regional/Countywide Transportation Facilities FW-21-23. T-23***	T-401 Consistency T-601-604 Finance Section VII Reassessment Text
Transportation Element Contents *(RCW 36.70A.070(6))-* ☐ land use assumptions used to estimate travel; ☐ Inventory of facilities and service needs; ☐ level of service standards (regionally coordinated); ☐ 10-year travel forecasts based on the plan; ☐ system expansion needs to meet demands; ☐ analysis of funding capability to meet needs & multi-year financing plan; ☐ discussion of reassessment of land use or additional funding strategies to meet financing needs;		**Chapter 9, Transportation.** **Land Use Assumptions** T-101; T-201-205 **Travel Forecasts** T-103;T-206-207 Draft SEIS **Needs & Deficiencies** T-105; T-501; and CIP Transportation Needs Report (annual) **Level of Service Standards** TAMs T-301-306 **Concurrency Management** T-107; 402-403 **Coordination** T-108 **Travel Forecasts** T-206-207 **Needs/Deficiencies** T-105; T-501 and CIP Transportation Needs Report T-601-604 and **CIP** **CIP** Section VII Reassessment Text

GMA Goal/Requirement	Countywide Planning Policy	Comprehensive Plan Policies
Transportation Element Continued ❑ intergovernmental coordination efforts and identification of impacts on adjacent jurisdictions; ❑ demand management strategies; and ❑ prohibition of development approval if proposal would cause level of service to fall below adopted standards unless strategies or improvements are made to accommodate the development concurrent with development.		**Needs/Deficiencies T-105; T-501 and CIP** **Coordination Text VIII.** **Implementation T-901** **Demand Management T-525-530** Adopted CTR ordinance **Level of Service - T-104; TAM T-301-306** **Concurrency Management T-402-403** **Section VII Reassessment Text**
Goal 4. **Housing -** Encourage the availability of affordable housing to all economic segments of the population of this state, promote a variety of residential densities & housing types, & encourage preservation of existing housing stock	*Affordable Housing FW-28; AH 1-5* Plan to meet the housing needs of all economic segments of the community; specify the number of planned units affordable to specified income groups. *Evaluation of Housing AH-6* *Appendix 3* Affordable Housing Index	**Chapter 5, Housing.** H-101-109 Housing Choice H-201-205 Incentives H-206-212 Subsidies H-301-305 Reducing Costs H-401-403 New Housing Models H-501-508 Preserving Existing H-601-606 Access to Housing H-701-705 Housing Assistance **Chapter 2, Urban Land Use** U-501-509 Housing **Chapter 3, Rural Land Use.** R-101, R-201
Housing Element Contents *(RCW 36.70A.070(2)-* ❑ inventory/analysis of existing & projected needs; ❑ goals, policies, objectives for housing preservation, improvement, development; ❑ sufficient land for various housing types; and ❑ provides for needs of all economic segments.		**Chapter 5, Housing.** Housing Needs Analysis(Technical Appendix B, Vol. 1) H-101-109 Housing Choice H-201-212 Housing Development H-501-507 Housing Preservation Draft SEIS (land capacity analysis) H-101 Housing Choice H-601-606 Access to Housing H-701-705 Housing Assistance Draft SEIS (Housing analysis)

GMA Goal/Requirement	Countywide Planning Policy	Comprehensive Plan Policies
Goal 5. **Economic Development** - Encourage economic development throughout the state that is consistent with adopted comprehensive plans; promote economic opportunity for all citizens of this state, especially for unemployed and disadvantaged persons; & encourage growth in areas experiencing insufficient economic growth, all within the capacities of the state's natural resources, public services, & public facilities.	*Economic Development & Finance FW-33-36; ED-1-24* Local comprehensive plans should include policies that support retention and expansion of the regional economic base, including policies that-improve business climate; support export industries; local job retention and attraction where appropriate; achieve a balance between economic growth and environmental protection; and address disadvantaged groups *Regional Finance & Governance FW-37-39; RF-1-5.* King County and the cities shall develop a Regional Financing Plan (by July 1996) establishing priorities for infrastructure improvements (roads, sewer, water, storm water, parks and open space) and including sources for key investments.	**Chap. 4, Economic Development.** ED-101-103 Balance between Environment and Economy ED-201-203 Business Retention, Expansion, Diversification ED-301-303 Human Resources ED-401-404 Government Actions ED-501 Private/Public Partnerships
Goal 6. **Property Rights** - Private property shall not be taken for public use without just compensation having been made. The property rights of landowners shall be protected from arbitrary and discriminatory actions.	No comparable policies contained in CPPs	**Chapter 13, Planning & Implementation.** I-201q Regulations.
Goal 7. **Permits** - Applications for both state & local government permits should be processed in a timely & fair manner to ensure predictability.	No comparable policies in CPPs	**Chapter 13, Planning & Implementation.** I-409-410 Permitting
Goal 8. **Natural Resource Industries** - Maintain & enhance natural resource-based industries, including productive timber, agricultural & fisheries industries. Encourage the conservation of productive forest lands & productive agricultural lands, & discourage incompatible uses.	**Land Use Pattern** *Resource Lands FW-6. LU-1- LU-5.* Protect existing resource lands with long-term commercial significance; encourage compatible land uses; adopt BMPs for mining.	**Chapter 6, Natural Resource Lands.** RL-101-113 Conservation Strategy RL-201-210 Forestry RL-301-311 Agriculture RL-401-414 Mineral Resources **Chapter 1, Plan Vision.** Land Use Map

GMA Goal/Requirement	Countywide Planning Policy	Comprehensive Plan Policies
Goal 9. **Open Space & Recreation** - Encourage the retention of open space & development of recreational opportunities, conserve fish & wildlife habitat, increase access to natural resource lands & water, & develop parks.	*Open Space FW-27; CC-6-13* The regional open space system should provide physical & visual buffers to separate incompatible uses and define urban growth boundaries; provide active & passive recreation; and/or contain natural areas, habitat lands, natural drainage features and/or other environmental/scenic resources.	**Chapter 2, Urban Land Use.** U-307 Urban Separators **Chapter 3, Rural Land Use.** R-101 **Chapter 10, Parks, Recreation & Open Space.** PR-101-107 King County's Role PR-201-206 Regional Open Space PR-301-306 Local Open Space Land Use Map
Goal 10. **Environment** - Protect the environment & enhance the state's high quality of life, including air & water quality, & the availability of water.	**Critical Areas** *Environmental Protection FW-4-5.* Protect and enhance natural ecosystems through comprehensive plans, policies and regulations. manage the built environment to protect, improve and sustain environmental quality while minimizing public and private costs. Manage water resources for multiple beneficial uses. *Wetlands CA-1-4.* Protect wetlands and buffers; assure no net loss; increase quantity/quality; consider flexible mitigation (systems & corridors) *Aquifers CA-5-6.* Protect aquifers; and implement management plans; adopt Best Management Practices (BMPs). *Fish & Wildlife Habitat CA-7-11.* Identify/protect critical habitat & species; protect natural drainage systems & habitat networks between. jurisdictions; maintain water quality (control runoff & apply BMPs) *Frequently Flooded Areas* CA-12 Protect natural flood storage & conveyance; plan and regulate to reduce flood impacts. *Geologic Hazard Areas* CA-13 Protect steep slopes, landslide hazards; erosion hazards, coal mine hazards & seismic hazards *Air & Water Quality* CA-14-15 Promote air quality; implement Puget Sound Water Quality Management Plan. *Implementation* CA-16 Establish a technical committee for regulations, policies and benchmarks.	**Chapter 7, Natural Environment.** NE-101 Incentives NE-102-103 Education, Planning and Regulations NE-316-329 Wetland Functions, Classification, Mitigation NE-301-310 Water Resources NE-332-336 Ground Water NE-311-312 Rivers & Streams NE-601-603 Biodiversity NE-604-609 Conservation Areas NE-610-614 Networks NE-612-614 Integration NE-330-331 Floodplains NE-401-407 Geology & Soil NE-201-206 Air Quality NE-309 PSWQMP

GMA Goal/Requirement	Countywide Planning Policy	Comprehensive Plan Policies
GMA Goal 11. Citizen Participation Encourage the involvement of citizens in the planning process & ensure coordination between communities & jurisdictions to resolve conflicts.	No comparable policies contained in CPPs	**Chapter 1, Plan Vision V-301** Also See the Draft SEIS *Project Description* for a summary of the citizen involvement program implemented by King County since 1993 to gain input to the Executive Proposed Plan.
Goal 12. **Public Facilities & Services** - Ensure that those public facilities & services necessary to support development shall be adequate to serve the development at the time the development is available for occupancy & use without decreasing current service levels below locally established minimum standards.	*Contiguous & Orderly Development, & Provision of Urban Services FW-29-31. CO-1-16* Identify the full range of urban services required to support growth and how they will be provided.	**Chapter 8, Facilities & Services.** F-201-204 Focusing Public Spending F-205-213 Identifying Needs F-214-216 Cooperating F-217-222 Siting Essential Public Facilities F-223 Lands Useful for Public Purposes F-301-307 Drinking Water F-308-318 Sewage F-319-322 Solid Waste F-323-329 Surface Water **Chapter 2, Urban Land Use.** See UGA and Growth Strategy above. **Chapter 12, Energy and Telecommunications.** ET-201-205, 301,401-410. **Chapter 3, Rural Land Use.** R-109-112 Public Services
Siting of **Essential Public Facilities** *(RCW 36.70A.200)*- Each County's Comprehensive Plan shall include a process for identifying & siting essential public facilities... (i.e.) those that are typically difficult to site, such as airports, state education facilities...transportation, correctional...solid waste...substance abuse...mental health and group homes...No local comprehensive plan or development regulation may preclude the siting of essential public facilities.	*Siting Countywide or Statewide Capital Facilities FW-32; S-1* Countywide or statewide capital facilities should be sited through a public process and should support countywide land use patterns & economic activities, mitigate environmental impacts, provide amenities and incentives, and minimize public costs.	**Chapter 8, Facilities & Services.** F-217-222 Siting Essential Public Facilities

GMA Goal/Requirement	Countywide Planning Policy	Comprehensive Plan Policies
Capital Facilities Plan Element Contents *(RCW 36.70A.070(3))-* ❑ inventory of existing capital facilities showing locations and capacities; ❑ forecasts of future need; ❑ location/capacity of proposed new facilities; ❑ 6-year plan to finance needed facilities within projected funding capacities, including sources of funds; and ❑ requirement to reassess land use element if funding falls short of projections.		Technical Appendix A, B, & C of Volume I CIP To be included in King County 1995 Budget and CIP Water, sewer and school district capital facility plans F-210-212 Resolving Deficiencies F-213 Land Use Reassessment
Utilities Element Contents *(RCW 36.70A/070(3))-* ❑ general location and capacity of all existing & proposed utilities		Technical Appendix A; Map of Electric transmission facilities Puget Power Draft GMA Electrical Facilities Plan **Chapter 8** Facilities & Services Draft SEIS
Goal 13. **Historic Preservation** Identify & encourage the preservation of lands, sites, & structures that have historical or archaeological significance.	*Community Character & Open Space* FW-24-FW-26 *Historic Resources CC-1,2* Identify, evaluate and protect historic resources; protect/enhance historic resources through land use planning and regulations *Urban Design C-3* Promote high quality design and site planning *Human/Community Services CC-4,5* Essential community and human service needs should be identified and included in land use, transportation & capital improvement plans	**Chapter 11, Cultural Resources.** CR-101-102, 201-206, CR-301-304, CR-401-404 **Chapter 2, Urban Land Use.** U-515-520 Neighborhood Design U-601-614 Activity Center Design U-617-623 Community Bus. Ctrs U-624-630 Neighborhood Bus. Ctrs Chapter 3. Rural Land Use R-101-102; 201-202; 208; 215; 301; 306; 311 **Chapter 8, Facilities & Services.** F-101-103 **Chapter 4, Economic Development.** ED-301-302

Chapter Two

Urban Land Use

Growth Management Act's Goals, Elements, and Requirements

This chapter satisfies the Growth Management Act's Goal 1 to encourage growth in urban areas; Goal 2 to reduce sprawl; Goal 3 to encourage efficient multimodal transportation systems; Goal 4 to encourage the availability of affordable housing; Goal 9 to encourage retention of open space and recreational areas; Goal 12 to ensure adequate public facilities and services; Goal 13 to identify and encourage preservation of historical or archaeological significant lands; mandatory Land Use Element by providing for population densities, building intensities, and estimates of future population growth; and Requirement 36.70A.110 designating an Urban Growth Area. Technical Appendix D highlights the reasons for the size and location of the Urban Growth Area in King County.

Population and Jobs Forecasted to Grow

King County's total population is expected to grow from its 1992 population of 1,564,500 to 1,857,000 by 2012, an increase of 19 percent. This population increase means an additional 195,000 new households and 347,400 new jobs over the next 20 years. Unincorporated King County's share of this countywide growth is expected to be about 45,000 new households and 25,000 new jobs. Our challenge is to accommodate this growth and balance needs in ways that have the least negative impact on the environment and the most positive effect on the economy and quality of life.

The Countywide Planning Policies provide the framework which the Metropolitan King County Council used when adopting the final Urban Growth Area in this 1994 Comprehensive Plan. Within the Urban Growth Area, the vision is to focus growth in cities and Urban Centers within cities. King County will support this vision by concentrating its growth nearest to cities and Urban Centers. This can be accomplished by changing development patterns and zoning and by offering incentives to direct growth.

The County will set funding priorities to maximize the efficiency of public spending and to direct growth to specific locations. This prioritization will promote efficient use of the land in the following ways:

1. Reduce taxpayers costs by locating new development nearest to existing urban services;

2. Encourage infill, redevelopment and small-lot, single-family homes to provide for affordable housing and to reserve land for parks and open space;

3. Reduce commuter miles and protect air quality by locating housing and jobs near one another;

4. Focus growth nearest to existing urban development where maximum environmental impacts have already occurred, and

5. Add predictability to service and facility planning.

The policies in this chapter a) outline the collaborative planning process between the County and cities, b) provide a service and finance strategy for coordinating public capital investment with growth, and c) establish residential growth patterns and design standards for communities and neighborhoods within the Urban Growth Area.

I. Ensuring Livable Communities

This chapter lays out the framework to guide future communities within the Urban Growth Area (UGA), taking into consideration the places and ways people want to live as well as responding to neighborhood cultural diversity. This involves looking at the physical environment -- how we use and protect our lands -- and at the social environment, i.e. what promotes positive human interaction. Livable communities, pleasant work environments and an improved quality of life are the end results sought by this planning framework.

Growth affects everyone. The affordability of homes, the amount of land available for open space and the lifestyles offered by resource and rural areas are all affected by how the County grows. An opportunity exists to save and enhance the positive aspects of our lifestyle if we make some choices about where and how the County grows, based on the quality of life we envision for the future.

One of the major objectives of this chapter is to develop livable communities within the Urban Growth Area. Livable communities need more than the provision of facilities. They also need a broad range of amenities and human services that make urban communities attractive and safe places to live. People, places and social institutions work together to make livable communities.

U-101 **King County should encourage development within the Urban Growth Area that creates and maintains safe, healthy and diverse communities. These communities should contain affordable housing and employment opportunities and should protect the natural environment and significant cultural resources.**

II. Designating Urban Areas

A. Designation Criteria

The Growth Management Act requires the County to designate an Urban Growth Area within which urban growth is to be encouraged.

The adopted Countywide Planning Policies contain policies for designation and amendment of the Urban Growth Area (FW-1; LU-26) and a map which provides a policy framework for the Urban

Growth Area in this Plan. Consistent with the Countywide Planning Policies and the Growth Management Act, this Plan designates the Urban Growth Area for King County, which is shown on the Land Use Map located at the end of Chapter One, Plan Vision. The designation is based on the criteria in LU-26, which form the core of Policy U-201. Chapter 13, Planning and Implementation, contains policies governing future amendments to the Urban Growth Area.

U-201 **The Urban Growth Area designations shown on the official Land Use Map includes enough land to provide the capacity to accommodate growth expected over the period 1992-2012. These lands:**

- **a. Do not include rural land or unincorporated agricultural or forestry lands designated through the Countywide Planning Policies plan process;**
- **b. Include only areas already characterized by urban development which can be efficiently and cost effectively served by roads, water, sanitary sewer and storm drainage, schools and other urban governmental services within the next 20 years;**
- **c. Do not extend beyond natural boundaries, such as watersheds, which impede provision of urban services;**
- **d. Respect topographical features which form a natural edge such as rivers and ridge lines; and**
- **e. Include only areas which are sufficiently free of environmental constraints to be able to support urban growth without major environmental impacts unless such areas are designated as an urban separator by interlocal agreement between jurisdictions.**

Further, this policy recognizes that 100 acres of the Glacier Ridge Partnership lands near Lake Desire are conditionally suitable for the 4 to 1 Program, with any remaining issues to be resolved through the subdivision process. Approximately 83 acres of these lands are designated on the Land Use Map as urban. If the applicant fails to receive plat approval, the urban and open space properties shall convert to a rural designation and rural zoning at the time of the next annual review of the King County Comprehensive Plan.

In addition, this policy recognizes that the Bear Creek Urban Planned Developments (UPDs) are subject to an ongoing review process under the adopted Bear Creek Community Plan and that these properties are urban under the Countywide Planning Policies. If the applications necessary to implement the UPDs are denied by King County or not pursued by the applicant(s), then the property subject to the UPD shall be redesignated rural pursuant to the Bear Creek Community Plan. Nothing in this policy shall limit the continued review and implementation through existing applications, capital improvements appropriations or other approvals of these two UPDs as new communities under the Growth Management Act.

U-202 **King County recognizes the value of providing for a contiguous Urban Growth Area boundary in the vicinity of Covington. The property identified as the Matelich parcels provides for a contiguous boundary in this area. This property is included based**

on its ability to be efficiently and cost effectively provided with urban services and its ability to support urban growth without major environmental impacts and to meet a zero impact to water quality standards. Should these parcels prove unable to support urban growth as demonstrated by:

a. Not having a complete application accepted by the Department of Development and Environmental Services by July 1, 1995; or

b. Not getting permit approval for the development proposal by July 1, 1997,

they will be redesignated from the Urban Growth Area to Rural Area during the next amendment process to the Comprehensive Plan.

Technical Appendix D contains background information on growth targets and the Urban Growth Area, including analysis of state requirements for designating Urban Growth Areas.

B. Directing Growth to Cities and Urban Centers

The King County Comprehensive Plan directly affects land use planning decisions only in unincorporated King County. The cities, however, contain most of the County's economic base and its urban population and provide urban services to adjacent unincorporated areas. In addition, many public services vital to urban growth are provided to unincorporated areas by independent, special purpose districts. The significant role of the cities and districts therefore must be recognized in County decision-making and through future planning efforts to achieve the Plan vision.

U-203 King County should encourage most population and employment growth to locate in the contiguous Urban Growth Area in western King County, especially in cities and their Potential Annexation Areas.

The Countywide Planning Policies give guidance for the creation of Urban Centers, which are to be located in cities and which should accommodate concentrations of housing and employment over the next 20 years.

U-204 King County should encourage and actively support the development of Urban Centers, which are located in cities to meet the region's needs for housing, jobs, services, culture and recreation.

U-205 King County should concentrate facilities and services within the Urban Growth Area to make it a desirable place to live and work, to more efficiently use existing infrastructure capacity and to reduce the long-term costs of infrastructure maintenance.

Among the basic considerations for locating residential development are the natural characteristics and constraints of the land. Federal, state and county laws, as well as environmental, safety and fiscal concerns, require the recognition of natural constraints as an important factor in land use planning.

U-206 **Environmental standards for urban development should emphasize ways to allow maximum permitted densities and uses of urban land. Mitigating measures should be encouraged to serve multiple purposes, such as drainage control, ground water recharge, stream protection, open space, cultural and historic resource protection and landscaping. When technically feasible, standards should be simple and measurable, so they can be implemented without lengthy review processes.**

C. Urban Growth Area Targets

The Countywide Planning Policies require the County and its cities to plan for 2012 population and employment growth target ranges for each jurisdiction, based on designation of Urban Centers and criteria in the Countywide Planning Policies. Growth target ranges represent jurisdictions' policy choices of how much growth they intend to accommodate by 2012.

In 1993 and 1994, King County and its cities developed target ranges for employment as well as households. This was done to foster a local balance between population and employment growth so that jobs would be located close to where people live. The 2012 countywide employment growth target is 347,400 jobs. The unincorporated King County share of this target ranges from 23,300 to 28,700 jobs, with 22,000 to 26,000 in the Urban Growth Area and 1,300 to 2,700 in the Rural Area. The employment growth target ranges will be reflected in designation and zoning decisions for Unincorporated Activity Centers and Community and Neighborhood Business Centers.

The countywide household growth target is 195,000 net new households, Unincorporated King County's share of this target ranges from 40,000 to 50,000 net new households, with 34,200 to 41,800 in the Urban Growth Area and 5,800 to 8,200 in the Rural Area. Data shows that the existing land supply in unincorporated King County is sufficient to accommodate the projected household growth range of 40,000 to 50,000 net new households.. This takes into consideration a 25 percent market allowance.

U-207 **King County adopts the 2012 household and job growth ranges for its Urban Growth Area of 34,200 to 41,800 households and 22,000 to 26,000 jobs, consistent with the Countywide Planning Policies, and will adopt land use policies and regulations and capital facility plans to accommodate these growth targets within the unincorporated portion of the Urban Growth Area.**

U-208 **King County shall provide adequate land capacity for residential, commercial and industrial growth in the urban unincorporated area. This land capacity shall include both redevelopment opportunities as well as opportunities for development on vacant lands.**

In the fall of 1993 the Urban Centers Subcommittee, an interjurisdictional staff team, recommended to the Growth Management Planning Council (GMPC) an initial unincorporated King County 2012 household target range of 45,000 to 55,000. This target range was based on how many net new households King County intends to accommodate, balanced within a regional perspective. In May 1994 the GMPC adjusted targets downward approximately 10 percent which, in the case of unincorporated King County, dropped its household target range to 40,000 to 50,000. The "Household Growth Ranges

by Urban Subarea" Table establishes a breakdown by subarea of the King County new household targets for the Urban Growth Area. (Rural Area growth target ranges are presented in Chapter Three, Rural Land Use.) These subarea household target ranges were developed for transportation modeling purposes to test for the adequacy of transportation facilities. The test establishes whether the facilities are equal to, less than or greater than an established level of service, based on the initial recommended household target range derived from the Urban Centers Subcommittee and Interjurisdictional Staff Group. The effect of reducing the unincorporated growth target ranges is that transportation modeling provides a more conservative estimate of King County's ability to provide infrastructure to support future growth.

These household target ranges were allocated based on the share of both vacant and redevelopable acres available to support new development in the subareas as well as the following considerations:

- Proximity to centers;
- Availability or potential of transit and adequate roads, water and sewer services, and
- Analysis of vested development activity.

Although they may be refined through future planning with affected communities and adjacent cities, these ranges are intended to be used as a guide for future planning of land uses and decisions on services and infrastructure.

Household Growth Ranges by Urban Subarea

Subarea	1992 Households	2012 New Household Growth
Shoreline	23,700	2,600-3,400
Northshore	22,300	2,600-3,400
Bear Creek	100	2,900-3,900
East Sammamish	10,650	7,200-8,100
Newcastle	13,900	2,600-3,500
Tahoma Raven Heights	5,300	3,000-3,800
Soos Creek	30,200	8,600-9,600
Federal Way	11,300	3,300-4,200
Highline	32,600	1,400-1,900

U-209 **King County shall use population and employment target ranges to implement the Comprehensive Plan in urban communities. The target ranges allocated to subareas of unincorporated King County will be monitored and may be refined through future planning that includes communities, affected cities and service providers.**

III. Subarea Planning and Annexation

A. Planning with King County's Cities for Future Annexation

Growth management means that King County, cities, service providers and citizens will work collaboratively to coordinate planning decisions. Subarea planning is an important process to ensure that urban neighborhoods have the full range of urban services and that the transition from County government to city government through annexation and incorporation addresses the needs of residents. King County is first redirecting growth to Urban Centers and areas with appropriate urban levels of services; second, to areas nearest Urban Centers and cities where the cost of providing services is efficient and affordable; and third, to areas farthest from Urban Centers and cities where extensive improvements are most costly.

U-301 **King County should work with the cities to focus countywide growth within their boundaries and should support annexations within the Urban Growth Area when consistent with the King County Comprehensive Plan and Countywide Planning Policies.**

U-302 **King County shall favor annexation over incorporation within the Urban Growth Area. Incorporations should be supported only when annexation is not appropriate and when the formation of new cities is necessary to assure adequate facilities and services for growth consistent with the King County Comprehensive Plan and Countywide Planning Policies.**

Planning between the County and cities is underway to designate Potential Annexation Areas. A Potential Annexation Area is an area in unincorporated King County adjacent to a city that is expected to annex to the city and to which that city will be expected to provide services and utilities within the next two decades. Cities must propose Potential Annexation Area boundaries and the County officially designates them. Under the GMA, newly incorporated cities have three years to complete adoption of their comprehensive plans. As part of their comprehensive plan development process, they may designate future annexation areas. These areas may include areas outside the Urban Growth Area. Unofficial Potential Annexation Areas are shown on the Potential Annexation Area Map contained in Technical Appendix J. The Potential Annexation Area planning process is described in Chapter Thirteen, Planning and Implementation, Section II(C).

U-303 **The Urban Growth Area line is considered long-term and can only be amended consistent with Countywide Planning Policy FW-1, and Comprehensive Plan Policy I-207.**

U-304 **King County should support annexation proposals when:**

- **a. The proposal is consistent with the King County Comprehensive Plan;**
- **b. The proposed area is wholly within the Urban Growth Area and within the city's designated Potential Annexation Area (for annexations);**

c. **The city is planning for urban densities and efficient land use patterns consistent with the Countywide Planning Policies and King County land use plans; and**

d. **Adopted Countywide goals and policies for urban services, environmental and cultural resource protection will be supported.**

U-305 **King County shall not support annexations or incorporations that would apply zoning to maintain or create permanent, low-density residential areas unless such areas are part of an urban separator or are environmentally constrained, rendering higher densities inappropriate.**

Local governments will continue to have limited resources to pay for needed services. It is important for all jurisdictions to set consistent priorities and cooperate in other ways to maximize the benefit received for public spending.

U-306 **King County should work with cities and other service providers to establish priority areas for public funding of capital facilities, services and infrastructure.**

B. Urban Separators

The Countywide Planning Policies call for the County and cities to implement Urban Separators. Different from the Rural Area and Natural Resource Lands, these are low-density areas within the Urban Growth Area that create open space corridors, provide a visual contrast to continuous development and reinforce the unique identities of communities. Urban separators can play a significant role in preserving environmentally sensitive areas and in providing habitat for fish and wildlife (see Chapter Seven, Natural Environment). They also provide recreational benefits, such as parks and trails, and meet the Growth Management Act's requirement for greenbelts and open space in the Urban Growth Area.

U-307 **King County should designate permanent Urban Separators within the Urban Growth Area and work in cooperation with cities during future planning efforts to develop additional Urban Separators, based upon the following criteria:**

a. **The land can serve as wildlife habitat, is an environmentally sensitive area as defined in King County's environmental protection regulation or serves to link such designated sensitive areas, contains a major elevation change or other visible landscape feature, is a part of a Regionally or Locally Significant Resource Area, public park, open space or trail, or contains historic resources found to be eligible for county landmark designation; or**

b. **The land will help define community or municipal identities and boundaries.**

Urban Separators may be protected by public acquisition of land or by incentives, such as increased density in exchange for land dedications in conjunction with development, and by regulating development in or near environmentally sensitive areas.

IV. Growth Strategy

The link between land use and public spending for facilities and services is critical. The growth strategy policies in this chapter could lead to major changes in the ways local governments plan and build infrastructure, especially for transportation, water and sewer. King County's growth strategy focuses public investment in specific urban areas where growth is desirable. By targeting public investment for services, such as transit and road improvements, these areas become more attractive and feasible for development.

The Countywide Planning Policies call for King County and each city to direct growth first to Urban Centers and areas with existing infrastructure capacity, second to areas which are urbanized and where infrastructure improvements can be extended easily, and last to areas requiring major infrastructure improvements. All jurisdictions shall develop growth phasing plans consistent with applicable capital facilities plans. The objective being to maintain an Urban Growth Area served with adequate public facilities and services to meet at least the six-year intermediate household and employment ranges consistent with the Countywide Planning Policies.

Some public facilities, such as roads, schools, sewer and water, are tied closely to new growth. Other facilities, while still necessary, are dependent on other criteria as well. For example, surface water management facilities must consider the characteristics of each different watershed in the County. The Growth Management Act requires King County to carefully plan for service needs before new growth is allowed. The following policies direct King County to establish priority areas for public facility and service improvements and to limit growth if needed services are not available.

U-401 **Within the Urban Growth Area, King County will establish priority areas for public facility and service improvements, especially for transportation. These priority areas should be located where public facility and service improvements would most effectively advance the regional vision, King County's growth, economic development, energy efficiency or affordable housing objectives. Priority areas will shift over time as improvements are installed and adopted service level standards are attained.**

U-402 **If service deficiencies, such as city, county and state roads, public water supply and wastewater treatment, are identified through subarea planning, King County and the affected service providers shall adopt Capital Improvement Programs to remedy identified deficiencies in a timely fashion or King County shall reassess the land use according to Policy F-213.**

U-403 **Within the Full Service Areas, King County should prioritize public spending on transportation capital facilities for new growth based on the transportation priority ranking system which seeks to balance the overall transportation system and individual improvement needs.**

Policies F-207 and F-208 in Chapter Eight, Facilities and Services, direct special purpose districts to demonstrate their ability to provide services to support the Comprehensive Plan land use and growth

strategy. Refer to Chapter Nine, Transportation, for policies that give guidance for the Transportation Priority Process. See policy I-501 in Chapter Thirteen, Planning and Implementation, on monitoring public policy goals.

A. Service and Finance Strategy Designations

King County's growth strategy encourages efficient use of urban land and maximizes the benefits of public facility spending. The growth strategy designations established in this chapter will help the County concentrate its limited funds by designating priority areas for spending on transit and road improvements. The County's priorities are as follows:

FIRST PRIORITY- Alleviate existing safety and maintenance and pipeline transportation, health, human and public safety needs within the entire Urban Growth Area (shown in green and yellow on the Service and Finance Strategy map contained in Chapter One, Plan Vision).

SECOND PRIORITY: Fund transportation improvements which support new growth in the green area. Funds are prioritized this way because the County does not have the resources to fund new growth throughout the entire Urban Growth Area while meeting the funding needs of the first priority, above.

These priorities are accomplished through the Service and Finance Strategy which designates Full Serve Areas with transit (dark green), Full Service Areas without transit (light green) and Service Planning Areas (yellow). The Service and Finance Strategy Map at the end of Chapter One, Plan Vision, shows the locations of these designations. The Transportation Service Areas outlined in Chapter Nine, Transportation, are consistent with this Service and Finance Strategy.

The Service and Finance Strategy concentrates on water, sewer and transportation services, which are most linked to land use, and the requirements of GMA. King County recognizes that there are many other essential services needed, such as health, human and public safety services. New growth will bring about an increased demand for these services throughout the Urban Growth Area. Therefore, health, human services and public safety needs for new growth should be a priority within the Full Service Areas. (Refer to Chapter Eight, Facilities and Services, policies F-101 through F-204 for further discussion and policy direction for health, human services and public safety.)

The following factors support the Service and Finance Strategy designations:

- Proximity to designated Urban Centers;
- Proximity to cities;
- Public sewer availability, defined as the presence of sewers now or within six years through extensions included in adopted sewer comprehensive plans;
- Water supply availability, defined as the presence of a water source with applicable water rights that can serve the projected demand through the year 2000, as shown by adopted water comprehensive plans, and
- Areas highly susceptible to ground water contamination.

The following definitions are used in this chapter and Chapter Nine, Transportation, for transportation needs associated with the Service and Finance Strategy:

- **Existing transportation needs** are associated with households and businesses which are in existence at the time of plan adoption.

- **Pipeline transportation needs** are associated with growth that is pending through the County's development review process.

- **Transportation needs for new growth** are associated with growth that has been planned for 2012 in this Comprehensive Plan.

King County has limited financial resources. Alleviating existing and pipeline transportation needs and existing health, human and public safety needs will consume a major portion of the County's limited financial resources. The majority of the County's transportation funds through 2012 will be spent on these existing and pipeline needs unless substantial new revenue sources are developed. The County is committed first and foremost to meeting existing and pipeline transportation needs and existing health, human and public safety needs. The funds needed for new growth are limited and therefore, the County must develop a priority strategy to fund new growth.

U-404 **King County's first priority shall be to invest in existing and pipeline transportation needs and existing health, human and public safety needs throughout King County.**

U-405 **Within the Full Service Areas with Transit Priority, King County shall invest in transit and road improvements that support transit. These areas have the following characteristics:**

a. Water supply is available to serve development uses and densities consistent with this plan;
b. Public sewers are available now or within six years to serve development uses and densities consistent with this plan;
c. Urban zoning is in place consistent with this plan, and
d. Public spending for health, human services and public safety is a priority.

U-406 **Within Full Service Areas without transit priority, King County shall invest in road needs for new growth. These areas have the following characteristics:**

a. Water supply is available to serve development uses and densities consistent with this plan;
b. Public sewers are available now or within six years to serve development uses and densities consistent with this plan;
c. Urban zoning is in place consistent with this plan, and
d. Public spending for health, human services and public safety is a priority.

U-407 **Within Service Planning Areas, water supply or public sewers may be deficient, locally or areawide, to serve development uses and densities consistent with this plan.**

King County will invest only in road improvement needs for existing and pipeline development.

Development can occur within both Full Service Areas and Service Planning Areas. The significant difference between the Service Planning Areas and the Full Service Areas is that the latter has water supply to serve development uses and densities consistent with the plan, public sewers now or within six years to serve development uses and densities consistent with this plan, and transportation funding for new growth.

U-408 **King County shall begin a subarea planning process with cities, service providers and citizens to ensure sewer, water and transportation improvements are coordinated and that high aquifer recharge issues are addressed, with the objective of enabling development to occur according to urban zoning, consistent with this plan.**

U-409 **In addition to providing guidance to King County and other service providers developing land use and capital improvement plans, a Service Planning Area designation shall inform property owners and prospective developers that although a property may be zoned at urban densities, individual development applications such as subdivisions or building permits may be denied, or may not be accepted for vesting purposes by King County, due to local or area-wide deficiencies in sewers, water or roads.**

U-410 **Whenever property owners or developers commit to fund their proportionate share for improvements which remedy service deficiencies in sewers, water and roads through developer contributions or through public-private partnerships, then developments can proceed according to urban zoning and applicable development regulations provided that water and sewer are available, and road improvements to meet the level of service standards are in a capital improvement program and can be completed within six years of development, as required by the Growth Management Act.**

Development can and will occur in Service Planning Areas (yellow). Within the entire Urban Growth Area, King County commits funding for existing safety and maintenance and pipeline transportation needs and for existing health, human, and public safety needs. However, County transportation funds for new growth are deferred within the Service Planning Areas. Development can occur if property owners demonstrate water and sewer availability and compliance with transportation concurrency requirements or the property owner funds the needed improvements. Water, sewer, and transportation certificates will allow development to occur in the Service Planning Areas.

Water and sewer availability is generally shown in adopted water and sewer comprehensive plans and associated capital improvement plans of the service provider. In this instance a certificate of availability will be given by the service provider to the property owner. However, if service is not included in the service provider's comprehensive plans and capital improvement plans, then the property owner may choose to finance the service extension. In the case where the property owner is

funding improvements, a signed developer extension agreement can be used in place of a certificate of availability.

The transportation certificate of concurrency is issued by the Department of Public Works. The certificate means that the impacts of the new development will not exceed the level-of-service standard for the area under consideration. However, if the impacts of the new development require transportation improvements to comply with the level-of-service standard, the developer may choose to fully fund the improvements to satisfy concurrency requirements. In this case, a developer improvement agreement will be issued. The agreement ensures the property owner will fully fund or construct the needed improvements within the Concurrency Management System time requirements.

U-411 Individual property owners may develop within the Service Planning Areas when transportation concurrency certificates and water and sewer availability certificates are accepted by King County. Water and sewer certificates of availability and transportation certificates of concurrency must satisfy the requirements defined in this Plan.

Refer to Chapter Nine, Transportation, for more detailed information on the Transportation Service Strategy and its relation to policies U-404 through U-407. For additional information on how policy U-409 is administered see Chapter Thirteen, Planning and Implementation.

The following table provides a summary of the Service and Finance Strategy:

Summary of the Service and Finance Strategy

The following summary is intended to allow the reader to gain an easy, quick reference to this section. Following this summary is a detailed discussion of this Plan's Growth Strategy.

Why Do We Have A Growth Strategy?

The Countywide Planning Policies call for each jurisdiction to develop a phasing strategy that identifies areas for growth for the next ten and 20 years and limits growth where services are not yet available.

Why are there Green and Yellow Areas Within the Urban Growth Area?

King County has limited financial resources to provide transportation facilities in the Urban Growth Area. Therefore, a Growth Strategy was developed which identifies the County's priorities.

FIRST PRIORITY: Alleviate existing safety, maintenance, pipeline transportation, health, human and public safety needs within the entire Urban Growth Area (shown in green and yellow on the Service and Finance Strategy map).

SECOND PRIORITY: Fund transportation improvements which support new growth in the green area. The County does not have the resources to fund new growth throughout the entire Urban Growth Area while meeting the funding needs of the first priority, above.

These priorities are accomplished through a Service and Finance Strategy which designates Full Service Areas with transit (dark green), Full Service Areas without transit (light green) and Service Planning Areas (yellow). The Service and Finance Strategy Map at the end of Chapter One, Plan Vision, shows the locations of these designations. The Transportation Service Areas outlined in Chapter Nine, Transportation, are consistent with this Service and Finance Strategy.

What Criteria were used to develop the Service and Finance Strategy Map?

The growth phasing strategy (which is illustrated by the green and yellow Service and Finance Strategy map) was based on the availability of areawide water and sewer services. Green areas meet the availability criteria as explained below.

Water availability is defined as the presence of a water source with applicable water rights that can serve the projected demand through the year 2000, as shown by adopted water comprehensive plans.

Sewer availability is defined as the presence of sewers now or within six years through extensions included in adopted sewer comprehensive plans.

For Urban Planned Developments, the criteria are:

Water availability is defined as 1) presence of a water source with water rights that can serve the project demand through the year 2000, 2) a firm commitment to serve an area with water, as evidenced by either a water availability certificate, utility extension agreement or a King County approved water system plan and 3) a firm financial commitment to provide water, as evidenced by either a capital improvement plan or utility extension agreement.

Sewer availability is defined as 1) the capacity to intercept and treat waste water as evidenced by a King County approved sewer system plan or a Metro utility plan, 2) a firm commitment to serve an area with sewer as evidenced by either a sewer availability certificate, utility extension agreement, or an approved sewer system plan and 3) a firm financial commitment to provide sewer, as evidenced by either a capital improvement program or utility extension agreement.

How Do Transportation Needs Fit Into the Service and Finance Strategy?

The Transportation Service Strategy (see Chapter Nine) includes all critical transportation capacity projects in the Full Service Area (green areas) needed during the next 20 years. There are seven critical capacity projects costing $65.6 million in the Service Planning Areas (yellow areas). King County would need to fund all seven of these critical projects to change the Service Planning Area to Full Service Area.

What Is the Effect of Green or Yellow on a Property Owner?

Development can and will occur in both green and yellow. Any property owner who can obtain water, sewer, and transportation concurrency certificates can develop in yellow or green.

Why Redesignate from Yellow to Green?

If development has not occurred and it does not meet project-level concurrency, then the advantage for the property owner to redesignate from yellow to green is the County will give higher priority for transportation improvements in green. King County will spend more of its money sooner in green.

If development has already occurred there is no need for the property to be redesignated from yellow to green because transportation improvements have already been funded.

If development has not occurred but the development will meet project-level concurrency, then there is no need to redesignate from yellow to green.

How Do Redesignations Occur?

Redesignations will occur according to policies U-416 and U-417.

When are Comprehensive Plan Amendments Needed?

A Comprehensive Plan amendment is needed to change a Service Planning Area to a Full Service Area. This may occur after a subarea planning process has been conducted that ensures sewer, water and transportation improvements are coordinated and timed to enable development.

Transportation has a financial shortfall. To consider redesignation from yellow to green the County must assess priorities and make tradeoffs on how it will spend its limited financial resources, change the level-of-service standards or change land use.

When Are Comprehensive Plan Amendments Not Needed?

Comprehensive Plan Amendments are not needed for property owners in yellow Service Planning Areas who can obtain water, sewer, and transportation certificates.

What are the Benefits of this Strategy?

This strategy allows property owners with sewer, water, and transportation certificates to develop property located in yellow.

A benefit of this approach is that it clearly and fairly communicates to the public the County's spending priorities, to first spend our dollars where water and sewer improvements are in place.

In the past, urban reserve zoning was used as an implementation tool for growth phasing. This Comprehensive Plan's Service and Finance Growth Strategy is not implemented through urban reserve

zoning, but rather through identifying the County's spending priority. The Service and Finance Growth Strategy does not penalize individual property owners the way that urban reserve zoning did, instead, it allows property owners with certificates to develop in the Service Planning areas (yellow areas). Therefore, existing urban reserve zoning, no longer needed to implement this plan, is eliminated.

U-412 **Urban reserve zoning (GR-5 and GR-2.5) was adopted in all or parts of the Northshore Community Plan (1993), East Sammamish Community Plan (1993), and the Soos Creek Community Plan (1991). This Comprehensive Plan lifts the urban reserve zoning of all these plans, with the exception of the 763 acres of GR-2.5 zoning in the Soos Creek Community Plan. In the Soos Creek Planning area, urban reserve zoning (GR-2.5) shall be retained in the portions designated Phase 2 because no underlying, higher-density urban zone has been designated. Therefore, the County shall temporarily retain urban reserve zoning to ensure that appropriate urban zoning is identified following a thorough public process.**

U-413 **Within Service Planning Areas, King County shall give the highest priority for subarea planning to that portion of unincorporated Federal Way (Unincorporated Southwest King County) which is currently unsewered, and to those portions of the Soos Creek planning area designated Phase 2 by the Soos Creek Community Plan.**

See Chapter One, Plan Vision, and Chapter Thirteen, Planning and Implementation, for descriptions of subarea planning.

B. Incentives

Incentives support land use goals by making it easier for growth to occur as envisioned in this Plan. To augment the growth strategy policies in this chapter, King County will explore both financial and regulatory incentives. Examples of regulatory and financial strategies are listed in policy U-414. Implementing some of these incentives may require changes to State law.

U-414 **King County shall develop incentives to attract development to the Full Service Area through a variety of regulatory and financial strategies that may include:**

- **a. Priority permit review for such projects that promote affordability and special needs;**
- **b. Transfer of density credits;**
- **c. Reform staff review procedures;**
- **d. Streamline permit process through areawide State Environmental Policy Act (SEPA) review;**
- **e. Road system reclassification;**
- **f. Variances from sideyards and setbacks for greater land coverage;**
- **g. Property valuation based on current use;**
- **h. Reduced mitigation fees;**
- **i. Reduced impact fees;**
- **j. Tax abatement, and**

k **Tax increment financing.**

U-415 **King County should support adoption of regional finance strategies to support growth in cities and in the Full Service Area.**

C. Redesignation from Service Planning Areas to Full Service Areas

King County concentrates its limited public resources on public services in the Urban Growth Area. The County designates areas where it will first spend its limited resources to maximize the impact of public spending for public capital investments and improvements. This is accomplished through the Service and Finance Strategy. Transportation funding for new growth occurs in the Full Service Areas and is deferred in the Service Planning Areas.

As discussed above, development can occur. However, this does not constitute a redesignation. The areawide redesignation from Service Planning Areas to Full Service Areas will require a County assessment of areawide transportation needs, priorities and funding, and will be processed as an amendment to the King County Comprehensive Plan.

The following policy describes how changes are made to the Service Planning Areas.

U-416 **Through subarea planning that includes cities, service providers and citizens, Service Planning Areas may be redesignated Full Service Areas when sewer, transportation and water six-year Capital Improvement Programs are coordinated and urban zoning is consistent with this Plan. If a service deficiency occurs within the designated Full Service Areas it may be redesignated a Service Planning Area. These redesignations are to be processed as amendments to the King County Comprehensive Plan.**

U-417 **King County will make areawide redesignations from Service Planning Areas (yellow) to Full Service Areas (green) based on the following requirements:**

- **a. Critical capacity projects and projects needed to maintain the level of service standards are fully funded over the 20 year life of the Plan; (changes [adds to green] will affect the funds for other projects in Full Service Areas [green]. Council will need to weigh these decisions and decide to raise new revenues or re-evaluate project priorities).**
- **b. Water supply is available under existing water rights to serve development consistent with this Plan. This will have been determined by King County's approval of comprehensive water system plans.**
- **c. Public sewers are available within six years to serve development consistent with this Plan. This will have been determined by King County's approval of comprehensive sewer system plans.**
- **d. All water and sewer availability certificate conditions must be met.**
- **e. Where applicable, a signed developer extension agreement must be secured.**

This redesignation requires a King County Comprehensive Plan amendment which shall occur during the annual review of the King County Comprehensive Plan.

See Chapter Thirteen, Planning and Implementation, to review the Comprehensive Plan amendment process.

D. Land Use Reassessment

The GMA specifies that local governments' capital facilities plan elements will include "a requirement to reassess the land use element if probable funding falls short...." (RCW 36.70A.070(3(e)).

King County has experienced situations in some rapidly growing areas where essential areawide services, such as roads or water supply, have fallen behind current and projected needs. If those situations should occur again, the County should reassess land use and may change zoning.

Within Service Planning Areas, the County will initiate subarea planning processes to resolve service deficiencies as outlined in the Capital Facility Plan element of Chapter Eight, Facilities and Services. Through the subarea planning process, King County, affected cities, service providers, property owners or developers and residents will attempt to resolve service deficiencies through an examination of level of service, finance, and other remedies. If these remedies fail to resolve acute areawide service deficiencies, land use reassessment will be pursued according to Policy F-213 of Chapter Eight. Through land use reassessment, King County will ensure that any zoning change 1) will not reduce zoned growth capacity in the Urban Growth Area below a level that is needed to accommodate the County's projected growth, 2) will not overly increase zoned growth capacity so as to be inconsistent with the Countywide Planning Policies and the Comprehensive Plan, 3) considers all environmental impacts of the change, and 4) considers infrastructure capacity needed to accommodate the change.

U-418 **Subject to the Capital Facility Plan element of Chapter Eight, zoning density may be increased within Service Planning Areas to make areawide facilities and service financially feasible and enable conversion to Full Service Areas. Within the UGA, upzoning is preferable to interim low-density zoning and should be pursued as a means to resolve service deficiencies.**

U-419 **Within Service Planning Areas, when areawide deficiencies cannot be resolved pursuant to the Capital Facility Plan element of Chapter Eight, an interim low-density zone of one home per five acres may be applied. Development which occurs during the application of the interim zone should be clustered to retain larger tracts for future, higher-density development, and sited, designed, and built to facilitate eventual conversion to full urban services.**

V. Residential Land Use

A. Residential Growth Patterns

Housing is the major use of urban land in King County, occupying well over half of the County's developed land area. Effective residential development promotes good design, a quality living environment and protects public health and safety. A home is one of the most important elements needed in our lives. Once we are properly housed, the opportunity to find a job and to create a sense of place and neighborhood are possible. A full range of housing choices are crucial to County residents. All residents deserve to have a home, whether it is an apartment, a single-family house, a condominium or a mobile home.

U-501 **King County should encourage new residential development to occur in Urban Growth Area locations where facilities and services can be provided at the lowest public cost and in a timely fashion. The Urban Growth Area should have a variety of housing types and prices, including mobile home parks, multifamily development, townhouses and small-lot, single-family development.**

B. Residential Densities

This plan supports existing communities and calls for well-designed, efficient, new housing choices with access to open space and served by high quality public services. The overall density goal of seven to eight homes per acre expressed in the policies below is an average of single-family and multifamily homes. Over the last decade, the County has fallen short of achieving this goal. Single-family homes will continue to account for most of the land area used for new development in the County. This plan proposes ways to provide single-family homes more efficiently so that limited urban land is used wisely, homes are affordable and more housing choices are available for future generations.

The following density policies will be implemented primarily through subarea plans.

U-502 **King County shall seek to achieve through future planning efforts over the next twenty years, an average zoning density of at least seven to eight homes per acre in the Urban Growth Area through a mix of densities and housing types. A lower density zone may be used to recognize existing subdivisions with little or no opportunity for infill or redevelopment.**

U-503 **In the Urban Growth Area, King County should use regulations, incentives, open space acquisition, or, where these measures are not adequate, King County may use low density zoning to protect floodplains, critical aquifer recharge areas, Regionally or Locally Significant Resource Areas, high value wetlands and unstable slopes from degradation, and to encourage linking these environmental features into a network of open space, fish and wildlife habitat and Urban Separators.**

Actual densities achieved through subdivisions, mobile home park approvals or multifamily development processes depend on site-specific engineering and environmental conditions, service availability

and market conditions. In accordance with Countywide Planning Policy LU-66(b), King County has included a minimum density requirement in its zoning regulations for all new urban residential development with a zoned density of four or more homes per acre.

U-504 **King County should apply minimum density requirements to all urban residential zones of four or more homes per acre.**

U-505 **Multifamily homes in the Urban Growth Area should be sited as follows:**

- **a. In or next to Unincorporated Activity Centers or Community or Neighborhood Business Centers;**
- **b. In mixed use developments in centers and activity areas; and**
- **c. On small, scattered parcels integrated into existing urban residential areas. New multifamily homes should be built to the scale and design of the exiting community or neighborhood, while contributing to an areawide density that supports transit and allows for a range of housing choices. Over time, zoning should encourage a larger proportion of multifamily housing to be located on small scattered sites rather than on large sites.**

Density incentives can realize important public benefits. Development in the Urban Growth Area can achieve higher densities than normally permitted by zoning in exchange for public amenities such as low-income housing, preservation of designated historic features or extra energy conservation measures. For example, additional density may be an appropriate incentive for development features that favor public transportation and otherwise reduce reliance on automobiles.

U-506 **Density incentives should encourage private companies to provide innovative low-cost housing, significant open space, historic preservation and energy conservation measures exceeding state requirements.**

Most growth and development occurs in undeveloped areas. In developed areas, there are many opportunities for increasing density by building upon small vacant parcels (infill) or by redeveloping deteriorating or underutilized parcels (redevelopment), especially in areas with a high level of urban services and infrastructure.

U-507 **Following the adoption and initial implementation of this Plan, King County should encourage innovative, quality infill and redevelopment in existing urban areas through a variety of regulatory, incentive and program strategies. Possible approaches include:**

- **a. Special development standards for infill sites;**
- **b. Assembly and resale of sites to providers of affordable housing;**
- **c. Impact mitigation fee structures that favor infill development;**
- **d. Expedited permit processes;**
- **e. Greater regulatory flexibility;**
- **f. Reduced permit fees, and**
- **g. Joint public/private loan guarantee pools.**

C. Nonresidential Uses in Urban Residential Areas

Neighborhood shopping, libraries, larger parks, high schools and public golf courses are examples of uses that provide amenities for nearby residents. In addition to shopping and services provided in designated centers and commercial areas at different scales, commercial developments on isolated parcels established before adoption of this Comprehensive Plan may provide convenient services for nearby residents, and very small establishments integrated into residential development (e.g. a laundromat or video rental store) can help residents avoid or reduce automobile trips.

U-508 **Non-residential uses should be integrated into urban residential neighborhoods to create quality communities which have a full range of public facilities and services, including physical infrastructure and health, human and public safety services. These uses should be sited, designed and scaled to be compatible with existing residential character.**

U-509 **Stand-alone commercial developments legally established outside designated centers in the Urban Growth Area may be recognized with appropriate commercial zoning. When more detailed subarea plans are prepared, these developments may be designated as centers and allowed to grow if appropriate, or may be encouraged to redevelop consistent with the residential density and design policies of the Comprehensive Plan.**

D. Urban Planned Developments (UPDs)

Within the designated UGA, development of large land ownerships may offer the public and the property owner opportunities to realize mutual benefits when such development is coordinated through the review process as an Urban Planned Development. Possible public benefits include greater preservation of public open space, proponent contributions to major capital improvement needs, diversity in housing types and affordability, and the establishment of the specific range and intensity of uses for the entire Urban Planned Development. A property owner and the public could benefit from the efficiency of combined hearings and land use decision-making, as well as the establishment of comprehensive and consistently applied project-wide mitigations guiding the review of subsequent land use approvals.

U-510 **Sites for potential Urban Planned Developments (UPDs) may be designated within the established Urban Growth Area to realize mutual benefits for the public and the property owner. Four sites are designated through this plan: Grand Ridge UPD, Northridge UPD, Blakely Ridge UPD and Cougar Mountain Village UPD. Future UPD sites in the Urban Growth Area sites shall be designated through a subarea planning process, or through a comprehensive plan amendment initiated by the property owner.**

The Grand Ridge area includes a UPD, public open space and rural areas. The exact uses and development standards for the urban and rural areas will be determined upon agreement to UPD development conditions by the Metropolitan King County Council.

U-511 **The creation of Urban Planned Developments (UPDs) is intended to serve as a model for achieving a mix of uses, appropriate development patterns, and high quality design as well as providing for public benefits which shall include:**

a. open space and critical areas protection;
b. diversity in housing types and affordability;
c. quality site design; and
d. transit and non-motorized transportation opportunities.

The Service and Finance Strategy criteria as well as redesignation from Service Planning Areas (yellow) to Full Service Areas (green) are transcended by UPD negotiations subject to Council approval. These negotiations will address and resolve any and all development and infrastructure issues. Because of the implications for public spending, County Council approval of UPDs is contingent upon an assessment of the impact of the UPD on the County's Capital Improvement Program.

U-512 **Except for Urban Planned Developments (UPDs) designated green in this Plan, King County will determine on a case by case basis whether a UPD is designated Full Service Area (green) or Service Planning Area (yellow) on the Service and Finance Strategy Map. UPD negotiations shall resolve any and all development and infrastructure issues before final UPD land use designation approval is granted, including but not limited to boundaries (when it is not an urban/rural boundary issue), densities, location of employment centers, open space designation and environmental protection. As a part of negotiations, the impact of the UPD on the King County Capital Improvement Program will be assessed.**

Although Grand Ridge is designated as a Service Planning Area (yellow) it is understood that this UPD is intended to offer transit opportunities because of its higher urban density development. It is also understood that Grand Ridge requires major infrastructure planning and funding commitments prior to the time of a final developer extension agreement and other documentation. Therefore, the Comprehensive Plan acknowledges and supports the development of the Grand Ridge UPD. It will be treated as though it were a Full Service Area with transit priority (dark green) for the purpose of infrastructure planning and priorities. When the Metropolitan King County Council adopts the Grand Ridge UPD development conditions the Grand Ridge UPD will be designated as a Full Service Area with transit priority (dark green).

U-513 **The Metropolitan King County Council's adoption of the Grand Ridge Urban Planned Development (UPD) development conditions will result in a change to the Service and Finance Strategy Map designation for Grand Ridge UPD from Service Planning Areas to Full Service Areas with Transit.**

U-514 **If the applications necessary to implement the Urban Planned Developments (UPDs) are denied by King County or not pursued by the property owner(s), then the property shall be redesignated to its original land use designation and zoning classification.**

E. Urban Residential Neighborhood Design

King County residents can enjoy their urban neighborhoods both for their unique character and for the amenities they provide. The following section describes ways to preserve the individuality of our urban neighborhoods. Outdoor spaces need to be usable, attractive, comfortable, and enjoyable. The design of urban streets, including such features as parking strips, street trees and alleys to separate off-street parking all contribute to the character of urban neighborhoods. Careful site planning can adapt to neighborhood features, contribute to aesthetic value, minimize site disturbance, conserve energy and, in instances, reduce total development costs. Neighborhood residents should be actively involved in generating ideas about how to enhance the individuality of their community.

U-515 **Urban residential neighborhood design should preserve historic and natural characteristics and neighborhood uniqueness, while providing for privacy, community space, pedestrian safety and mobility, and reducing the impact of motorized transportation.**

U-516 **Site characteristics that enhance residential development should be preserved through sensitive site planning tools, such as clustering or lot averaging.**

U-517 **King County zoning and subdivision regulations should facilitate the creation of useable open space, community facilities and nonmotorized access. Pedestrian mobility should be prioritized and the impact of automobiles on the character of the neighborhood reduced.**

U-518 **Design variety such as lot size averaging, lot clustering, flexible setback requirements and mixing attached and detached housing is strongly encouraged in single family areas.**

Multifamily residential development is important to King County's housing supply because it uses land and energy efficiently and provides opportunities for affordable rental and ownership housing. Multifamily development is defined as one building that contains two or more separate residences on one property or a row of attached townhouses on one property.

U-519 **Multifamily residential development should be designed to provide both common and private open space. Variation in facades, roof lines and other building design features should be used to give a residential scale and identity to multifamily developments.**

U-520 **Developers should be encouraged to design and locate common facilities in multifamily developments, such as open space, internal walkways, roads, parking, laundry rooms, solid waste and recycling areas and mailboxes. This policy may be implemented through educational efforts and incentives to promote good design.**

See Chapter Five, Housing, for further discussion about housing choices.

F. Residential Site Improvement Standards and Public Services

The following policies govern King County land use regulations and functional plans that contain improvement standards and the review of proposed rezones, residential subdivisions, short subdivisions and construction permits. (See Chapter Nine, Transportation, for detailed residential street classification and improvement policies.)

U-521 Within the Urban Growth Area, King County zoning and subdivision regulations should require that residential developments, including mobile home parks, provide the following improvements:

- **a. Paved streets (and alleys if appropriate), curbs and sidewalks, and internal walkways when appropriate;**
- **b. Adequate parking consistent with local transit service levels;**
- **c. Street lighting and street trees;**
- **d. Storm water control;**
- **e. Public water supply; and**
- **f. Public sewers.**

Flexibility in standards should be allowed to encourage the type of development envisioned in Policy U-515. Tradeoffs between different required site features should be allowed, depending on the type of development, its anticipated market and desires of the surrounding community. The scale of site improvements should be consistent with the type of development being served.

Neighborhood open space and parks are important amenities for residents. The higher the density, the more essential such amenities become to a desirable living environment. In addition to providing recreation, neighborhood parks can augment other public services cost effectively. For example, a landscaped swale (a low area of land) can provide both visual amenity and storm water control; a park can include a buffered site for a utility installation, such as a water tank.

The following policies can be fulfilled either by land dedications or fees in lieu of land dedications. If the site of a proposed development is large enough, a park site dedication or private park site can be required as a condition of a rezone, subdivision or site plan approval. Privately owned recreation areas can help meet these requirements if the recreational area is available for use by all residents.

U-522 All residential development should provide park sites or contribute a fair share toward meeting local-level park and outdoor recreation needs.

U-523 In Potential Annexation Areas, King County may coordinate park land dedication requirements with cities so that acquired sites meet city park standards.

See Chapter Ten, Parks, Recreation and Open Space, for detailed policies on park service standards. The parks and recreation portion of the Parks and Open Space Plan provides a basis for requirements to implement Policy U-522.

VI. Activity Centers, Community Business Centers and Neighborhood Business Centers

The Countywide Planning Policies call for a significant share of new jobs and housing to occur inside cities and in Urban Centers, which are areas of concentrated employment and housing. Urban Centers are to accommodate 15,000 jobs within a one-half-mile radius of a major transit stop, an average employment density of 50 jobs per gross acre and an average of 15 housing units per gross acre.

Outside of Urban Centers, cities and unincorporated urban King County both have existing intensive industrial, commercial and residential areas that will continue to grow and provide employment, services, shopping and housing opportunities, but not at the same level as Urban Centers. Higher density, more-concentrated developed industrial and commercial areas are classified as Unincorporated Activity Centers. Smaller centers are called Community Business Centers and Neighborhood Business Centers.

A. Unincorporated Activity Centers

Unincorporated Activity Centers are the primary locations for commercial and industrial development in urban unincorporated King County. This section addresses size, location, designation criteria and design and improvement standards for Unincorporated Activity Centers.

1. Designation

Currently designated Unincorporated Activity Centers are shown on the Land Use Map contained in Chapter One, Plan Vision. They are Kenmore, Aurora/Richmond, White Center and Covington.

Existing Community Plans and future subarea or neighborhood plans establish the size and mix of uses in Unincorporated Activity Centers, based on regional and local economic development needs and opportunities and the availability of public facilities and services, such as roads and fire protection.

U-601 **King County should encourage development within existing Unincorporated Activity Centers to meet the needs of the regional economy and to provide employment, housing, shopping, services and leisure-time amenities.**

U-602 **Designated Unincorporated Activity Centers are Kenmore, Aurora/Richmond, White Center and Covington. The specific size and boundaries of new Unincorporated Activity Centers and mix of uses within them should be established through future planning efforts, based on regional and local needs and constraints.**

U-603 **To support the regional vision of Urban Centers within city boundaries, new Unincorporated Activity Centers shall be designated in King County only when it is demonstrated that additional commercial and industrial land supply is required to meet regional economic and employment needs and when commercial and industrial**

land supply in all cities surrounding the new proposed Unincorporated Activity Center are insufficient to accommodate projected needs.

2. Land Uses

Unincorporated Activity Centers contain a variety of land uses, including retail and office development, commercial uses such as wholesale trade and distribution centers, and industrial uses such as research and development, manufacturing and warehousing. High-density housing is also desirable, including multifamily housing and mixed-use developments combining housing and commercial uses in the same structure or on the same site.

The range of uses in each Unincorporated Activity Center will vary, depending on location constraints and market conditions. One center, for example, may have a large concentration of research firms and business services with fewer retail stores; another center may have a major office concentration and a shopping center with few manufacturing activities.

Free-standing business/office parks are important industrial/heavy commercial developments. They offer highly flexible space for a wide range of uses, thus providing important options for new or expanding businesses. All or most activity occurs inside the buildings, thereby minimizing adverse impacts on neighboring uses. Extensive landscaping and parking also can help minimize adverse impacts on neighboring uses, but can result in very low employment densities. Free-standing business/office parks may detract from the economic vitality of designated Urban Centers and Unincorporated Activity Centers. Therefore, new business/office parks should be encouraged to become part of the heavy commercial/industrial components of Unincorporated Activity Centers and Urban Centers in cities (see Policy U-610).

U-604 Unincorporated Activity Centers should have a mix of uses, including several or all of the following:

- **a. Health, human service and public safety facilities;**
- **b. Retail stores and services;**
- **c. Professional offices;**
- **d. Business/office parks;**
- **e. Multifamily housing and mixed-use developments;**
- **f. Heavy commercial uses, such as wholesale trade;**
- **g. Light to heavy manufacturing, and**
- **h. Parks and open space.**

As new development and street improvements occur, these uses should be linked together with a street and sidewalk system that provides public transportation and bicycle, automobile and pedestrian mobility.

Parks and public spaces, such as plazas and building atriums, in Unincorporated Activity Centers are important amenities. The more intensive the development, the more important these amenities become for achieving a desirable working and business environment.

U-605 **Commercial development in Unincorporated Activity Centers should provide or contribute to parks and public spaces such as plazas and building atriums to enhance the appearance of the center and to provide amenities for employees and shoppers.**

3. Size, Density and Location

Unincorporated Activity Centers usually include retail shopping to serve the surrounding community or several communities. Shopping facilities typically include one or more department stores and several smaller stores, restaurants and similar businesses. The greater the population of the area surrounding a center, the greater the need for retail space. Devoting excessive land to retail use, however, can result in low-density development and vacant parcels of land, an inefficient development pattern that does not work for pedestrians or transit and does not make full use of public and private investments in roads and utilities.

U-606 **The amount of land designated for retail development in Unincorporated Activity Centers should be based on the amount of residential development planned for the surrounding area to provide for community or sub-regional shopping needs, while encouraging compact development patterns. The boundaries of an Unincorporated Activity Center set in a community or subarea plan shall not be changed without a Comprehensive Plan amendment study that addresses the relationship of the entire center to its surrounding uses and supporting public services.**

A major factor affecting size and scale of retail development is transportation. Retail development of 600,000 square feet or more can present significant traffic congestion problems unless there is reasonable freeway access. Retail development also typically requires more off-street parking than many other commercial uses, leading to low employment densities and floor-area ratios.

U-607 **Retail space in Unincorporated Activity Centers should exceed 60 acres and 600,000 square feet only when:**

- **a. The center has direct freeway access by collector or secondary arterials which can be maintained at acceptable level of service, and**
- **b. Where transit service can provide employees and at least some customers with an alternative to automobile use.**

4. Design

Good design of Unincorporated Activity Centers can contribute to their economic success and to the quality of the Urban Growth Area.

U-608 **Design standards and land use plans for Unincorporated Activity Centers should reflect the following principles:**

a. **Centers should be compact to encourage transit, bicycle and pedestrian travel. Multistory construction, structured parking and other techniques to use land efficiently should be encouraged.**
b. **Compatible uses should be grouped to reduce conflicts among uses and to increase convenience for businesses, employees, users and pedestrians.**
c. **Aesthetic quality and compatibility among land uses within and adjacent to centers should be enhanced through landscaping, building orientation and setbacks, traffic control and other measures to reduce potential conflicts. Distinctive or historical local character and natural features should be reflected in development design to provide variety within centers.**
d. **Unsightly views, such as heavy machinery, storage areas, loading docks and parking areas should be screened from the view of adjacent uses and from arterials.**
e. **Signs should be regulated to reduce glare and other adverse visual impacts on nearby residents, without limiting their potential contribution to the color and character of the center.**
f. **Routes for pedestrian, auto, bicycle, transit and truck travel within centers should have convenient access to each major destination. Buildings should be close to sidewalks to promote walking and browsing, with parking areas located on the side or rear of buildings.**

In most cases, the largest single use of space within an Unincorporated Activity Center will be parking. Parking is needed both to minimize traffic impacts on neighboring uses and to enable retail businesses to attract customers. However, too much off-street parking prevents compact development and creates vast expanses of pavement which are unsightly, environmentally damaging and deterrents to pedestrian travel.

U-609 **Off-street parking in Unincorporated Activity Centers should not disrupt pedestrian access to commercial uses. Total parking area should be reduced where transit service is frequent or parking is shared. Structured and underground parking should be encouraged through incentives such as density bonuses or reduced parking requirements. In some cases, a publicly owned parking structure may be an appropriate way to encourage compact development in centers.**

Pedestrian and bicycle travel is desirable to reduce traffic congestion and air pollution within centers and to make centers lively parts of the community. Pedestrian and bicycle routes can be protected from motorized traffic by curbs and changes in elevation and be made attractive with pavement texture, covered walkways, strips of landscaping and street trees.

5. Industrial Uses

Maintaining a strong industrial land supply over the next 20 years is an important factor in maintaining the County's economic base.

Policy U-610 below recognizes the value of preserving existing industrial uses and encourages their preservation by calling for appropriate industrial zoning to be placed on such properties. However, as stated in Policy U-604 industrial activities are expected to occur primarily within Unincorporated Activity Centers. Therefore, the designation of industrial zoning to these properties should occur in Unincorporated Activity Centers.

U-610 **Inside Unincorporated Activity Centers, all of which lie within the UGA, existing industrial uses should be zoned and regulated to preserve their use into the future. Conversion of industrial properties to other uses shall be strictly limited.**

U-611 **Within the UGA but outside Unincorporated Activity Centers, Community Business Centers and Neighborhood Business Centers, properties with existing commercial and office uses should be zoned and regulated to preserve their use into the future.**

The County recognizes that existing industrial uses occur outside of Unincorporated Activity Centers. The intent of the following policy is to protect those uses while allowing for a public involvement process and evaluation of these uses on adjacent neighborhoods.

U-612 **Within the UGA but outside Unincorporated Activity Centers, properties with existing industrial uses shall be protected. The County may use tools such as special district overlays to identify them for property owners and residents of surrounding neighborhoods.**

Business/Office parks can be compatible with a wide range of other uses when impacting activities or uses are screened or contained inside buildings. Even with extensive open space and landscaping, a business/office park can develop at employment densities that support transit use and walking by using, for example, two- or three-story buildings and structured parking. Incentives such as reduced parking requirements and other measures are appropriate to encourage high-employment density in cases where transit, carpooling and/or shared parking are possible.

U-613 **Business/Office park developments should be located in Unincorporated Activity Centers. They may serve as a transition between office/retail areas and heavy commercial or industrial areas. They should be designed to take advantage of on-site or nearby structured parking to be compatible with the objective of higher employment densities.**

Traffic from shipping and employees is typically the most significant impact from industrial development. Access and traffic controls are needed to minimize this impact, especially if most shipping is by truck.

U-614 **Industrial development should have direct access from arterials or freeways. Access points should be combined and limited in number to allow smooth traffic flow on arterials. Access through residential areas should be avoided.**

Some retail activities in industrial areas, such as restaurants and banks, are appropriate to serve employees and can be compatible with industrial uses. Extensive retail development, however, reduces the

industrial land base and generates auto and pedestrian traffic that does not safely mix with industrial traffic, especially industrial areas generating frequent truck traffic, shipping and loading.

U-615 Small amounts of retail and service uses in industrial areas may be allowed for convenience to employees and users.

6. Industrial Site Clean-Up

There are many industrial sites in the county located and well-served by utilities, roads and transit, but remain under utilized due to contamination with hazardous substances. An example is the Duwamish Corridor. The County is committed to helping return such sites to more productive use.

U-616 King County, in collaboration with cities, other local jurisdictions and the development community, should create and fund a process to clean up and reclaim polluted industrial areas in order to expand the land available for industrial development.

B. Community Business Centers

Community business centers are primarily retail developments designed to serve a nearby market area of 15,000 to 40,000 people.

1. Land Uses

Policy U-617 seeks to protect uses described below in existing Community Business Centers while protecting surrounding residential areas. Innovative zoning approaches such as special district overlays in combination with appropriate Community Business Center zoning are encouraged to protect existing industrial uses.

U-617 Community Business Centers should primarily provide shopping and other services for nearby residents in the Urban Growth Area. Industrial and heavy commercial uses should be excluded in new or expanding Community Business Centers. Community Business Centers should include the following mix of uses:

a. Retail stores and services;
b. Professional offices;
c. Community services, and
d. Multifamily housing and mixed-use developments.

2. Size, Densities and Location

U-618 Currently designated Community Business Centers are: (Highline) Boulevard Park, 177th Street and 1st Avenue, Top Hat, Roxhill, Salmon Creek; (West Hill) Skyway;(Shoreline) Ballinger Way, Lake City, North City; (Northshore) Kingsgate, Juanita-Woodinville Way/100th Avenue NE; (Soos Creek) Benson Hill, Fairwood, Kent Highlands, Panther Lake, (East Sammamish) Sammamish Highland/Inglewood

Plaza, Klahanie, Pine Lake Village, Issaquah Employment Center; (Federal Way) North Lake Area; (Tahoma/Raven Heights) Four Corners, Wilderness Village; (Newcastle) East Renton Plateau. The specific size and boundaries of new Community Business Centers should be established through future planning efforts. Community Business Centers should be 10 to 40 acres in area, excluding land needed for surface water management or protection of environmentally sensitive features, and should be designed to provide shopping and services for a nearby population of 15,000 to 40,000 people. Redevelopment of existing Community Business Centers is encouraged.

The use and size ranges outlined in the policies above reflect both national studies of market opportunities for a given market population and the objective of encouraging compact, pedestrian-oriented shopping areas. Within these general ranges, the subarea or local planning process will be used to determine the extent of zoning for a specific center, based on consideration of desired community character and facility constraints as well as market opportunities.

Developments combining residential and commercial uses provide a convenient living environment and help make Community Business Centers lively places in the evening and on weekends. The scale of mixed-use developments must be consistent with road and utility capacity and compatible with neighborhood character. In mixed-use developments, dwellings above stores and offices are desirable.

U-619 **Community Business Centers may include residential densities from 12 to 48 homes per acre when convenient to a major arterial or well-served by transit.**

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

U-620 **Community Business Centers should be located one to three miles from any Unincorporated Activity Center or other Community Business Center and should be served by the intersection of two principal arterials. Community Business Centers may locate less than two miles from nearby Neighborhood Business Centers when it is demonstrated that the Neighborhood Business Centers will not be adversely affected.**

3. Design

Design objectives for Community Business Centers include compatibility with adjacent residential uses, promoting pedestrian and bicycle travel and limiting the scale of development.

U-621 **Pedestrian and bicycle travel to and within Community Business Centers should be encouraged by safe and attractive walkways and bicycle lanes and close grouping of stores.**

U-622 **King County zoning regulations should require off-street parking to be in the back or to one side of buildings or enclosed within the building to maximize pedestrian access from sidewalks.**

Since Community Business Centers are visible and frequently used areas within communities, design features that enhance their appearance and emphasize variety and distinctive features are highly desirable.

U-623 **Community Business Centers should include measures to preserve attractive natural features, historic buildings and established character.**

C. Neighborhood Business Centers

Neighborhood Business Centers are shopping areas offering convenience goods and services to local residents. New Neighborhood Business Centers will be established by subarea or local plans.

1. Land Use

U-624 **Neighborhood Business Centers should include primarily retail stores and offices designed to provide convenient shopping and other services for nearby Urban Growth Area residents. Industrial and heavy commercial uses should be excluded. Neighborhood Business Centers may include the following mix of uses:**

a. Retail stores and services;
b. Professional offices, and
c. Multifamily housing and mixed-use developments.

2. Size, Densities and Location

Neighborhood Business Centers are intended to be very small and to maintain compatibility with adjacent residential areas while offering convenient goods or services nearby. Neighborhood Business Centers often are used on the way to another destination (for example, a fuel stop before or after commuting), and sometimes consist of only one use or business.

U-625 **Currently designated Neighborhood Business Centers are: (Highline) Beverly Park, Puget Sound Jr. High site, Unincorporated South Park; (West Hill) Martin Luther King Jr. Way/60th Avenue-64th Avenue South, Rainier Avenue South/South 114th Street - South 117th Street; (Shoreline) Fircrest, Greenwood/Westminister, Richmond Beach, Richmond Village, [unnamed mixed use]; (Northshore) 68th Avenue NE/NE 170th Street, Juanita Drive/NE 122nd Place, 116th Avenue NE/NE 160th Street, NE 145th Street/148th Avenue NE [Hollywood Hill], Juanita Drive/NE 153rd Place, Juanita-Woodinville Way/NE 145th Street, Juanita Drive/NE 141st Street; (Bear Creek) Avondale Corner; (East Sammamish) Monahan; (Federal Way) Star Lake, Lake Geneva, Spider Lake, Mud Lake, Jovita, Redondo; (Soos Creek) Lake Meridian, Meridian Valley, Benson/SE 192nd Street, Lea Hill, Cascade, 132nd Avenue SE/SE 240th Street. The Neighborhood Business Centers should be no larger than ten acres,**

excluding land needed for surface water management or protection of sensitive environmental features, and should be designed to provide convenience shopping for a nearby population of 8,000 to 15,000 people. Redevelopment of existing Neighborhood Business Centers is encouraged.

The size range specified in policy U-625 reflects national studies of shopping needs for a given population, as well as the Comprehensive Plan's emphasis on encouraging relatively small but frequent and convenient shopping areas. Within this range, the subarea or local planning process will be used to determine the size, number and location of Neighborhood Business Centers, based on considerations of desired community character and transportation and utility needs, as well as market needs.

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

U-626 **Neighborhood Business Centers may include mixed-business/residential development with densities up to 12 homes per acre when convenient to a secondary arterial; densities of 12 to 18 homes per acre are appropriate when convenient to a major arterial.**

Policy U-626 provides for mixed-use in Neighborhood Business Centers because these centers are small and their primary function is to provide convenience retail and service uses for nearby residents.

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.

To allow convenient access to residents, Neighborhood Business Centers may be developed at frequent intervals. Neighborhood Business Centers require locations free from environmental constraints and need public utilities and roads that can handle shopping traffic. Some separation between Neighborhood Business Centers is desirable so that each has a sufficient population in the surrounding area to support a market. New Neighborhood Business Centers are designated by subarea or local plans.

U-627 **Neighborhood Business Centers should be located one to three miles apart. Location should vary based on population density to ensure each serves a nearby population of 8,000 to 15,000 people.**

U-628 **Neighborhood Business Centers should be located on at least a secondary arterial. Existing or planned arterial capacity should be adequate to accommodate projected traffic. Intersections should be free from congestion problems resulting from topography or poor road design.**

3. Design

Design objectives for Neighborhood Business Centers emphasize compatibility with adjacent residential uses and promoting pedestrian and bicycle travel to, from, and within the center.

U-629 Pedestrian and bicycle travel to and within Neighborhood Business Centers should be encouraged by safe and attractive walkways, bicycle lanes and close grouping of stores.

Since Neighborhood Business Centers are visible and frequently used areas within neighborhoods, design features that enhance their appearance and emphasize variety and distinctive features are highly desirable.

U-630 Plans for Neighborhood Business Centers should include measures to preserve attractive natural features, historic buildings or established character.

D. Urban Commercial/Industrial Development Standards

Public improvements and services in an urban commercial area, whether an Unincorporated Activity Center or a small Neighborhood Business Center, are essential to ensure an efficient business environment, to allow easy access for the community and to make the center an attractive part of the community.

Chapter Eight, Facilities and Services, and Chapter Nine, Transportation, also address provision of on-site and off-site improvements.

U-631 King County's zoning and other development regulations for commercial, retail and industrial developments should foster community, create enjoyable outdoor areas and balance needs of automobile movement with pedestrian and bicycle mobility and comfort. The commercial/industrial development should provide the following improvements:

a. Paved streets;
b. Sidewalks and bicycle lanes in commercial and retail areas;
c. Adequate parking for employees and business users;
d. Landscaping along or within streets, sidewalks and parking areas to provide an attractive appearance;
e. Adequate storm water control, including curbs, gutters and stormwater retention facilities;
f. Public water supply;
g. Public sewers, and
h. Controlled traffic access to arterials and intersections.

U-632 Flexibility in standards should be allowed to encourage the type of development envisioned by the commercial design policies of this plan. Trade-offs between different required site features and amenities should be allowed depending on the type of development, its anticipated market and the desires of the surrounding communities.

The scale of site improvements should be consistent with the type of development served.

Chapter Three

Rural Land Use

Growth Management Act's Goals, Elements, and Requirements

This chapter satisfies the Growth Management Act's mandatory Rural Element by designating lands for rural growth, permitting land uses that are compatible with the rural character established in the King County Countywide Planning Policies, and providing for a variety of rural densities; mandatory Land Use Element by indicating population densities, and estimates of future population growth; and Goal 13 by identifying and encouraging the preservation of lands, sites, and structures that have historical or archaeological significance.

King County's Rural Communities

King County's Rural Area, including communities such as the Hobart Plateau, Vashon Island, Snoqualmie Valley and Enumclaw Plateau, contains predominately low density residential development, farms, forests, watersheds crucial for both fisheries and flood control, mining areas, small cities and towns, historic sites and buildings, archaeological sites and regionally important recreation areas.

Designation and conservation of a Rural Area maintains rural community character as a valued part of King County's diversity. It also provides choices in living environments, maintains a link to King County's heritage, allows small-scale farming and forestry and helps protect environmental quality and sensitive resources, such as ground water recharge areas.

King County is required to have a Rural Element in its Comprehensive Plan by the Washington State Growth Management Act (GMA). Although the Rural Area does not contain King County's most productive farmlands and commercial forests, the location of the Rural Area between the Urban Growth Area and most Resource Lands helps to protect commercial agriculture, timber, and mineral production districts from incompatible uses. A clear indication of which lands in King County will remain rural also will foster better use of limited funds for facilities and services by allowing the County to establish distinctly rural facility and service standards and to focus most public resources on growth and services in the Urban Growth Area.

I. Maintaining Rural Character

A. Designation Criteria and Rural Character

The criteria set forth in this section were used to draw the boundaries of the Rural Area designated by this Plan.

R-101 **It is a fundamental objective of the King County Comprehensive Plan to maintain the character of its designated Rural Area. Therefore, King County's land use**

regulations and development standards should protect and enhance the following components of the Rural Area:

a. Environmental quality, particularly as evidenced by the health of wildlife and fisheries (especially salmon and trout), aquifers used for potable water, surface water bodies and natural drainage systems;

b. Commercial and non-commercial farming, forestry, fisheries, mining and cottage industries;

c. Historic resources, historical character and continuity including archaeological and cultural sites important to tribes;

d. Community small-town atmosphere, safety, and locally-owned small businesses;

e. Economically and fiscally healthy rural cities and unincorporated towns and neighborhoods with clearly defined identities compatible with adjacent rural, agricultural, forestry and mining uses;

f. Regionally significant parks, trails and open space; and

g. A variety of low-density housing choices compatible with adjacent farming, forestry and mining and not needing urban facilities and services.

R-102 **The Rural Area designations shown on the King County Comprehensive Plan Land Use Map should include areas that are currently rural and meet one or more of the following criteria:**

a. Opportunities exist for significant commercial or non-commercial farming and forestry (large-scale farms and forest lands are designated as Natural Resource Lands);

b. A Rural Area designation will help buffer nearby Natural Resource Lands from conflicting urban uses;

c. The area is contiguous to other lands in the Rural Area, Natural Resource Lands or large, predominantly environmentally sensitive areas;

d. There are major physical barriers to providing urban services at reasonable cost or a Rural Area designation will help foster more logical boundaries for urban public services and infrastructure;

e. The area is not needed for the foreseeable future (that is, well beyond the 20-year forecast period) to provide capacity for population or employment growth;

f. The area has outstanding scenic, historic or aesthetic values that can best be protected by a Rural Area designation; or

g. Significant environmental constraints make the area generally unsuitable for intensive urban development.

R-103 **King County's Rural Area is considered to be permanent and shall not be redesignated to an Urban Growth Area until reviewed pursuant to the Growth Management Act (RCW 36.70A.130 (3) and Countywide Planning Policy FW-1.**

All criteria and components contained in policy R-102 above do not apply to all lands designated as Rural Area. Designations represent a balancing of the considerations involved. Because of development

predating this Plan and/or the Growth Management Act, there also may be preexisting islands or large peninsulas of urban or rural lands which will be recognized on the Comprehensive Plan Land Use Map. The intent of policies I-101 in Chapter 13, Planning and Implementation, and R-103 is to avoid designating new islands or peninsulas in the future.

R-104 King County finds no need to establish new "fully contained communities" within the Rural Area, as provided for by the Growth Management Act.

Policy R-104 establishes King County's position that new "fully contained communities" should not occur within the Rural Area. The King County Rural Area's land base is so small, and its road network and housing market are so integrated into those of the metropolitan area and its economy, that "containment" would not be possible. See Chapter Six, Natural Resource Lands, for policies on the Snoqualmie Summit recreation area and its relationship to the Growth Management Act's provisions for "master planned resorts".

B. Rural Growth Target

While the GMA requires most new growth to be accommodated in Urban Growth Areas, growth may be permitted outside the UGA provided it is not urban in character. In view of the supply of existing lots created before enactment of the GMA and the potential lots in vested subdivisions ("pipeline") located in the Rural Area, it is reasonable to allocate a range of 5,800 to 8,200 net new households over the 1992-2012 period to the Rural Area. For modeling purposes, this growth was distributed among community planning areas as follows:

Household Growth Ranges by Rural Subarea

Subarea	1992 Households	2012 New Household Growth
Northshore	2,200	200-300
Bear Creek	7,100	1,400-1,800
East Sammamish	1,200	800-1,100
Newcastle	2,700	300-500
Snoqualmie	8,000	900-1,300
Tahoma/Raven Heights	7.700	1,100-1,500
Soos Creek	4,000	550-750
Enumclaw	4,300	250-350
Vashon	4,100	300-500
East King County	350	0-100

R-105 A low growth rate is desirable for the Rural Area, including Rural Towns. Therefore, the Rural Area 20-year growth target range of 5,800 to 8,200 net new households and 1,300 to 2,700 net new jobs shall be used to assess possible impacts of growth on public services and the environment. The target ranges provide a basis for King County to provide public facilities and services at rural levels in these areas.

R-106 **King County shall develop a rural phasing program by December 31, 1995 that meters the rate of growth to ensure development in the Rural Area is consistent with the growth target, supports the land use pattern of the Comprehensive Plan, and preserves the character of the Rural Area.**

The Vashon community planning area, unlike the Rural Area as a whole, may require a more definite growth limit because its water supply is a sole-source aquifer. Vashon Island (including Maury island) was designated Rural by the King County Comprehensive Plan in 1985 and rural zoning was applied through the Vashon Community Plan and Area Zoning in 1986. Although subsequent development has conformed to the adopted policies, population has grown faster than expected. When the Vashon Community Plan was prepared, the planning area had about 7,800 people, with forecasts for 8,400 people in 1990, and about 10,800 by the year 2000. The 1990 Census, however, indicated a planning area population of 9,300, and the Washington State Office of Financial Management estimated the 1993 population at 9,900. While the available water supply for Vashon Island could sustain an estimated population of 13,200 people, adopted zoning would allow more than 20,000 residents in the planning area. The combination of increased demand and the adverse effects of development on the aquifer (contamination and/or reduced recharge) could result in an inadequate water supply with a consequent threat to public health and safety. The Seattle-King County Department of Public Health is preparing an update to the study of Vashon Island's ground water supply.

R-107 **King County should monitor the quantity and quality of the water supply for the Vashon Community Planning area, along with building permit and subdivision data, and reassess the Vashon Community Plan's allowable growth capacity, if warranted. If new information indicates an immediate and severe water shortage, the County should apply a complete moratorium on construction of new dwelling units while it updates the Vashon Community Plan and Area Zoning.**

C. Rural Farm and Forest District

Although most of King County's best farming and timber lands are within designated Resource Production Districts (see Chapter Six, Natural Resource Lands), there is a significant land base for agriculture and forestry in the Rural Area. The policy below establishes King County's commitment to study this land base and designate Rural Farm and Forest Districts where farming and forestry will be enhanced and protected.

R-108 **King County shall identify, in partnership with citizens and property owners, appropriate districts within the Rural Area where farming and forestry are to be encouraged and expanded through incentives and additional zoning protection. These districts shall be designated and zoned by December 31, 1995. All incentive programs created by the county and related to zoning will be available to benefit landowners in the districts based on the zoning of their properties as of the effective date of this Plan. Areas to be considered should include lands meeting the criteria set forth in the Countywide Planning Policies. Permitted uses in Rural Farm or**

Forest Districts should be limited to residences at very low densities (one home per 20 acres for forest areas, one home per 10 acres for farming areas), and farming or forestry. Institutional uses or public facilities should not be permitted except as provided by Countywide Planning Policy LU-9.

D. Rural Public Facilities and Services

The policies below set forth King County's general approach to providing services and setting facility standards for the Rural Area and provide guidance for siting those facilities that require Rural Area locations. See Chapter Nine, Transportation, and Chapter Eight, Facilities and Services, for more detailed policies on specific facilities and services such as roads, on-site sewage treatment and disposal systems and water supply.

R-109 **King County, cities adjacent to or surrounded by the Rural Area and other agencies providing services to the Rural Area should adopt standards for facilities and services in the Rural Area that protect basic public health and safety and the environment, but are financially supportable at rural densities and do not encourage urban development.**

R-110 **Public spending priorities for facilities and services within the Rural Area should be as follows:**

- **a. First, to maintain existing facilities and services that protect public health and safety; and**
- **b. Second, to upgrade facilities and services when needed to support planned rural development at rural service level standards, but not to create capacity for urban growth.**

Historically, the growth of a taxpayer-supported road network in eastern King County has been the greatest source of growth pressure in the Rural Area and Resource Production Districts. Public investment in new facilities in these locations also diminishes the financial resources available to serve the Urban Growth Area. Therefore, a clear distinction is needed between approaches to transportation planning for the contiguous Urban Growth Area in western King County and for the Rural Area and Resource Production Districts, while recognizing that rural cities and unincorporated Rural Towns will grow and will have some need for new facilities.

R-111 **Outside the Urban Growth Area, improvements to the transportation system by King County and Washington State to serve the Rural Area shall be limited to improvements needed for safety and environmental quality. New public roads and capacity increases for existing roads should be built only within the Urban Growth Area and the Urban Growth Areas for rural cities. This policy does not prohibit major interstate or state highways, or King County roads identified in an adopted transportation plan or policy from crossing the Rural Area, but such links should be designed so they will not create pressure to urbanize adjacent lands.**

Safety improvements may include such projects as redesign of dangerous intersections or structural improvements to bridges. Increased load-bearing pavement may be needed for routes supporting heavy trucks used to haul logs or mineral resources. Adding lanes or urban-level traffic signals to roads outside the Urban Growth Area, however, would exceed the standards called for by policy R-111.

R-112 **In the Rural Area, standards and plans for utility service should be consistent with long-term, low-density development and resource industries. Utility facilities that serve the Urban Growth Area but must be located in the Rural Area (for example, a pipeline from a municipal watershed) should be designed and scaled to serve primarily the Urban Growth Area. Sewers needed to serve previously established urban "islands," rural cities or Rural Towns or new or existing schools, shall be tightlined and have access restrictions precluding service to the Rural Area.**

"Tightline" means a sewer line designed and sized specifically to serve only a particular facility or place.

II. Residential Development

The low-density residential living choices available in the Rural Area provide an important part of the variety of housing options for King County residents. The residential land use policies in this section, together with their implementing regulations, strike a balance between making rural housing available to those who desire a rural way of life and keeping densities and the number of housing units low enough so they can be supported by a rural level of public facilities and services, be compatible with nearby commercial and non-commercial farming and forestry and prevent or significantly reduce adverse impacts of development on the natural environment. These policies could allow 20,000 to 25,000 more housing units at ultimate buildout in addition to the roughly 32,000 residences in the designated Rural Area existing in 1993. However, they do so to offer qualitatively important residential living alternatives to County residents, not to provide a quantitatively significant portion of King County's residential growth capacity. Policy R-106 requires that a phasing program be developed in the Rural Area that will meter growth to be consistent with the Rural Area growth target.

R-201 **Residential development in the Rural Area should occur as follows:**

a. In Rural Towns at a variety of densities and housing types and compatible with maintaining historic resources and community character; and

b. Outside Rural Towns at low densities compatible with rural character and uses, farming, forestry, mining and rural service levels.

A. Densities and Uses

The use of land and the density of development (measured as the number of homes or other structures per acre or per square mile of land) are key determinants and contributors to the character of the Rural Area, as described above in Section I. While human settlement of King County's Rural Area has a wide variety of uses and densities, both the historical and desirable range of uses and densities defined here are necessarily narrower and less intense than that found in the Urban Area. Residential

development at very low densities (including the land for accessory uses, on-site sewage disposal and local water supply) consumes or will consume most of the land in the Rural Area. Residential density may be the single, most important factor in protecting or destroying rural character that can be influenced by government policies and regulations.

Low overall densities in the Rural Area will be achieved through very large minimum lot sizes or limited clustering at the same average densities when facilities and services permit (for example, soil conditions allow on-site sewage disposal on smaller lots). The Rural Area cannot be a significant source of affordable housing for King County residents, but it will contain diverse housing opportunities through a mix of large lots, clustering, existing smaller lots and higher densities in rural cities and Rural Towns, as services permit.

R-202 **The designated Rural Area should have low densities which can be sustained by minimal infrastructure improvements, such as septic systems and rural roads, cause minimal environmental degradation and impacts to significant historic resources, and which will not cumulatively create the future necessity or expectation of urban levels of services.**

R-203 **Residential density incentives should not be offered in the Rural Area except in the Rural Farm or Forest Districts to be designated under Policy R-108. King County should permit transfers of density from the Rural Areas and from Rural Farm or Forest Districts to Rural or Urban areas as provided under Policy R-217.**

Density incentives are not normally appropriate for the Rural Area. However, the public benefits of protecting rural Farm and Forest Districts justify extraordinary measures. Therefore, Policy R-217 provides for density transfers at a potentially higher density than would be allowed by the zoning that will implement the district designations, as a density incentive to protect qualifying properties from being subdivided and developed.

Although King County designated Resource Lands and zoned extensive portions of its territory as Agricultural Production Districts or Forestry Production Districts to implement the 1985 King County Comprehensive Plan, very low residential densities adjacent to Resource Lands are essential to minimize land use conflicts. In addition, a significant part of the Rural Area land base is still used for farming or forestry uses. Therefore, suitability of lands for continuing resource uses and proximity to designated Natural Resource Lands will be important considerations in applying the lower rural densities.

R-204 **A residential density of one home per 20 acres or 10 acres shall be applied to lands in the Rural Area that are managed for forestry or farming respectively, and are found to qualify for a Rural Farming Forest District designation in accordance with Policy R-108.**

R-205 **A residential density of one home per 10 acres shall be used in the Rural Area where the predominant lot size is 10 acres or larger and:**

a. **the lands are adjacent to or within one-quarter mile of a designated Agricultural Production District, Forest Production District or legally approved long-term mineral resource extraction site; or**
b. **the lands contain significant environmentally constrained areas as defined by County ordinance or federal or state law.**

R-206 **A residential density of one home per 5 acres shall be used in portions of the Rural Area where the land is physically suitable for development and can be supported by rural services.**

Although King County intends to retain low residential densities in the Rural Area, residential development has occurred in the past on a wide variety of lot sizes. Both existing homes on small lots and rural infill on vacant, small lots contribute to the variety of housing choices in the Rural Area. In some cases, however, rural-level facilities and services (e.g. on-site sewage disposal, individual water supply systems) may not permit development of the smallest vacant lots.

R-207 **A residential density of one home per 2.5 acres shall recognize areas of existing lots below five acres in size. These existing substandard lots may still be developed provided applicable standards for sewage disposal, environmental protection, water supply, roads and rural fire protection can be met. In no case shall a subdivision at a density greater than one home per five acres be permitted. In some circumstances very small substandard lots may be required to be combined to create a usable building site to meet health and safety standards. No new zoning beyond that existing on the effective date of adoption of the 1994 King County Comprehensive Plan at a density of one home per 2.5 acres shall be applied in the Rural Area.**

The effect of policy R-207 is to recognize that some of the Rural Area has already been subdivided at a density greater than one lot per five acres (for example, parts of the shoreline of Vashon Island), but not to allow more than one home per 5 acres on unplatted acreages. Zoning to implement policies R-203 to R-207 will be applied through subarea and local plans and area zoning maps.

Although housing is the main land use in residential portions of the Rural Area, some compatible public and private accessory and non-residential uses are appropriate and contribute to rural residential character or provide services to rural residents, while remaining compatible with rural service levels.

R-208 **Accessory and non-residential uses in predominantly residential portions of the Rural Area should be limited to those that:**
a. **Provide convenient local services for nearby residents; or**
b. **Require location in a Rural Area (for example, some utility installations); or**
c. **Support natural resource-based industries or adaptive reuse of significant historic resources.**

These uses should be sited and designed to ensure protection or enhancement of rural character and the components of the Rural Area listed in policy R-101.

R-209 **Accessory and non-residential uses appropriate for the Rural Area include raising livestock, sale of agricultural products produced on-site and small-scale cottage industries. Except for uses requiring a rural location or those related directly to farming, forestry, fisheries, mining, or kindergarten through twelfth grade public schools and facilities, the Zoning Code should not permit primary non-residential uses such as golf courses and churches on lands in the Rural Area designated for a residential density of one home per 10 acres or lower.**

Compatible non-residential uses in rural residential areas might include schools, small day care centers, small churches, home occupations and cottage industries. Neighborhood shopping, gas stations, libraries, high schools and feed and grain stores are examples of activities that also provide services to nearby residents, but are encouraged to locate within rural cities or Rural Towns and neighborhoods. Policy R-209 does not preclude consideration of public schools or new public or commercial recreational facilities, such as golf courses, gun clubs, parks or tourist attractions, in portions of the Rural Area designated for one home per five acres.

R-210 **The proliferation of small airfields beyond those already established in the Rural Area as of the effective date of this Plan should not be permitted, due to their cumulative impacts on air traffic and nearby uses.**

R-211 **Churches and high schools in the Rural Area are encouraged to locate in rural cities or unincorporated Rural Towns. In reviewing proposals for siting churches and schools outside cities or Rural Towns, King County should assure that any approved project will not stimulate local demand for urban-level services and that any sewer service permitted is designed only to serve the approved project. To ensure safe walking conditions for students, King County should continue the School Walkway Program.**

The service area of most churches and schools in the Rural Area is large and relatively sparsely populated. Placing churches and schools in rural cities or Rural Towns allows them to be served with urban-level utilities and fire protection and to be used efficiently for other community activities.

R-212 **Library services for the Rural Area should be provided by book-mobiles or by libraries in Rural Towns or cities.**

B. Character/Development Standards

The aesthetic qualities and character of the Rural Area depend on a combination of factors, including low densities; a high ratio of undeveloped or undisturbed soil and natural or crop vegetation to development, such as roads and structures; historic buildings and landscapes; and minimal development standards, public facilities and services beyond those needed for environmental protection and basic public health and safety.

R-213 **Design standards, development practices and private covenants for subdivisions in the Rural Area should not include extensive paved surfaces, marked changes in grade**

from pre-development site conditions, elaborate entrance signs, extensive lawns and other landscaping, regulation of house color or design or other features typical of urban or suburban residential development.

R-214 **Rural residential development adjacent to Agricultural and Forest Production Districts should minimize conflict with resource uses. Residences next to Forest Production Districts should have greater setbacks for safety.**

R-215 **Clustering of lots with offsetting permanent open space is desirable in the Rural Area when:**

- **a. It provides equal or greater protection than lot-by-lot development at the same density, of the natural environment (for example, aquifer recharge areas or Regionally or Locally Significant Resource Areas designated in basin plans), Natural Resource Lands, or historic resources or archaeological sites;**
- **b. It is limited in size to be compatible with surrounding large lots or nearby agricultural and forestry uses; and**
- **c. It can be served by rural facility and service levels (such as on-site sewage disposal and rural fire protection).**

R-216 **Rural development standards should be designed to protect the natural environment by addressing seasonal and maximum clearing limits, impervious surface limits, surface water management standards that emphasize preservation of natural drainage systems and water quality, ground water protection, and Best Management Practices for resource-based activities. These standards should be designed to provide appropriate exceptions for lands that are to be developed for kindergarten through twelfth grade public schools and school facilities, provided that the school project shall comply at a minimum with the requirements in the King County Surface Water Drainage Manual or revisions thereto.**

Low-density development in the Rural Area will have different residential street needs from those in the Urban Growth Area. Densities and travel demand in the Rural Area are very low and road maintenance is a proportionately greater per capita cost than in the Urban Growth Area.

Rural streets and roads outside Rural Towns generally will have no more than two travel lanes, no curbs or sidewalks and feature unpaved shoulders and open drainage ditches. Local access streets for residential subdivisions will constitute a significant proportion of the site disturbance and impervious surface associated with new development in the Rural Area and therefore must take the environment into consideration equally with traffic flow and vehicular access.

The Countywide Planning Policies allow King County to devise a transfer of density mechanism to secure a substantial dedication of significant land to the King County Open Space System, provide permanent environmental protection greater than available through existing regulation, or encourage retention of resource-based uses in the Rural Area. Implementation of a density transfer mechanism consistent with the Countywide Planning Policies will need to follow implementation of the Urban Growth Area line changes in exchange for open space called for by Policy I-204.

R-217 **King County will study the costs and benefits of adopting a mechanism that permits a transfer of density from Rural Area property to properties in the Urban Growth Area, in order to accomplish the purposes of the Countywide Planning Policies, and will propose changes to the Zoning Code to implement this policy by December 31, 1995. These zoning code changes shall include the following provisions for lands designated Rural Farm or Forest Districts in accordance with Policy R-108:**

a. Regardless of the zoning applied to establish a Rural Farm or Forest District, properties within its boundaries may transfer density credits to Urban Areas based on the zoning they had as of the effective date of this Plan if that zoning is consistent with this plan; and

b. If an entire ownership is not being retained as farmland or forest land through a permanent open space designation, the development potential remaining after a density transfer may be actualized through a clustered subdivision or short subdivision resulting in a permanent open space tract as large or larger than the subdivision set aside for the resource uses. In the case of lands within a Rural Forest District, this tract shall be at least 20 acres in size.

III. Rural Cities, Towns and Neighborhoods

Rural cities and unincorporated Rural Towns within the Rural Area contribute to variety in development patterns and housing choices and provide employment opportunities, retail shopping and other services to nearby residents. These cities and towns also contain a significant portion of King County's historic architecture. Rural King County also contains several small Rural Neighborhoods, which provide limited, local convenience shopping.

Existing unincorporated Rural Towns, incorporated rural cities and unincorporated Rural Neighborhoods are sufficient to accommodate the growth contemplated by Policies R-301 to R-304 through reasonable expansion. No new Rural Towns or Rural Neighborhoods will be designated.

A. Growth of Rural Cities

King County's rural cities are incorporated areas whose local governments are involved in the region's planning processes on an equal legal basis with the suburban cities and Seattle. The incorporated rural cities are Black Diamond, Carnation, Duvall, Enumclaw, North Bend, Skykomish and Snoqualmie. For purposes of recognizing its land use authority and the need for intergovernmental cooperation, the Muckleshoot Indian Tribe is recognized, even though it is not subject to the requirements of the Growth Management Act.

The Growth Management Act stipulates that rural cities and their Urban Growth Areas are to be treated as part of the Urban Growth Area. The Countywide Planning Policies also provide for urban land uses and densities and urban services in those locations. Excessive growth in rural cities and Rural Towns, however, may create pressure for extending urban services (for example, roads) across the Rural Area or Natural Resource Lands, may increase conversion pressure on nearby Natural Resource Lands and

adversely affect rural character. Therefore, King County views rural cities as qualitatively different from the Urban Growth Area as a whole, even though they may provide significant opportunities for residential or employment growth.

King County has worked with the rural cities to establish Urban Growth Areas to accommodate growth. These areas are shown as part of the Urban Growth Area on the Comprehensive Plan Land Use Map. In accordance with the Countywide Planning Policies, King County, the cities and other interested parties are committed to completing a joint planning process by December 31, 1995, to finalize the Urban Growth Area (see Chapter 13, Planning and Implementation).

R-301 **Rural cities and their agreed-upon Urban Growth Areas shall be considered part of the Urban Growth Area for purposes of planning land uses and facility needs. King County should work with rural cities to plan for growth consistent with long-term protection of significant historic resources, the surrounding Rural Area and Natural Resource Lands.**

B. Rural Towns

Rural Towns are unincorporated towns governed directly by King County, but may provide a focal point for community groups such as chambers of commerce or community councils to participate in public affairs. The Rural Towns are Fall City and Vashon. Beginning in 1996, the County will study the commercial and residential uses in the vicinity of Maple Valley, Wilderness Village and Four Corners to determine whether redesignations of land use are necessary. (See Chapter Thirteen, Planning and Implementation, Policy I-208).

The purposes of the Rural Town designation are to recognize existing concentrations of higher density and economic activity in Rural Areas, whether by virtue of historical rural settlements or redesignation of an urban commercial center; provide a physical focus for the historic identity of rural communities; and to allow for modest growth of residential and economic uses within these designations if supported by the community and adequate utilities and other public services are available.

Although higher density development in Rural Towns may require public sewers, applying the full range of urban development standards (e.g. for street improvements or landscaping) may not be necessary, and may not be consistent with the historic character of these communities. Although Rural Towns also may in some circumstances develop at densities similar to those in the Urban Growth Area or in rural cities, they are considered part of the Rural Area for purposes of the GMA, do not provide significant growth capacity, and are not subject to the growth targets adopted for the UGA (See Section I for discussion of the applicability of growth targets to the Rural Area).

R-302 **King County hereby designates Fall City and the Town of Vashon as unincorporated Rural Towns. Boundaries of the designated Rural Towns are shown on the Comprehensive Plan Land Use Map. Subarea plans may review and recommend minor adjustments to these boundaries, but such adjustments shall not allow significant increases in development potential for a town, and shall not allow increased develop-**

ment intensities closer to environmentally sensitive areas than existing boundaries would.

R-303 **Commercial and industrial development in the Rural Area may locate in Rural Towns if utilities and other services permit, to provide employment, shopping, services and housing opportunities that will reinforce the fiscal and economic health of these communities.**

R-304 **Rural Towns may contain higher density housing than permitted in the surrounding Rural Area if utilities and other services permit. Development density in Rural Towns may approach that achieved in Rural Cities.**

C. Uses and Development Standards for Rural Towns

The policies in this section apply only to the unincorporated Rural Towns. King County encourages rural cities to adopt land use policies and development standards that protect and enhance their historical character.

R-305 **Rural Towns serve as activity centers for the Rural Area and may include several or all of the following land uses, if supported by necessary utilities and other services and if scaled and designed to protect rural character:**

- **a. Retail, commercial and industrial uses to serve the surrounding Rural Area population and to provide support for resource industries and tourism;**
- **b. Residential development, including single family housing on small lots as well as multifamily housing and mixed-use developments;**
- **c. Other commercial and industrial uses, including commercial recreation and light industry; and**
- **d. Public facilities and services such as community services, churches, schools and fire stations.**

Rural and urban residents alike value the historic character of King County's Rural Towns. New development can enhance the character and valuable features of Rural Towns through careful design and location.

R-306 **Rural Towns should be compact, promoting pedestrian travel as well as automobile access to most commercial and industrial uses, although these uses are often mixed throughout the towns. New development should be designed to strengthen the desirable characteristics and the historic character of the town, be supported by necessary public facilities and services, and be compatible with historic resources and nearby rural or resource uses. New industrial uses should locate where they do not disrupt pedestrian traffic in established retail areas of town or conflict with residential uses.**

D. Rural Neighborhoods and Businesses

Rural Neighborhoods and businesses are small commercial developments, or in some cases, historic towns or buildings, that are too small to provide more than convenience shopping and services to surrounding residents. They generally do not have services such as water supply or sewage disposal systems any different from those serving surrounding rural residential development. Examples of Rural Neighborhoods and Businesses include the store at Stillwater on the Carnation-Duvall Road, the town of Cumberland on the Enumclaw Plateau, and Preston.

R-307 **Convenience shopping and services for Rural Area residents should be provided by existing Rural Neighborhoods and Businesses, the boundaries of which shall not be expanded. No new Rural Neighborhoods or Businesses shall be designated**

R-308 **Currently designated Rural Neighborhoods are: (Bear Creek) Cottage Lake, Redmond-Fall City Road/236th NE; (East King County) Clearwater, Timberlane Village; (Enumclaw) Cumberland; (Newcastle) East Renton Plateau; (Snoqualmie) Preston, Stillwater; (Tahoma/Raven Heights) Hobart, Ravensdale, North Cedar Grove Road; (Vashon) Burton, Dockton, Tahlequah, Portage, Heights Dock, Jack Corner, Valley Center, Vashon Heights, Maury Island Service Center. Boundaries of Rural Neighborhoods existing on the effective date of this plan shall not be significantly changed, except to facilitate relocation of existing structures to sites out of the 100-year floodplain or away from other severely hazardous or environmentally sensitive conditions. Minor adjustments to boundaries shall not permit an increase in commercial floor area, or location of commercial uses closer to environmentally sensitive areas than would be permitted by the existing neighborhood boundaries.**

R-309 **Small, isolated commercial developments which are currently legal uses in the Rural Area and in Natural Resource Production Districts should be given the same land use map designation as surrounding rural or resource properties, but recognized as Rural Businesses with neighborhood-scale business zoning. Any such development should not be expanded beyond the limits of the existing zoning of the specific parcel on which it is currently located, and if the use is abandoned the zoning should revert to a rural or resource based zone consistent with that applied to surrounding properties**

E. Uses and Development Standard for Rural Neighborhoods

The policies in this section are based on a recognition of the limited size of most Rural Neighborhoods, the limited utilities and other services available to them, and a desire to preserve their existing character and relationship to the surrounding Rural community.

R-310 **Rural Neighborhoods should accommodate only small-scale retail and personal service uses that provide convenience shopping and services to nearby Rural Area residents. If land suitable for residential development is included within the boundaries**

of a Rural Neighborhoods, it should be zoned for rural residential development consistent with the residential development policies of this plan.

R-311 **King County should adopt commercial development standards for Rural Neighborhoods that facilitate economic reuse of existing structures, minimize increases in impervious surfaces and encourage retention of historic character. For example, urban-level parking, landscaping and street improvement standards are not appropriate for Rural Neighborhoods.**

F. Non-Resource Industrial Uses and Development Standards in the Rural Area

R-312 **Existing industrial uses on Rural Area sites, either isolated or near existing Rural Neighborhoods, should be recognized with appropriate regulatory protection for legal nonconforming uses in the Zoning Code. Rural residential zoning should be applied to these sites unless they are of such a size, shape and location that they are appropriate for inclusion in an existing Rural Town or Rural Neighborhood consistent with Policies R-302 and R-308.**

The County recognizes that industrial uses exist in the Rural Areas. King County's Comprehensive Plan provides for such uses primarily in designated Rural Cities and Rural Towns and Unincorporated Activity Centers. However, existing industrial areas in other rural locations are a small but important part of King County's economic diversity. Existing rural industrial areas provide jobs for rural area residents and a place for home-grown businesses to develop and grow.

Currently, there are two existing industrial areas in the Rural Area, containing multiple industrial uses on several sites. One is located in the southwest portion of the unincorporated Rural Town of Vashon. Policies R-303, R-305, and R-306 recognize and provide policy direction for industrial uses in Rural Towns.

The other existing rural industrial area is located between the I-90 Preston interchange and the Rural Neighborhood of Preston. Policy R-314 recognizes the Preston Industrial Area because of its existing concentration of industrial uses, its unique location on the I-90 interchange near Preston, and its important contribution to the economic diversity and well-being of the surrounding Rural Area.

In addition, there are existing isolated industrial sites in the Rural Area outside of Rural Towns, the Preston Industrial Area, and the Preston Rural Neighborhood on which existing uses are recognized to exist, but which are not appropriate for new industrial uses. The County does not desire to create a type of outright Rural Industrial District which could be applied outside the Urban Growth Area, inviting further expansion of industrial uses into the Rural Areas, and conflicting with the spirit and letter of the GMA. Those sites with existing industrial uses will be allowed to continue as legal uses but will not be designated or zoned for future new industrial uses.

R-313 **Existing isolated industrial sites in the Rural Area shall be recognized with appropriate regulatory protection for legal nonconforming uses in the Zoning Code.**

R-314 **The industrial area adjacent to the Rural Neighborhood of Preston shall be recognized with appropriate zoning for industrial uses, provided that any industrial development or redevelopment shall be conditioned and scaled to maintain and protect the rural character of the area and to protect sensitive natural features. The boundaries of this industrial area shall be those properties within the Preston Industrial Water system, as set by King County Ordinance No. 5948, with the exception of the northeast parcel that is upland of the existing industrial development.**

There are also sites within the Rural Neighborhood of Preston on which resource-based industrial uses have historically occurred and in some cases, like the Preston Mill Site, continue to occur. These sites were designated for industrial use or for future consideration of such uses in the Snoqualmie Valley Community Plan and Area Zoning, either through zoning that permitted existing or future industrial uses or through a P-suffix condition that called for future consideration of industrial zoning through a Plan Amendment Study. The County recognizes that these sites are important to the economic well-being of Preston and provide jobs for many of the residents of Preston.

Since the future use of such sites can substantially affect the rural character of Preston as well as protect surrounding sensitive areas, outright industrial or other new zoning is not appropriate at this time.

Since these sites have twice been the subject of a community-based planning process which has already determined the appropriateness of industrial or mixed use zoning on these sites, they should be given potential industrial or mixed use zoning, the actualization of which is contingent on the completion of appropriate environmental review and compliance with the property-specific design and development standards set forth in the Preston Village Community Plan transmitted to the King County Council in November, 1993.

R-315 **Sites within the Rural Neighborhood of Preston that were designated in the Snoqualmie Valley Community Plan and Area Zoning for future consideration for industrial uses, based on existing site uses or proximity to industrially-used sites shall be given potential industrial or community business zoning based on designations agreed upon in the Preston Village Community Plan submitted to the King County Council in November, 1993 and subject to appropriate environmental review. Any application for potential zoning actualization, however, shall be extensively conditioned to maintain the rural character and scale of the adjacent Rural Neighborhood and to protect sensitive natural features of the environment. Such sites may be denied actualization of industrial or mixed use zoning where such sites are found to be too sensitive or too near a sensitive area to permit adequate mitigation, even where mitigating conditions are proposed.**

In order to preserve rural character and protect sensitive natural features, new rural industrial development needs to be of a scale and nature that is distinct from urban industrial development. The scale and intensity and many of the uses allowed in urban industrial development are not appropriate for rural industrial areas. The following policy applies to all new industrial development in the Rural Area.

R-316 **Development regulations for non-vested industrial development in Rural Areas shall require the following:**

- **a. Greater setbacks, and reduced building height, floor/lot ratios, and maximum impervious surface percentage standards in comparison to standards for urban industrial development.**
- **b. Maximum protection of sensitive natural features, especially salmonid habitat and water quality.**
- **c. Building and landscape design that respects the aesthetic qualities and character of the Rural Area, and provides substantial buffering from the adjoining uses and scenic vistas.**
- **d. Building colors and materials that are muted, signs that are not internally illuminated, and site and building lighting that is held to the minimum necessary for safety.**
- **e. Heavier industrial uses, non-vested industrial uses producing substantial waste by-products or wastewater discharge, or non-vested paper, chemical and allied products manufacturing uses in the urban industrial zone shall be prohibited.**
- **f. Industrial uses requiring substantial investments in infrastructure such as water, sewers or transportation facilities shall be scaled to avoid the need for public funding of the infrastructure.**

IV. Natural Resource-Based Uses

Some resource-based economic activities continue in the Rural Area, although most productive lands which have a combination of soils, large ownerships and minimal presence of conflicting land uses for agricultural and forestry, usually are designated Natural Resource Lands (see Chapter Six). Forestry and farming are compatible with rural residential uses and do not require a separate land use designation in order to be encouraged in the Rural Area. (But see policy R-108, which guides establishment of Rural Farm and Forest Districts to offer additional incentives and protection for these uses in certain parts of the Rural Area.) The policies to guide mineral extraction operations in Chapter Six, Natural Resource Lands, will be applied to mining activities in the Rural Area. Both the Rural Area (including Rural Resource Lands) and Natural Resource Lands also support economically and culturally significant water and fisheries resources.

R-401 **Farming and forestry are encouraged throughout the Rural Area. King County's regulation of farming and forestry in the Rural Area should be consistent with these guiding principals:**

- **a. Homeowner covenants for new subdivisions and short subdivisions in the Rural Area should not restrict farming and forestry;**
- **b. Agricultural and silvicultural management practices should not be construed as public nuisances when carried on in compliance with applicable regulations, even though they may impact nearby residences; and**

c. **County environmental standards for agriculture should protect environmental quality, especially in relation to water and fisheries resources, without discouraging farming.**

Policy R-401 may be implemented through a variety of changes to County regulations, including but not limited to those on animal control, environmental standards, land subdivision and zoning.

R-402 **King County should use incentives to encourage farming and forestry in the Rural Area, including, but not limited to, tax incentives, expedited permit review and/or permit exemptions for resource activities complying with "Best Management Practices," reduced or eliminated processing fees for subdivisions for the purpose of recombining substandard lots and "right to farm" and "right to forestry" provisions that would apply to all new development.**

R-403 **King County should study effects of rural development on water and fisheries resources and develop regulatory, incentive and educational responses to research findings on those effects to protect and enhance the resources.**

Chapter Four

Economic Development

Growth Management Act's Goals, Elements and Requirements

This chapter satisfies the Growth Management Act's Goal 5 to foster economic development.

The Regional Economy

A stable and diverse economy supporting family-wage jobs is a very important component of a high quality of life for County residents. At the same time, economic prosperity must not come at the detriment of the natural environment, which itself is an important asset to attract and retain businesses and skilled workers. The balance between the environment and the economy increasingly is called "sustainable economic development." Basically, this means economic growth does not exceed the ability of the natural or built environments (including infrastructure) to sustain the growth over the long term. This chapter sets forth King County's economic development priorities.

King County and its cities form the core of a regional economy usually considered to include King, Kitsap, Pierce, and Snohomish counties. There are clearly strong economic ties to Skagit and Thurston counties as well, but for the purposes of this chapter, the regional economy refers to the four-county area.

To place King County's economic activity in perspective, the County's total 1992 non-agricultural wage and salary employment was 949,800 jobs. This represents 68 percent of the region's jobs, while the region accounts for 61 percent of the state's jobs. King County's economic profile is further depicted by charts in Technical Appendix G. Many state and local government programs depend on the tax revenue generated by the regional economy. King County jurisdictions must collaborate with labor, education, environment, citizen and business interests to define and implement sustainable economic development policies, strategies and programs. The Growth Management Act and the comprehensive plans developed under it are a beginning in this process.

This chapter has been significantly influenced by: (1) the 1989 King County Economic Development Plan, (2) local and national research on "home-grown business," and (3) the work of the Fiscal Analysis and Economic Development Task Force (Fis/ED).

The King County Economic Development Plan was adopted in 1989 and provides a thoughtful and thorough treatment of the subject. Its contributions to this chapter include economic development goals and strategies and the recognition of the globally competitive environment that we all face today. It also recognizes that the key to economic development is a long-term commitment. Efforts that wax and wane will have little effect.

Local and national research on home-grown business has led to some interesting and useful conclusions. Specifically, researchers conclude that firms that provide the greatest benefit to local economies are

home-grown, small businesses that create jobs by two's and ten's. Businesses that open branch operations in an area tend to balance the departure of other branch operations, so that any net increase in local economic activity comes from locally based firms that remain and expand.

Given limited resources, economic development efforts should focus on improving the local business climate, supporting local firms, investing in the labor force and providing high-quality local government services and infrastructure. Ironically, communities that are effective at this strategy likely will attract businesses from outside the area.

The Fis/ED Task Force was formed by the King County Growth Management Planning Council (GMPC) to study the consequences of implementing the 1992 Countywide Planning Policies (CPPs) and to develop refined and/or expanded countywide economic development policies. The GMPC recommended refined economic development policies which were adopted by the Metropolitan King County Council. These policies give guidance to the policy content of this chapter.

King County Economic Development Program

King County has had an active economic development program since 1984. It has assisted in providing $105 million in financing for 87 projects that helped to create 1,853 jobs and leveraged $82 million in private investment. Current economic development services include a $10 million loan fund, infrastructure grants and loans and industrial revenue bonds. Minority Entrepreneurship was a new activity in 1994. It trains current minority business owners in advanced techniques of financial management and increases minority business access to County contracting and purchasing.

In addition, King County is completing a Cultural Resources Plan that acknowledges the important role cultural and heritage resources make to our economy and quality of life, and a Park, Recreation and Open Space Plan which recognizes the importance of open space in our quality of life as well as in business location decisions.

Definition of Sustainable Economic Development

Sustainable economic development occurs through the purposeful undertaking of public and private actions that create family-wage jobs, encourage the formation of home-grown businesses and protect the environment. Over the long term, economic growth should occur at a rate that does not exceed the ability of the natural or built environments to sustain it.

The Purpose of Economic Development

The purpose of the following policies are to make a long-term commitment by King County to sustainable economic development. The policies are intended to result in actions that support a healthy and diverse economy and enhance the quality of life. The policies should benefit all County residents by:

- Retaining and creating family-wage jobs and home-grown businesses;

- Providing the foundation for an adequate and stable tax base for the efficient provision of high-quality government services and facilities; and
- Ensuring that economic activities are conducted in a responsible manner sensitive to the environment and civic concerns.

I. Encouraging a Balance Between the Environment and Economy

This Plan attempts to redefine the relationship between the economy and the environment in a more productive, less confrontational way. In general, the operational premise is that we need both a high-quality natural environment and a strong economy and that the two are mutually beneficial. Recent studies support this premise. Nevertheless, there will be occasions when these two values are in conflict. Chapter One, Plan Vision, Chapter Six, Natural Resource Lands, and Chapter Seven, Natural Environment, discuss the concept of ecosystem management. Among other benefits, it allows for judgment to be used in evaluating environmental features to determine if they are critical to the ecosystem. It affords policy makers and decision makers the opportunity to approve key economic development projects if they involve some compromise of a less significant environmental feature. This is a more flexible approach than permitted by current regulatory practices and allows for creative mitigation solutions, such as wetland banking.

ED-101 **King County has a long-term commitment to sustainable economic development. Sustainable economic development shall mean economic development that does not exceed the ability of the natural or built environments to remain healthy while sustaining growth over the long-term.**

ED-102 **King County policies and programs shall recognize the importance of, and place special emphasis on, retaining and expanding family-wage jobs and home-grown firms in basic industries, which bring income into the County and increase the standard of living of our citizens.**

ED-103 **King County recognizes the environment as a key economic value in the region that must be protected.**

King County policies, programs and regulations should encourage a balanced relationship between the environment and the economy. Regulatory processes should be effective, understandable, practical and reasonable for all parties to implement. Policies, programs and regulations should be implemented in a manner that proactively helps businesses to comply with the statutory intent of environmental regulations. The County will attempt to reduce the compliance burdens placed upon businesses whenever possible, consistent with sound ecosystem management practices.

II. Business Retention, Expansion and Diversification

King County's policies, plans and programs should support the start up and retention of those businesses which export their goods and services outside the region. These businesses and industries are critical to the economic strength and diversification of the economy. King County should create a business climate that is supportive of business formation, expansion and retention and recognizes the importance of small businesses in creating new jobs. The County should help meet the needs of the key industries of the future as identified through a regional economic strategy.

ED-201 King County should actively support the retention and expansion of the regional (multi-county) economic base.

In economic terms, those products and services exported outside the region are considered basic. Jobs in these basic industries support the non-basic or secondary part of the economy. Retail trade and most personal services are non-basic. In general, about one-third of the jobs in our regional economy are basic and support the other two-thirds. In addition to this leveraging effect, basic jobs generally pay better than non-basic jobs. For these reasons, it is essential that we understand and support our basic industries and firms. International trade, national trade and the transportation sector all are essential to the export of goods and services.

Important research on our local economy has determined that half of our basic jobs come from the export of manufactured goods and the other half come from the export of services. (By definition, all basic goods and services are exported.) These exported "producer services," as they are often called, include but are not limited to banking, insurance, accounting, legal, architectural, engineering, research and development and computer services. We need to recognize and support both types of basic industries.

ED-202 King County should develop strategies and actions to retain and expand industries, firms and jobs within manufacturing and industrial areas. Because manufacturing-sector employment is predicted to decline by the year 2010, King County should prioritize its efforts to support family-wage jobs and basic industries, at levels exceeding those forecasted. Basic industries export goods and services thus bringing income into the region. Basic industries include manufacturing, business services, and resource industries, (forestry, agriculture, fisheries, and mining).

Family-wage jobs means jobs that pay more than the average wage in King County. For example, in 1990 the average annual wage in King County was $26,100. The average annual wage in manufacturing was $34,900, while the average for retail trade was $15,000. It will make a very large difference to our future which types of jobs we create. The primary reason to pursue economic development is to increase the wealth and standard of living of our citizens. We must be strategic in our pursuit of new jobs. We must seek to retain and expand the types of industries that provide quality, good-paying jobs. This will happen only if we have a good business climate and make significant investments in our workforce.

ED-203 King County should cooperate in efforts to establish regional economic diversification and development goals, strategies and actions. Participation should be encouraged by other jurisdictions, labor, education, environment and business interests.

King County needs to identify the contribution it can make to the regional diversification and development effort, based on its comparative advantages. Specific topics to be addressed in the regional strategy and the County's specific role could include:

- An estimate of the type and number of jobs (by Standard Industrial Classification code, occupation, and current average wage) to be accommodated in the region and County for six- and 20-year time periods; and
- Strategies and actions that recognize the importance of international trade in diversifying the local economy and the central role of the ports in such trade.

III. Human Resources: Economically Disadvantaged Citizens and Neighborhoods, Job Training and Education

King County acknowledges the need to address the historic disparity in income and employment opportunities for minorities and other economically disadvantaged individuals, including non-English speaking persons. It further acknowledges the special needs of these individuals and commits program resources to address these problems.

A new initiative for King County, undertaken in 1994, is Minority Entrepreneurship. Its goals are to help existing minority businesses expand and create jobs. The program will provide specialized training in financial management and increase minority business access to County contracts and purchases.

ED-301 King County shall address the historic disparity in income and employment opportunities for minorities, women and economically disadvantaged individuals. Through subarea and local planning with cities, King County shall support community-based actions to involve minorities, women and economically disadvantaged individuals in improving their economic future. The plans shall recognize their special needs and commit resources in human services, community development, housing, economic development, and public infrastructure to address the historic inequalities.

ED-302 King County should provide leadership and cooperate in efforts to provide training and education programs that will create a globally competitive workforce. Job training, retraining and educational opportunities at all levels are critical to develop and maintain the highly skilled workforce our businesses need.

This should be done by facilitating the implementation of programs that meet educational and training needs and by identifying partnerships and funding opportunities where appropriate.

ED-303 **King County should provide zoning and siting regulations for training and educational facilities which are supportive of their development.**

IV. Direct Governmental Actions: Planning, Land Supply and Infrastructure

Local governments play an important role in creating an environment and establishing parameters within which economic development can occur. Governments provide services and construct infrastructure which undergirds private investment. Zoning, development regulations and the processing of permits are critical functions to the development process. King County is committed to providing high-quality services and infrastructure in the most efficient manner possible.

ED-401 **King County shall continue to cooperate on a countywide and regional basis, with other counties, cities, other governmental agencies and the private sector to inventory, plan for and monitor the land capacity for commercial, industrial, institutional, resource, critical area, open space and residential uses, estimated for six- and 20-year time periods. Land use policies and development regulations should support the siting needs of industrial users, including resource industries, in recognition of the important role they play in creating high-wage jobs.**

King County needs to identify the amount, character and uses of land required to achieve the County's overall land use vision, including its economic development goals. Related to land capacity is the need to ensure that development requirements do not unduly inhibit the development allowed under the designated zoning.

King County should perform an assessment of competing land uses where the current or future supply of land appears inadequate to meet all needs, and make recommendations for balancing the use of the scarce land resource among competing uses. To help achieve the larger land use goals in the central Puget Sound region, King County should cooperate with other jurisdictions in the County and region to achieve an appropriate land use balance.

Since it appears that a large part of the future land supply may need to come from redevelopment, new policies and incentives likely are needed to achieve our vision. Special attention should be given to preventing the encroachment and conversion of industrial lands to other non-basic, lower-wage uses. At the same time, this work should acknowledge that there is an appropriate mix of commercial, retail and other uses in industrial lands that supports traditional industrial activities.

ED-402 **King County should explore the feasibility of using incentives to achieve redevelopment and infill. In industrially zoned areas, policies and incentives should support basic industries, and recognize the need for buffer areas from incompatible adjacent uses.**

There are special considerations that governments need to make relative to major infrastructure facilities. Specifically, airports, seaports, major freeways and rail facilities have strategic importance for economic development.

In the past, the use of land for industry has been limited by concerns over impacts on adjoining properties. The effect has been to reduce the already scarce supply of land in King County which produces industrial and manufacturing jobs, which are some of the County's highest paid jobs. For this reason it is essential that the County create buffers between lands used for industrial purposes and adjoining lands.

ED-403 The County should use buffer zones between land intended for industrial and manufacturing purposes and land planned for other uses. Appropriate buffers should be established in a manner that does not place a disproportionate burden on either use.

ED-404 Through subarea and local planning with cities, King County should use zoning, incentives or other measures to ensure that an appropriate proportion of the land adjacent or near to major public infrastructure facilities is used to capitalize on the economic benefit of that infrastructure. The surrounding land uses should be buffered or compatible with economic development uses.

V. Private/Public Partnerships

Sustainable economic development is achieved through the undertaking of public and private actions. Economic development cannot be achieved solely through government actions. In general, government affects private investment decisions only at the margins. Global economic trends, national demographic and economic trends and changes in technology all have far more impact on our local economy than local land use or economic policy.

Local policy does play an important role in creating either a supportive or hostile environment for individuals and businesses to take advantage of national and international trends. If local policy is inhospitable, it can have the effect of driving away economic growth or lead to inappropriate responses by businesses and labor. For these reasons, it is essential that partnerships be formed between government and business, labor, education and environment interests. This is necessary not only because of resource limitations, but because we need to educate one another on the issues so that appropriate public policy and private decisions are made.

ED-501 King County should foster the development and use of private/public partnerships to implement economic development policies, programs and projects.

Chapter Five

Housing

Growth Management Act's Goals, Elements and Requirements

This Chapter satisfies the Growth Management Act's Goal 4 to encourage the availability of affordable housing; mandatory Housing Element by including a statement of goals, policies and objectives for the preservation, improvement, and development of housing and by making adequate provisions for existing and projected needs of all economic segments of the community and mandatory Capital Facilities Plan Element for housing through Technical Appendix B which includes an inventory and analysis of existing and projected housing needs, and identifies sufficient land for housing, government-assisted housing, housing for low-income families, manufactured housing, multifamily housing, group homes and foster care facilities.

Housing Choice and Opportunity throughout King County

One of the basic goals of the Growth Management Act (GMA) and the King County Comprehensive Plan is to encourage affordable housing for King County residents (see Chapter One, Plan Vision). The policies of the Comprehensive Plan provide opportunities for affordable housing for all residents by ensuring adequate and diverse housing choices in communities throughout the county.

Most housing is financed and developed by the private sector. While the private sector's ability to provide affordable housing is affected by a wide range of market forces, local government actions -- such as land use policies, development regulations and infrastructure finance -- also have a significant impact on housing affordability. This chapter includes policies that address zoning, the mix of housing types and development costs. Other land development issues, such as land capacity for residential development and housing densities, are addressed in Chapter Two, Urban Land Use. Technical Appendix B assesses current characteristics of the population and housing stock, identifies households in need of assistance, and contains data related to planning for future growth.

Public funding and incentive programs are essential to address housing needs of lower-income county residents, including people with special needs, such as the frail elderly and people with disabilities. The policies of this chapter address low-cost housing development, preservation and assistance programs that are needed to assure safe and adequate housing for these residents. In addition, King County prepares the Comprehensive Housing Affordability Strategy on behalf of the King County Consortium (representing unincorporated areas and all cities except Seattle). This annual plan contains a detailed housing needs analysis and specific program guidelines.

Housing has become a greater priority for King County as it assumes its regional roles and responsibilities. Housing needs and housing markets do not follow jurisdictional boundaries. Affordable housing for all income levels is needed by residents throughout the county. The location of this housing must be coordinated with regional decisions regarding employment locations and transportation

services. King County is committed to expanding its regional leadership in housing, working with cities and the private sector to address the broad range of housing concerns.

I. A Full Range of Housing Choices

Adequate housing is a basic need of King County's residents and an issue of countywide concern. Inter-jurisdictional cooperation and public/private partnerships are needed to address the full range of housing needs.

H-101 **King County shall work with cities and the private sector to encourage a wide range of housing within the Urban Growth Area to meet the needs of our diverse population, ensure an equitable and rational distribution of low income and affordable housing throughout the county and provide housing choices for people of all income levels.**

Providing adequate housing for all income levels requires anticipating the housing needs and incomes of community residents. The Countywide Planning Policies call for each jurisdiction to specify the range and amount of housing needed for various income groups. To provide opportunities for this housing, a variety of activities must be undertaken: planning for adequate developable land and infrastructure, providing opportunities for moderate density single-family and multifamily housing, offering incentives for low- and moderate-income housing development, reducing development costs overall and funding low-income housing development and preservation.

H-102 **Through subarea and local planning with cities, incentives programs and funding initiatives, King County shall plan for housing to meet the needs of all economic segments of the population throughout the Urban Growth Area and within Rural Town Centers. King County shall plan for construction or preservation of housing units affordable to households as follows:**

Net Household Growth	Percent of Median Income
24 percent	less than 50 percent
17 percent	between 50 and 80 percent
20 percent	between 80 and 120 percent
39 percent	more than 120 percent

A key component of meeting housing objectives is providing sufficient land for housing in communities throughout the county. In particular, land must be available for affordable housing types: higher density single-family housing, multifamily housing, manufactured housing, accessory apartments and mixed-use developments. All of these housing types provide opportunities for development of affordable housing. Locations for affordable housing development and redevelopment are identified through subarea plans, taking into consideration the location of jobs, transportation and services, environmental constraints and character of surrounding neighborhoods. Once identified, these locations can be actively

promoted by King County as preferred locations for housing development. Large parcel developments provide a special opportunity for integrating a range of housing types on a single site, and can contain a mix of housing types, including below-market-rate housing, providing housing choices for households of various sizes and incomes.

H-103 **Through subarea and local planning with cities, King County shall increase opportunities for affordable housing development by providing necessary infrastructure on sufficient land zoned for multifamily housing, small lot single-family homes and townhouses, and manufactured housing parks.**

H-104 **King County shall provide opportunities for lower-cost housing types by allowing manufactured housing on single-family lots and accessory apartments within single-family homes.**

H-105 **King County should support housing development that is compatible with surrounding uses by:**

- **a. providing information on potential development sites;**
- **b. funding services and infrastructure improvements, and**
- **c. developing public financing techniques which give housing development and redevelopment in preferred areas a market advantage.**

H-106 **King County should encourage affordable housing through redevelopment of non-residential buildings, such as schools and commercial buildings, in locations suitable for housing and in ways that preserve significant historic features where appropriate.**

H-107 **King County should encourage development of residential buildings that have shared facilities, such as single-room occupancy hotels and boarding homes, to provide opportunities for lower rents.**

H-108 **King County should explore land use and investment strategies to stimulate mixed-use and mixed-income developments as a way to integrate neighborhoods and increase housing choices.**

H-109 **All Urban Planned Developments (UPDs) and other large housing developments shall provide a mix of housing types and densities, including below-market-rate housing that is affordable to moderate-and middle-income households.**

II. Affordable Housing Development

Due to the costs associated with new housing construction and the growing demand for housing in the Puget Sound region, the supply of housing to serve low-, moderate- and middle-income households has not kept up with demand. In King County today, there is a substantial unmet need for rental housing which would serve low-income people, and for moderately priced houses which could be purchased by first-time home buyers.

Existing housing units will provide some of the affordable housing needed for these households in the future. However, with the short supply of lower-cost housing available today and the projected growth of households, it is essential that new construction also contain affordable housing, especially for low- and moderate-income households. Efforts to provide sufficient land, infrastructure and reduced development costs will help make these developments achievable. In addition, a combination of incentives programs and funding can bring prices and rents to an affordable level.

A. Development Incentives for Low- and Moderate-Income Housing

A variety of incentives can be used to help make development of low- and moderate-income housing financially feasible. Incentives can either reduce development costs or allow for an increase in development potential on the property. These incentives can be linked to a public benefit in the form of affordable housing for low- and moderate-income households that would not otherwise be provided.

H-201 **Density bonuses and other incentives should be available to both single-family and multifamily developments that provide below-market-rate rental or ownership housing affordable to low- and moderate-income households.**

H-202 **To reduce development costs for affordable housing projects, King County should exempt payment of impact fees for housing units that will serve low income households with incomes which do not exceed 80 percent of the median.**

H-203 **The County should explore methods to expedite plan reviews for housing projects serving low- and moderate-income households, in coordination with other incentive or subsidy programs.**

H-204 **King County should explore coordination of incentive programs with cities to develop common program guidelines and reduce administrative costs.**

H-205 **King County should explore giving priority to affordable housing funding and incentives in areas where there is a shortage of affordable housing as a way to stimulate housing development.**

B. Housing Development Subsidies

Federal, state and local housing programs provide vital assistance to households with very low or no income. These programs assist low-income elderly, families and people with disabilities who cannot pay market rents. Because federal housing assistance continues to be inadequate to meet local needs, state and local resources are essential to assist these households.

King County has used federal funds for housing for more than two decades. Over the past five years, King County also has used local funds for development and preservation of housing. These funds have increased the availability of housing assistance in suburban areas throughout the County. Residents have more choices to live near work or family or, in the case of emergency housing, to stay in their community and keep their children in the same school. Local housing funds also have leveraged significant investment in housing from private lenders and contributors as well as other public funding sources.

Housing for very low-income households is usually developed by private, nonprofit agencies or by public housing authorities. Private, for-profit developers and lenders also are active in low-income housing development, in particular by using federal subsidy programs administered at the state or local level.

H-206 **King County shall give priority in its housing funding programs to developments that serve low-income individuals and households, prevent displacement of low-income people and provide housing along with social services.**

H-207 **King County shall work with cities and community representatives to establish new, countywide funding sources for housing development, preservation and related services, such that each city and King County contribute on an equitable basis.**

H-208 **King County should support the efforts of non-profit developers and housing agencies to increase the supply of housing for very low-income households, through technical assistance and funding for capacity building, training, and pre-development activities.**

H-209 **King County should consider use of surplus County-owned property for public benefits, including affordable housing and human services, and consider conveyance of properties to public or non-profit housing developers and agencies at below-market cost.**

H-210 **King County should develop new partnerships with public and private lending institutions to find solutions that reduce housing financing costs for both builders and consumers.**

H-211 **King County should work with other jurisdictions throughout the state to urge federal and state governments to expand funding for low-income housing, including housing for people with disabilities and other special needs.**

H-212 **King County should seek opportunities to fund programs and projects where County funds are matched by additional public and private loans and contributions, increasing the amount of housing that can be developed.**

III. Reducing Development Costs

Rising costs of development -- land, residential construction, financing, permit processing, roads and utilities -- have contributed to increased rents and house prices at all price levels. Some of these cost increases are outside the control of local governments, while others are directly affected by public policy decisions. When public policies are developed, it is essential to evaluate the cost implications for housing development and look for cost-saving approaches. Zoning, regulatory and infrastructure strategies that cut development costs can help restrain rising housing costs and increase the amount of new, moderately priced housing development.

H-301 **King County should pursue land use policies and regulations that result in lower development costs without loss of adequate public review, environmental quality or public safety and do not reduce design quality, inhibit infrastructure financing strategies, or increase maintenance costs for public facilities.**

H-302 **King County shall continue to improve development standards to allow higher densities and flexibility of housing types in all residential zones, in order to best accommodate the environmental conditions on the site and the surrounding neighborhood when planning housing developments.**

H-303 **King County should explore use of areawide Environmental Impact Statements when plans are developed for activity centers, areas identified for redevelopment or other neighborhoods to provide a more complete analysis of cumulative environmental impacts and reduce the time and cost of environmental review for individual developments.**

H-304 **King County shall seek to minimize the time necessary to process development permits to meet affordable housing and environmental goals and community and aesthetic concerns.**

H-305 **King County should explore the formation of common development codes and standards with cities, sewer and water districts and other permitting agencies to increase predictability and reduce development costs.**

IV. New Housing Models

As we enter a new century, the characteristics of people seeking housing continue to change. There are many more single adults living alone or in shared housing than ever before, more families with a single parent or two parents working full-time, and more seniors than ever before. King County can assist in the development of housing types that meet the needs of these individuals and families. Assistance could be in the form of funding, revising development standards and/or expediting permit processing. Demonstration projects can provide needed housing for low-income households and test new models for housing at the same time.

H-401 **King County should assist in development of innovative, affordable demonstration projects by exploring alternative land development and construction techniques through a collaborative review process.**

H-402 **King County should encourage new models for home ownership by supporting projects such as owner-built housing, land trusts and other innovative developments.**

H-403 **King County should encourage development of residential communities that achieve lower prices and rents through shared common houses, open spaces and community facilities.**

V. Preservation of Existing Affordable Housing

This Plan calls for a greater proportion of residential growth in redevelopment projects or on vacant parcels within established neighborhoods. These locations can be successful for affordable housing developments because they are close to jobs, transportation and services. This housing development also can provide welcome improvements to communities suffering from a lack of investment. However, increasing development in established communities also is likely to result in loss of existing low-cost housing, either through demolition or through upgrades of buildings and neighborhoods. This existing low-cost housing often serves the lowest income people, so it is a community resource which we should strive to maintain.

As land use and development plans for individual communities are developed, growth management policies for redevelopment must be balanced with the need to preserve existing low-cost housing and neighborhoods. Retention of affordable housing can be encouraged through appropriate zoning and development regulations, financial incentives, rehabilitation programs, historic preservation, and acquisition strategies. Preserving affordable housing for the future is an important step to help meet targets for low- and moderate-income housing in policy H-102.

Maintenance and preservation of existing affordable housing helps protect low-income residents from health and safety risks. It also provides stability, preservation of historic resources, character and a sense of place for existing neighborhoods. Proper housing maintenance prevents loss of low-cost housing due to deterioration, which would worsen the current shortage of affordable housing.

H-501 King County should develop and expand incentives and subsidy programs to preserve below-market-rate housing. Relocation assistance and replacement housing should be developed, where feasible, to help low-income households when displacement is unavoidable.

H-502 King County should provide financial assistance for housing rehabilitation to low-income home owners, including owners of mobile homes residing in parks, and through community-based repair programs, such as tool banks or painting programs.

H-503 King County should assist owners of rental properties serving low- and moderate-income residents to acquire financing for building health and safety improvements in exchange for long-term agreements to maintain affordable rents.

H-504 King County should work with financial institutions and other housing agencies to expand resources for housing rehabilitation through techniques such as reverse mortgage programs and loan pools.

H-505 King County should consider the constraints of rehabilitation and historic preservation, so usable structures are rehabilitated to an appropriate level of safety and habitability.

H-506 King County should coordinate preservation of existing affordable housing with city and County historic preservation programs and incentives, and should promote preservation and restoration of significant historic features in the rehabilitation of existing buildings and sites for housing.

H-507 King County should explore land use and financial incentives to preserve and improve existing housing in redeveloping areas through the use of programs such as transfer of development rights, tax credits and tax abatements for low-income housing and tax abatements and restoration loans for housing designated as an historic landmark.

H-508 King County should support on-going efforts to maintain and preserve existing mobile home parks as a source of affordable housing for very low-income homeowners through zoning, funding for acquisition and rehabilitation of parks and homes.

VI. Access to Housing

An important component of addressing low-income housing needs is the goal of successfully integrating housing for low-income people and people with special needs into the larger community. Assisted housing developments are typically small projects, either new construction or acquisition and rehabilitation of existing housing, that fit into the surrounding neighborhood. For special needs groups in particular, public policies favor community-based, independent living in small residences, often in single-family houses or apartments. In addition, the King County Fair Housing Ordinance, as well as state and federal law, prohibit housing discrimination against protected classes, including people with disabilities.

H-601 **King County shall promote opportunities for assisted housing, including housing for low-income people with special needs, by:**

- **a. Adopting land use policies and regulations that treat government-assisted housing and other low-income housing the same as housing of a similar size and density;**
- **b. Adopting funding and program policies that encourage integration of assisted housing within communities and a fair distribution of assisted housing throughout the county. However, mandatory dispersion requirements which limit where assisted housing may locate, should not be applied, and**
- **c. Encouraging developers and owners of assisted housing units to undertake activities to establish and maintain positive relationships with neighbors.**

H-602 **King County shall make reasonable accommodations in its rules, policies, practices and services when such accommodations may be necessary to afford persons with disabilities equal opportunity to use or enjoy a dwelling.**

H-603 **King County shall prohibit special requirements through land-use regulations, restrictive covenants and conditional or special use permits that limit the ability of persons from protected classes (as defined in the King County Fair Housing Ordinance) to live in residences of their choice.**

H-604 **King County shall permit group living situations, including those where residents receive such supportive services as counseling, foster care or medical supervision, within a single family house or apartment.**

H-605 **King County should work with housing industry representatives to identify and remove barriers (such as real estate marketing, finance or insurance practices) that restrict housing choices and opportunities for low and moderate income people.**

H-606 **King County should use land use planning and funding programs to locate community facilities and assisted housing so that low- and moderate-income residents and the elderly have convenient access to services.**

VII. Assisting Low- and Moderate-Income Households

In many cases the most effective form of housing assistance is direct assistance to low- or moderate-income households. This approach is commonly used for first-time home buyer programs, which provide reduced-rate mortgages or assistance with closing costs and permit home buyers to locate their preferred house. Federal programs also provide rental assistance directly to low-income households, which helps pay rent in privately owned rental housing.

Direct assistance is also effective as a strategy to prevent homelessness. Many residents are at risk of losing their housing because they have no financial reserves and are paying a large portion of their monthly income for housing. Nonpayment of rent or defaults on mortgages account for the majority of evictions and households seeking emergency housing. Services such as housing counseling, information and referral and short-term rental assistance can help prevent homelessness or minimize the time that an individual or family must spend in an emergency shelter. It is both less traumatic to the family and more cost effective for housing programs to keep people in their homes than to serve them once they are homeless

H-701 **King County should work with local lenders to expand assistance for first-time home buyers, including low-cost financing and assistance with down payments and closing costs.**

H-702 **King County should support programs that help prevent homelessness, such as emergency rental assistance and mortgage default counseling.**

H-703 **King County should support programs that assist low-income renter households to gain access to private market-rate housing, such as revolving loan funds that cover utility and damage deposits, and rental assistance programs.**

H-704 **King County should work with jurisdictions and housing providers across the state to urge state and federal governments to expand funding for rental assistance and emergency services, including sufficient funding to allow people with disabilities to afford community-based housing.**

H-705 **King County should support programs which provide landlord-tenant counseling, workshops and mediation in landlord-tenant disputes, as well as legislation which protects the rights of tenants and landlords, such as fair rental contracts.**

Chapter Six

Natural Resource Lands

Growth Management Act's Goals, Elements and Requirements

This chapter satisfies the Growth Management Act's Goal 8 to maintain and enhance natural resource-based industries; Requirement 36.70A.170 to designate natural resource lands; Requirement 36.70A.080 optional conservation element by conserving natural resource lands.

Ensuring Conservation and Productive Use of Natural Resource Lands

The growing, harvest, extraction, processing and use of products from Natural Resource Lands play an important role in King County's economy by providing jobs and products for local use and export. Natural Resource Lands, which include forests, farms and mineral resource lands, also provide links to King County's cultural heritage, scenic views and environmental benefits such as enhanced air and water quality. In large measure, King County's quality of life is dependent upon the thoughtful planning and sound management of these Natural Resource Lands to ensure their long-term conservation and productive use.

Historically, Natural Resource Lands have been poorly conserved and managed. For example, only about one-third of the farmland existing in 1945 remains today. Lack of understanding of natural resource value, inconsistent coordination between agencies, poor operational practices, demand for more housing, lack of an adequate means to compensate natural resource owners for the many non-monetary values their lands provide and many other reasons have diminished our available natural resource lands.

Natural Resource Lands and the industries they support are conserved by encouraging development to occur as envisioned by the Washington State Growth Management Act (GMA), which requires new development to be focused primarily in the Urban Growth Area. Under this plan, Natural Resource Lands, including Designated Production Districts and sites of long-term commercial significance, will have minimal new residential and commercial development. New development that does occur will be designed to be compatible with active resource-based uses.

This chapter contains King County's strategy for conservation of these valuable Natural Resource Lands and for encouraging their productive and sustainable management. The strategy consists of policies to guide planning, incentives, education and regulation. Forest, farm and mineral lands are not King County's only natural resources. Many other resource-based industries, such as the fisheries industry, are influenced by King County's land use and planning policies. Policies for the protection and enhancement of air, water, vegetation, fisheries, wildlife and other natural resources can be found in Chapter Seven, Natural Environment.

I. Resource Conservation Strategy

In 1985, the King County Comprehensive Plan designated Agriculture and Forest Production Districts. Subsequent planning efforts established densities and uses for these districts and their surrounding areas. These land use regulations are consistent with the requirements of the GMA to designate productive lands and to plan for adjacent and nearby land uses compatible with long-term commercial farming and forestry. A separate Mineral Resources Functional Plan was to designate Mineral Resource Sites. This Plan has not been prepared.

The GMA requires designation of agricultural and forest lands of long-term commercial significance. Agricultural lands of long-term commercial significance are designated as Agricultural Production Districts on the Agricultural Lands Map in this chapter. (The Land Use Map, located in Chapter One, designation of Agriculture encompasses Agricultural Production District lands and lands outside the Districts that are zoned for Agriculture.) Forest lands of long-term commercial significance are designated as Forest Production District on the Forestry Lands Map in this chapter. (The Forest Production Districts are shown as Forestry on the Land Use Map of Chapter One.)

The GMA also requires designation of mineral resource lands that have long-term significance for the extraction of minerals. Such lands are shown as Designated Mineral Resource Sites on the Mineral Resources Map in this chapter.

RL-101 **King County should promote forestry, agriculture, mining and other resource-based industries as a part of a diverse, regional and sustainable economy.**

RL-102 **King County shall conserve farm lands, forest lands and mineral resources for productive use through the use of Designated Agriculture and Forest Production Districts and Designated Mineral Resource Sites where the principal and preferred land uses will be commercial resource management activities.**

RL-103 **Land uses, utilities and transportation facilities adjacent to designated Agriculture and Forest Production Districts and Designated Mineral Resource Sites should be sited and designed to ensure compatibility with resource management.**

RL-104 **King County should continue to encourage the siting of industries, infrastructure and services that serve and are served by resource-based industries in close proximity to designated Agriculture and Forest Production Districts and Designated Mineral Resource Sites when adverse impacts and incompatibilities can effectively be mitigated.**

Conflicts with surrounding land uses and environmental problems can arise even with the best of precautions. Resource-based industries need reasonable certainty that operations can continue if activities are performed in an environmentally sound manner.

RL-105 **By December 31, 1995, King County should expand on existing code provisions to develop a "Rights and Responsibilities of Resource-Based Industries" ordinance in**

order to protect from nuisance complaints those resource-based industries that are in compliance with federal, state and local law.

The Rural Area contains working farms and forests which contribute to healthy resource-based industries. For example, Rural Area forest lands provide an important part of rural character, add to the diversity and self-sufficiency of local economies and contribute to open space, wildlife habitat and environmental quality. However, Rural Area land in farm and forest use has significantly diminished since 1985, mostly through the conversion of these lands to residential uses. Pressures to convert from resource use include opportunities for significant profits based on alternative uses, which may be needed to meet tax or other obligations of landowners, and the encroachment of residential and other development that conflicts with the resource use. King County should work with landowners to develop an effective incentives program to encourage the continuation of resource land uses. By retaining resource-based uses on Rural Area lands, King County's resource-based industries can be further maintained and enhanced, in accordance with the GMA (See Chapter Three, Rural Land Use). The areas that should be evaluated for the Rural Farm and Forest District land use designation are shown on the Forestry Lands and Agricultural Lands Maps.

Forest lands and farms provide valuable materials and employment as well as other important functions and values, such as community character, open space and wildlife habitat. These benefits are not without associated costs. Owners of Natural Resource Lands make substantial investments in managing their land. Taxes, fees, labor costs, costs associated with vandalism and market uncertainties can adversely affect the profitability of resource-based industries.

Two tax incentive programs exist to encourage continued farm and forest management both within and outside the Agriculture and Forest Production Districts: the Washington State Timber and Forest Lands Program (RCW 84.33), and the Open Space Tax Program (RCW 84.34).

RL-106 **King County should expand access to preferential tax programs, including publicizing and marketing current use taxation programs to eligible landowners, to encourage landowners to continue practicing farming and forestry and to help ensure retention of the resource land base. The effectiveness of these programs should be monitored and the programs modified as needed.**

RL-107 **King County shall employ a variety of innovative programs and incentives, tailored to the specific needs of each resource-based industry, to help maintain and enhance resource-based industries.**

Examples of such techniques could include implementation of a Transfer of Development Rights program (See Chapter Three, Rural Land Use), density credit programs, incentives for residential clustering, technical assistance and education for sustainable land management, expanded education for urban and suburban residents, expanded purchases of land or development rights, the purchase of scenic easements and other less-than-fee-ownership interests which conserve resource uses, establishment of buffers and setbacks for adjacent properties and relief from special levies and local improvement district fees.

When urban development occurs near Natural Resource Lands, conflicts can result. Examples of such conflicts are greater risk of forest fires, vandalism to logging, farm and mining equipment, destruction of young trees and increased mixing of heavy truck and residential traffic, which present safety problems. For these reasons, resource management in or near developed areas often is more costly.

RL-108 King County should develop and employ effective means to inform affected property owners about nearby resource management activities.

Natural Resource Lands in King County include privately owned lands in unincorporated areas as well as lands owned and/or managed by city, state and federal agencies and tribes. In addition, a variety of state and federal regulations apply to some resource maintenance, harvesting and extraction operations. Resource conservation efforts, therefore, require a regional perspective and intergovernmental cooperation.

RL-109 King County should work cooperatively with cities, tribes, other public agencies, resource managers and citizens to conserve public and private Natural Resource Lands for long-term productivity and environmental protection in a consistent and predictable manner.

RL-110 Designated Forest and Agricultural Production District lands should only be annexed by cities if continued resource-based uses or other compatible uses are ensured through inter-local agreements.

RL-111 King County should establish written agreements with agencies, tribes and other affected parties whose close coordination and collaboration are essential to effective implementation of resource management programs. Such agreements should serve to establish consensus and commitment to achieving specific resource management goals and to define the specific roles and responsibilities of each agency.

RL-112 King County should avoid duplication of federal and state regulations that apply to resource-based industries. However, King County reserves the authority to address issues of local concern with regard to resource-based activities and operations.

A resource management strategy that protects the environment is necessary to maintain the long-term productivity of the resource. Chapter Seven, Natural Environment, describes the value of using an integrated, ecosystem-based approach to natural resource and environmental planning and management. This approach, along with sound operational practices by resource-based industries may be able to prevent or minimize environmental impacts associated with resource harvesting and extraction.

RL-113 Resource-based industries should use Best Management Practices that protect the long-term integrity of the natural and built environment, adjacent land uses, and cultural resources that maintain the long-term productivity of the resource base.

II. Forest Lands

King County forest lands provide local, regional and national benefits that are basic to the quality of life. In addition to supplying a variety of wood and other products, forests emit oxygen and supply pure water, control flooding and soil erosion, enhance ground water recharge, provide habitat for innumerable plant and animal species and offer scenic vistas and recreational opportunities. King County's forests provide employment in wood, paper, recreation, tourism and fishing industries. In sum, properly managed forests are fundamental to a healthy, diverse economy and environment.

The growth in human population, however, has resulted in the loss of forest lands through conversion to non-forest uses. Increasing demands are being placed upon the remaining forest land base to provide goods, recreational opportunities and ecological functions. To address these challenges, forest managers are embracing more broad-based management methods and strategies that encompass ecosystems, landscapes and watersheds, while continually incorporating new scientific information to improve these approaches. Their efforts, together with the collective foresight and dedication of landowners, interest groups, tribes, citizens and agencies, are needed to ensure that King County's forests continue to contribute to a sustainable way of life for present and future generations.

The first step to maintain and enhance the commercial forest industry is to protect the forest land base. Second, an ecosystem approach to forest management that provides for long-term ecosystem health and productivity and addresses cumulative impacts on non-timber resources should be explored. Third, commercial forestry must be supported and encouraged by minimizing land use conflicts and offering incentives. Finally, forest land conversions that do occur must be managed to minimize environmental degradation. See Technical Appendix H for a further discussion of forestry issues in King County.

A. The Forest Production District

Most of the lands managed for commercial forestry in King County are found in large contiguous blocks. The function of the Forest Production District is to prevent intrusion of incompatible uses, manage adjacent land uses to minimize land use conflicts and prevent or discourage conversion to non-forestry-based uses. A comparison of the area of forest land converted since 1987 inside the Forest Production District with the area converted outside the District indicates that landowners inside the Forest Production District are committed to long-term forestry. It also indicates that designation and zoning of commercial forest lands help to discourage subdivision and conversion.

The Forestry Lands Map illustrates the Forest Production District. This representation does not include the federal forest lands within the Mt. Baker-Snoqualmie National Forest and Alpine Lakes Wilderness because those lands are not designated by authority of King County. They do, however, bear Forest (F) zoning, which establishes standards relevant to any special use permits issued by the U.S. Forest Service.

RL-201 The primary land use within the Forest Production District should be commercial forestry. Other resource industry uses, such as mining and agriculture, should be

permitted within the Forest Production District when managed to be compatible with forest management.

The policies in this section allow for very limited residential uses in the designated Forest Production District, consistent with the objective of continuing forestry as the primary land use. For example, residences in the Forest Production District are appropriate to permit forest managers to live on the land. King County zoning and subdivision regulations establish a large parcel size to promote efficient forest operations and set requirements for residences within the Forest Production District to reduce incompatible residential development.

RL-202 **Lands within the Forest Production District shall remain in large parcels and in ownership patterns conducive to forestry. Residences within the Forest Production District should be designed and sited to maintain the productivity of the district. Design measures and site plan requirements should be used to provide for fire control, protection of a domestic water supply and to prevent conflicts with forest management.**

King County can further protect commercial forest lands and prevent conflicts by working with other public agencies and service providers to consolidate lands and to locate infrastructure facilities to prevent or minimize intrusions. Such actions can also improve the owner's capacity to protect fish and wildlife habitat and other natural resources.

RL-203 **In consultation with tribes and other affected agencies and landowners, King County should support land trades that result in consolidated forest ownerships and work with forest managers to identify and develop other incentives for continued forestry.**

RL-204 **King County should oppose the establishment or expansion of special purpose taxing districts and local improvement districts in the Forest Production District unless demonstrated that they directly benefit forestry.**

Forest lands have tremendous recreational and aesthetic value. For example, Forest Production District lands are included within the Mountains-to-Sound Greenway along the I-90 corridor. Opportunities for hiking and other forms of outdoor recreation exist within the working forests that are part of the Greenway. (This concept is described in more detail in Chapter Seven, Natural Environment, and Chapter Ten, Parks, Recreation and Open Space.) Access to Natural Resource Lands must be carefully managed, however, to prevent conflict with natural resource goals. For example, open gate policies allowing public access may be incompatible with fish and wildlife protection goals and sometimes may interfere with forestry operations by allowing such activities as garbage dumping, vandalism and timber theft.

RL-205 **King County should encourage public and private forest owners to provide for recreation, including fee access, and other uses such as wildlife habitat or cultural uses within the Forest Production District where such provisions are compatible with forestry and other resource management goals.**

Recreational and institutional developments, such as conference centers, ski areas and associated hotels, allow more people to enjoy the aesthetic benefits of forest lands. Such facilities are acceptable

if located in areas of existing development, such as Snoqualmie Pass, and their operation and use are restricted adequately to minimize conflict with resource lands. Major recreational or institutional development sites can adversely affect the Forest Production District because they reduce the forest land base and conflict with other resource management goals.

RL-206 New recreational or institutional developments in the Forest Production District should be located in areas of existing development and should be compatible with long term forestry, interests of tribes and other resource management goals. A special use permit should be required for development proposals (such as ski areas, conference centers and related structures and features) to ensure that impacts arising from such proposals and supporting public facilities are prevented or minimized on the surrounding resource management activities.

B. Forestry Outside the Forest Production District

Substantial forest acreage remains outside the Forest Production District, much of which is still under commercial forest management in the Rural Area. Some forested lands in the Rural Area are of higher resource value than others, depending upon their potential to provide forest products, fish and wildlife habitat or other ecological functions. Therefore, good land/water stewardship should be encouraged, whether or not land is managed for forest products.

RL-207 King County should evaluate additional ways to encourage small-scale forestry outside the Forest Production District and land/water stewardship through landowner incentive programs and community-based education. These should include:

a. Promoting forest stewardship through educational and technical assistance, such as the U.S. Department of Agriculture Forest Incentive Program, the Department of Natural Resources and the King County Cooperative Extension Forest Stewardship Programs;

b. Providing technical assistance and information to landowner groups and community associations seeking to implement land/water stewardship, habitat restoration and management plans;

c. Creating opportunities and incentives for voluntary, cooperative management of woodlots and open space currently in separate ownerships;

d. Offering technical assistance and information to landowners who are interested in managing their forest for non-timber specialty forest products; and

e. Exploring opportunities for providing relief from special levies and assessments.

C. Forest Practices and Ecosystem Management

Forest practices must comply with the Washington State Forest Practices Act (RCW 76.09), and, in designated Shoreline Environments, with the requirements of King County's Shoreline Management Master Program. These laws are designed to protect water quality, shorelines, fish and wildlife habitat and the public's opportunity to enjoy these resources. To more effectively protect the

environment, however, regulations should be developed and applied within a landscape-based framework of land and resource management. An ecosystem management approach may provide such a framework and holds promise for preserving, maintaining and restoring natural environmental features and ensuring a sustainable future (see Chapter One, Plan Vision).

There are a number of landscape-level management efforts underway, both within and outside of King County. King County will benefit by developing further its own landscape-level efforts, e.g., basin and resource planning and by contributing to the evolution of other local, state, tribal and federal efforts within the region. For example, the Washington Timber/Fish/Wildlife process for watershed analysis seeks to revise and improve forest management methods (see Technical Appendix I, Natural Environment, for a further description of these efforts).

RL-208 King County should work with the public and its federal, state, local, tribes, landowners and other private partners to encourage forest practices that provide for the long-term productivity of the ecosystem, prevent or minimize cumulative impacts to wildlife and aquatic systems and prevent damage to cultural and downstream resources. Such work may include, but not be limited to:

a. Adopting watershed analysis as a process and augmenting and adapting it for King County subarea and functional planning purposes;

b. Participating in watershed analyses and other collaborative ecosystem management efforts that are relevant to King County, and

c. Coordinating and, where necessary, augmenting King County land use, basin and resource planning efforts to incorporate the ecosystem/watershed plans of the above land management partners.

D. Forest Land Conversions

Adverse environmental impacts associated with forest practices have the potential to heal over time, whereas those associated with development are usually permanent. For this reason, forest lands being converted to non-forest uses must be managed to control the manner and extent of alteration and to minimize environmental impacts. Higher land clearing and grading standards than those that apply under the Forest Practices Act must be used, for example, to protect surface and ground water quality and quantity, control storm water runoff and minimize damage to fish and wildlife habitat. (see Chapter Seven, Natural Environment.)

The best opportunity to manage forest land conversions occurs at the state and local permitting stages. When conducting forest practices that have direct potential to damage public resources as described in Washington Administrative Code (WAC 222-16-050), landowners must apply to the Washington Department of Natural Resources (DNR) for a Forest Practices Permit. Landowners choosing to remain in forestry must state their intent to do so on the Forest Practice Application and must conduct their forest practices in compliance with the standards of the Washington Forest Practices Act, administered by the DNR. Should these landowners decide to convert their land within six years of the Forest Practice Application date, King County has the option to impose a six-year development moratorium, unless the site has been harvested according to King County standards or the landowners are willing to restore the site to those standards.

RL-209 King County shall exercise the option to impose a six-year development moratorium for forest landowners who do not state their intent to convert at the time of Forest Practice Application and who do not harvest or restore the site according to King County standards. For cases where land under moratorium is sold, King County should develop means to ensure that buyers are alerted to the moratorium.

Landowners choosing to convert their land to non-forest uses also must state their intent on the Forest Practice Application and, as provided in the Forest Practices Act, must conduct their forest practices according to applicable local government regulations. In King County, conversions require a Clearing and Grading Permit conditioned in accordance with the King County Sensitive Areas Ordinance, which contains standards more protective of the environment than those prescribed by the Forest Practices Act.

The Forest Practices Act also authorizes the DNR, in consultation with local government and tribes, to designate "Areas Likely to Convert", commonly referred to as "ALTCs." An ALTC designation means that, unless the landowner demonstrates otherwise, conversion to non-forest use is assumed to occur and regulated accordingly. Because Rural forest lands experience conversion as well as urban-designated lands, an ALTC is not the equivalent of the Urban Growth Area.

RL-210 King County should work with all affected parties and the Washington Department of Natural Resources to designate appropriate Areas Likely to Convert (ALTCs) under a signed Memorandum of Agreement to be signed by March 1, 1995. King County's ALTC should include the Urban Growth Area, and those Rural areas not considered for a Rural Forest District designation.

III. Agricultural Lands

Approximately 42,000 acres in King County remain in agriculture. In 1992, farmers in King County produced over $84 million in agricultural sales that contributed to a diverse regional economy and provided fresh local foods. Commercial agricultural production, however, has declined by 30 percent in gross sales since 1978. The average farm and parcel size has also decreased, thus reducing the potential for many types of commercial operations. Fortunately, many of the smaller parcels still are undeveloped. If residences were built on all of the undeveloped parcels, King County's ability to sustain commercial agriculture would be significantly affected.

King County residents have supported efforts to preserve good farmland and active farms for the value of local crops, dairy and livestock and for scenic and historic values. In 1979, voters approved a measure to buy farmland development rights, indicating a significant public commitment to preserve farmlands. This program preserved 12,600 acres of farmland by purchasing the development rights. During the 1980's, King County established Agricultural Production Districts with large lot zoning and specifying agriculture as the preferred use in these areas. Despite the conservation of farmland resulting from these actions, the number of acres in agricultural production has declined significantly

in the last ten years--by almost 12,000 acres, or 22 percent. To meet the GMA requirement to maintain and enhance agriculture, a variety of methods and programs continue to be necessary.

Four main steps are necessary to maintain and enhance commercial agriculture. The first step is to protect enough acreage of productive farmland by designation and zoning and to limit development to uses that are necessary to support commercial agriculture. Second, it is necessary to prevent or minimize land use conflicts between farming operations and adjacent land uses. Third, the necessary infrastructure (markets, available water, affordable housing, farm supply stores, technical services, tax incentives) that supports commercial agriculture needs to be assured. Fourth, farming practices that conserve soils and protect water quality, fisheries and wildlife, but are balanced with the needs of the agricultural industry, should be encouraged.

In addition to the previous steps, farmers need to take an active role in land use decisions and in the development and evaluation of policies, regulations and incentives that may significantly affect commercial agriculture. Farmers need an opportunity to work with their neighbors, King County government and others to address complex and difficult issues associated with maintaining working farms near urban areas.

RL-301 King County should establish an Agricultural Commission composed of commercial farmers representing the diversity in agriculture to advise the King County Executive and Council on the development of innovative programs, policies and regulations that benefit commercial agriculture.

The commission would be staffed by staff experienced in agricultural and land use issues. The commission also would solicit input from agricultural agency technical advisors and others with land use and technical expertise, as well as other affected groups such as the Dairy Federation, Native American Tribes, and project proponents. See Technical Appendix H for a further discussion of agricultural issues in King County.

A. Agricultural Production Districts

Agriculture is most productive in agricultural communities where neighbors support agriculture, where parcels are large enough for commercial agriculture and where labor, farm supplies and market systems for farm products are available. King County's farm soils and most profitable farms are usually found in contiguous blocks with few non-agricultural uses. The Agricultural Production Districts, illustrated in the Agricultural Lands Map, present the least number of land use conflicts for agriculture, contain agricultural support activities and provide the best environment for farming in King County.

RL-302 Agriculture should be the principal land use in the Agricultural Production Districts. Permanent new construction within districts should not conflict with commercial farming and should be limited to residences, farm buildings and direct marketing farm stands. New development should also not disrupt agriculture operations and should have a scale compatible with an active farming district.

Two Agricultural Production Districts in or near urban areas, the Lower Green River Valley and Sammamish Valley, were designated in the 1985 Comprehensive Plan, and those designations have been retained here. The development rights from many, but not all, of the parcels in these two Districts have been purchased through the Farmlands Preservation Program. See Technical Appendix H for information on the Lower Green River Agricultural Production Districts.

RL-303 King County should continue to commit resources and efforts to preserve Agricultural Production District parcels in or near the Urban Growth Area because of their high production capabilities, their proximity to markets, and their value as open space.

RL-304 Agricultural Production Districts are comprised of blocks of contiguous farmlands where agriculture is supported through the protection of agricultural soils and related support services and activities. Roads and natural features should be used as boundaries for Agricultural Production Districts to reduce the possibility of conflicts with the adjacent land uses. Conversion to other uses should occur only when it can be demonstrated that such lands are no longer suitable for agricultural purposes and that their removal will not diminish the effectiveness of farming within the Agricultural Production District boundaries. Conversion of Agricultural Production District land may only occur if mitigated through the addition of agricultural land abutting King County Agricultural Production District of equal acreage, and of equal or greater soils and agricultural value.

Agriculture requires large parcels of land to allow for production which is profitable and sustainable. For soils primarily suited as pasture for dairy operations at least 60 acres appears to be needed for commercial production. For soils suitable for row crops or other livestock, 35 acres is needed for full-time wholesale commercial production of berries or vegetables. Specialty agricultural products, products that are direct-marketed and part-time farming enterprises generally need less acreage to be profitable.

RL-305 Lands within Agricultural Production Districts should remain in parcels large enough for commercial agriculture. Clustering of new dwelling units should be encouraged. In areas particularly suitable for dairy farming, a density of one dwelling unit per 60 acres or clusters of lots at an average density of one dwelling unit per 60 acres may be preferable to current zoning. Where the potential for full-time commercial crop production exists, density should be one dwelling unit per 35 acres. Where extensive subdivision and development of parcels has already occurred, the density should be one dwelling unit per 10 acres. The County should accommodate the need of farmers to provide on-site housing for employees, where this can be accomplished without unnecessarily removing land from agricultural use or conflicting with other public interests. King County should work with the Agricultural Commission to implement any changes in zoning by December 31, 1995.

In order to further maintain and enhance commercial farming on small farmland parcels, farmers and prospective farmers must have access to information on marketing and production strategies for small acreages, the potential for specialty crops and ecological farming techniques.

RL-306 King County should support the work of Washington State University Cooperative Extension for technical and marketing assistance for small-scale commercial farmers.

Public road and utility projects within and through Agricultural Production Districts need to be designed to prevent disruption to agriculture. For example, roads with adequate shoulders and signs to protect farm equipment from faster vehicles reduce conflicts with agriculture. Therefore, road and utility district capital facilities and plans, including water, waste water and drainage, need to ensure that services are consistent with preservation of long-term agriculture. (Chapter Eight, Facilities and Services, contains policies requiring special district plans to be consistent with land use plans.)

RL-307 Public services and utilities within and adjacent to Agricultural Production Districts (APDs) should be designed to minimize significant adverse impacts on agriculture and to maintain total farmland acreage and the area's historic agricultural character.

a. Whenever feasible, water lines, sewer lines and other public facilities should avoid crossing Agricultural Production Districts. Installation should be timed to minimize negative impacts on seasonal agricultural practices; and

b. Road projects planned for the Agricultural Production Districts including additional roads or the widening of roads should be limited to those needed for safety and which benefit agricultural uses. Where possible, arterials should be routed around the APDs. Roads that cross APDs should be aligned, designed and maintained to minimize negative impacts on agriculture, and to support farm traffic; and

c. In cases when public or privately owned facilities meeting regional needs must intrude into Agricultural Production Districts, they should be built and located to minimize disruption of agricultural activity.

Parks and farms are not necessarily good neighbors, since park users can trespass and damage crops, animals and farm equipment. Recreation near and within districts can be planned to prevent trespass. For example, a park located across a river or ravine from an Agricultural Production District or a farm would have a pleasant view of farmland without encouraging trespass.

RL-308 Active recreational facilities should not be located within Agricultural Production Districts. When new parks or trails are planned for areas within or adjacent to Agricultural Production Districts, King County should work with farmers to minimize impacts to farmland and agricultural operations.

B. Agriculture Outside of Districts

Many individual farms are in the Rural Area and those portions of the Urban Growth Area where low density land uses present fewer conflicts with agriculture. Continued farming on such parcels is encouraged through residential zoning that maintains large lots and low densities, and treats farming as a permitted use.

In the Urban Growth Area where medium to high density land uses make farming on lands outside of districts difficult, King County can offer incentives to retain farming as a desirable use. For example, density bonuses may be an incentive for cluster developments that conserve a parcel of productive farmland. When opportunities for continued farming are assured through plat restrictions or conservation easements, King County can plan adjacent land uses to reduce conflicts for farming.

RL-309 Because of the variety of public benefits, King County should offer incentives to conserve farmlands outside of Agricultural Production Districts. When permanent conservation of a parcel of farmland is assured, adjacent land use proposals should be designed to minimize conflicts with agriculture.

King County has limited remaining areas with prime farmland soils critical for highly productive agriculture, especially near Urban areas.

RL-310 The remaining prime farmlands in the Urban Growth Area should be evaluated in 1995 for their potential value for food production. Those areas that could continue to perform small-scale agricultural activities, such as market gardens, small-scale livestock operations, community pea patches or as educational or research farms, shall be zoned for agriculture.

C. Agricultural Practices

Agricultural practices modify the natural environment in order to produce food or fiber or maintain livestock for human use. Ideally, practices that maintain the productivity of the lands also protect environmental quality. Farmers, technical advisors and environmental regulators must work together to understand the relationships between production practices, environmental protection and profitability. These practices, referred to as Best Management Practices, are designed to prevent erosion, retain riparian vegetation, avoid stream bank collapse, properly dispose of animal wastes, safely use and dispose of pesticides and prevent excessive surface water runoff.

RL-311 On an on-going basis, King County should develop incentives, educational programs and other methods to encourage agricultural practices which maintain water quality, protect public health, protect fish and wildlife habitat, protect historic resources and prevent erosion of valuable agricultural soils.

IV. Mineral Resources

King County contains many valuable mineral resources, including deposits of coal, sand, rock, gravel, silica, peat, clay, metallic ores and potentially recoverable gas and oil. Mining and processing these deposits is an important part of King County's economy, currently providing hundreds of jobs and producing materials used locally, regionally and nationally. Mining also has historic significance, in that it provided the impetus for past development in many parts of King County.

Four main steps are necessary to maintain and enhance commercial mineral resource industries. First, mineral resource sites should be conserved through designation and zoning. Second, it is

necessary to prevent or minimize land use conflicts between mining, processing and related operations and adjacent land uses. Third, operational practices are necessary that protect environmental quality, fisheries and wildlife, but are balanced with the needs of industry. Finally, mining areas need to be reclaimed in a timely and appropriate manner.

A. Designated and Potential Mineral Resource Sites

The Mineral Resources Map identifies Designated Mineral Resource Sites so as to conserve King County's mineral resources, consistent with requirements of the GMA. The Designated Mineral Resource Sites are those properties which are currently either zoned outright for mining or those operating under an approved Unclassified Use Permit. Such sites have undergone a formal review and approval process and, therefore, will permit long-term operations to continue with minimal conflicts with adjacent land uses and continued environmental protection. Through the code conversion process, these sites, except those in the Forest Production District, will be zoned Mineral (M) under the zoning code adopted in 1992.

RL-401 **King County shall designate existing approved mining sites (those with Quarrying/Mining zoning, designated Mineral Extraction zoning, or an approved Unclassified Use Permit) as Designated Mineral Resource Sites so as to conserve mineral resources, promote compatibility with nearby land uses, protect environmental quality and maintain and enhance mineral resource industries.**

RL-402 **King County shall designate as Mining on the Comprehensive Plan Land Use Map:**

- **a. Existing approved mining sites (those with Quarrying/Mining zoning, Mineral Extraction zoning, or an approved Mining Unclassified Use Permit);**
- **b. Potential mining sites which have a potential mineral zone prior to adoption of this plan; and**
- **c. Potential sites which have pending rezone applications for Quarrying/Mining zoning as of the date of adoption of this Plan, or its annual update. The Mining site designation on the Land Use Map shall not create a presumption of approval for the pending rezone applications that are given potential zoning through RL-403. The Official County Zoning Map shall indicate all sites which have potential mineral zoning pursuant to RL-403. If the rezones for pending applications are denied, then the designation on the Land Use Map shall revert to the most appropriate surrounding land use and the zoning map shall not show potential zoning.**

For informational purposes, the Mineral Resources Map also shows legal, non-conforming sites that are subject to operational permits. These sites have not undergone a formal land use approval process and therefore, are not designated for long-term commercial significance. However, they continue to serve mineral supply needs.

The map also shows Potential Mineral Resource Sites, which are properties on which King County expects some future mines to be located. Most of the Potential Mineral Resource Sites shown on the map contain sand and/or gravel, however a few contain other mineral resources such as quarry rock

and coal. Because of the geology of King County, most valuable metallic mineral resources are located in the Forest Production District, and are therefore already protected from urban development. Identification of Potential Mineral Resource Sites satisfies GMA requirements to not knowingly preclude opportunities for future mining and to inform nearby property owners of the potential for future mining use of these areas in order to prevent or minimize conflicts.

The identification of Potential Mineral Resource Sites in this plan does not take the place of a site-specific formal review process required to apply the M zone to an individual parcel or to approve conditional use or operational permits for individual sites. Only general information related to mineral resources, parcel size, location and landowner interest was used to identify the Potential Mineral Resource Sites shown on the Mineral Resources Map. Site-specific mineral resource and environmental impact information was not used.

RL-403 In order to not knowingly preclude future use of mineral resources, King County shall identify Potential Mineral Resource Sites in the Comprehensive Plan and subarea plans. Potential Mineral zoning should be applied to such sites when owner/operators indicate an interest in future mineral resource use for their properties. Identification of Potential Mineral Resource Sites and Potential Mineral zoning does not replace or modify the site-specific zoning, conditional use, and operating approval processes for establishing new mining sites.

Because of market conditions or site-specific circumstances, new mines could be proposed on property other than those identified as Potential Mineral Resource Sites. In addition, over the life of this plan there will be a need to add or remove both designated and Potential Mineral Resource Sites from the Comprehensive Plan Land Use Map. A formal process is therefore necessary to ensure mineral resources are conserved into the future.

RL-404 King County shall undertake updates to the Mineral Resources Map contained in the Comprehensive Plan to identify additional Potential Mineral Resource Sites for conservation and remove those sites that no longer can be used for mineral resources.

Some of the Potential Mineral Resource Sites identified in this plan, as well as other sites, may eventually be proposed for mining operations. The review process for such proposals must provide thorough and accurate information to ensure responsible decision-making.

RL-405 King County should apply zoning or other approvals as appropriate for mineral extraction and processing following site-specific environmental study, sufficient public notice and comment opportunities, when:

- **a. The proposed site contains rock, sand, gravel, coal, oil, gas or other mineral resources, and;**
- **b. The proposed site is large enough to confine or mitigate all operational impacts, and;**
- **c. The proposal will allow operation with limited conflicts with adjacent land uses when mitigating measures are applied, and;**
- **d. Roads or rail facilities serving or proposed to serve the site can safely and adequately handle transport of products and are in close proximity to the site.**

Although extractive operations can control most off-site impacts (see Section C below), concerns about the impacts of mining may effectively preclude mining adjacent to some land uses. In addition, the proximity of conflicting uses to mining sites can increase the cost and difficulty of mining through vandalism to equipment, nuisance complaints and safety problems.

RL-406 **When considering the designation and zoning of new Mineral Resource Sites, the preferred adjacent land uses are mining, industrial, open space or forestry uses. New Designated or Potential Mineral Resource Sites should not be located in Agricultural Production Districts. Agricultural lands and operations should be protected from significant impacts associated with nearby mine operations.**

RL-407 **King County should permit mining activities within the Forest Production District, consistent with Policy RL-201. However, a conditional use permit should be required for proposals to conduct mining activities in the area of the Forest Production District located within one-quarter mile of established residences or for proposals seeking to use local access streets where abutting lots are developed for residential use.**

Most sand and gravel resources are mined in phases in order to extract only that material a mine owner/operator can sell in the current market. Therefore, an environmental impact review under the State Environmental Policy Act (SEPA) also may need to be completed in phases. Often, specific mines will be active for several years, then inactive for long periods. In addition, some mines that initially are small in scale can later be proposed for enlargement. Changes in size or operation can greatly expand local citizens' concerns. These circumstances can lead to difficulties in the zoning and permitting processes and cause uncertainty and frustration among citizen groups and owner/operators.

RL-408 **In order to completely assess the environmental impacts associated with a decision to grant zoning, conditional use or operating approval for a specific parcel, the range of environmental impacts, including short-term and long-term effects arising or existing over the lifetime of the proposal, shall be assessed at the earliest possible stage. This should include the potential for future proposals for structures and operations related to mining, such as asphalt and concrete batch plants.**

B. Reducing Conflicts Between Mining and Other Land Uses

Mining and quarrying can create noise and dust from blasting, rock crushing, and heavy truck traffic that can adversely affect nearby farming, residential and pedestrian traffic. Therefore, land use planning designed to minimize conflicts combined with complete, accurate information and citizen and owner/operator participation during decision-making processes and the ability to be adaptable, will further maintain and enhance the mining industry.

RL-409 **King County should prevent or minimize conflicts with mining when planning land uses adjacent to Designated and Potential Mineral Resource Sites. Community plans or other area-specific plans may indicate areas where special circumstances make min-**

ing an inappropriate land use. Designated and Potential Mineral Resource Sites and legal non-conforming sites should be shown on comprehensive and community plan maps as they are updated in order to notify nearby property owners and residents of existing and prospective mining activities.

RL-410 The periodic review process for M (Mining) zoned sites and those sites operating in the Forest Production District and as legal nonconforming uses shall include sufficient public notice and comment opportunities. The purpose of the periodic review process is to provide opportunities for public review and comment on the mineral resource facility's fulfillment of state and county regulations and implementation of industry-standard Best Management Practices, and for King County to modify, add or remove conditions to address new circumstances and/or unanticipated project-generated impacts. The periodic review process is not intended to re-examine the appropriateness of the mineral resource use, or to consider expansion of operations beyond the scope of existing permitted operations since that review would be accomplished through the county's permitting process. The periodic review is intended to be a part of King County's ongoing enforcement and inspections of mineral resource sites, and not to be a part of the County's permitting process.

C. Mining Practices

Mining practices use a variety of heavy equipment and, by their nature, involve more disturbance to the landscape and environment than other resource-based industries. Mining operations, therefore, must be carefully managed to protect environmental quality. Conflicts between mining and adjacent land uses can be minimized by using distance or earth barriers to reduce off-site noise and by operating equipment and trucks to ensure safety, reduce noise levels and maintain environmental quality.

RL-411 Conditions and mitigations for significant adverse environmental impacts associated with mining operations should be required, especially in the following areas:

a. Air quality;
b. Environmentally sensitive and critical areas, such as surface and ground water quality and quantity, wetlands, fisheries and wildlife habitats;
c. Noise levels;
d. Vibration;
e. Light and glare;
f. Vehicular access and safety;
g. Visual impacts;
h. Cultural and historic features and resources;
i. Site security; and
j. Others unique to specific sites and proposals.

Historically, underground mining had been the preferred mechanism for extracting some coal and clay deposits. Today, most mineral resources are extracted by surface mining operations. However, economic conditions may favor the increased use of underground mining in the future. In addition,

current oil and gas explorations may result in future proposals for oil and gas extraction. State and federal preemptions of local regulations may exist for many such proposals. King County has a role in ensuring that local zoning, development and operational standards for mine facilities and activities are met. King County can also play an important and cooperative role in such decisions by providing relevant information, participating in environmental review processes and making formal recommendations for state and federal permit decisions.

RL-412 King County should work with the state and federal governments to ensure that proposals for underground mining, oil and gas extraction, and surface coal mining are reviewed with consideration of local land use and environmental requirements.

D. Reclamation and Stockpile Mining

All mining sites are eventually depleted, abandoned or the operations discontinued for long periods. Reclamation of abandoned, depleted or discontinued sites creates opportunities for new uses compatible with adjoining land uses. Reclamation also prevents the dangers associated with some types of abandoned mines and improves the aesthetics of the site. Reclamation of mining sites is a requirement of state law.

RL-413 King County should work with the State Department of Natural Resources to ensure that mining areas are reclaimed in a timely and appropriate manner. Where mining is completed in phases, reclamation also should be completed in phases as the resource is depleted.

For example, mines in the Forest Production District should be returned to forest use. Innovative reclamation techniques that create lakes, ponds, wetlands, forests and/or appropriate residential, recreational or commercial/industrial areas may contribute to a desirable use of the discontinued mine site.

Opportunities for obtaining existing stockpiles of mineral deposits from abandoned underground and surface mines can be realized through the reprocessing and reclamation of stockpiles left from these abandoned mines. If the mining of stockpiles is considered a surface mining operation, it would be subject to all the standards applied through the use of the policies in this chapter.

RL-414 The removal of existing stockpiles of previously mined material shall be encouraged by King County in order to promote and achieve reclamation of land to its highest and best use.

Chapter Seven

Natural Environment

Growth Management Act's Goals, Elements and Requirements

This chapter satisfies the Growth Management Act's Goal 10 to protect the environment; mandatory Land Use Element by protecting the quality and quantity of ground water used for public water supplies, and provisions for reviewing drainage, flooding and stormwater run-off in the area and nearby jurisdictions, and providing guidance for corrective actions to mitigate or cleanse those discharges that pollute waters of the state, including Puget Sound or waters entering Puget Sound; Requirement 36.70A.170 to designate critical areas which includes wetlands, areas with a critical recharging effect on aquifers used for potable water, fish and wildlife habitat conservation areas, frequently flooded areas and geologically hazardous areas; and Requirement 36.70A.080 optional conservation element by conserving critical areas, air quality, water resources, native vegetation, and fish and wildlife habitats.

Protecting Critical Areas

Protecting and restoring air quality, water resources, soils, and plant and animal habitats is one of King County's primary goals. This chapter establishes policies to protect the environment and enhance the region's high quality of life. Most of this chapter's policies provide a basis for either new non-regulatory approaches or for existing regulations. Some new regulations are necessary to implement the policies. However, new regulations such as wetland mitigation banking offer flexibility compared with existing regulations.

The Growth Management Act requires that critical areas be designated and protected. Critical areas include wetlands, areas with a critical recharging effect on aquifers used for potable water, fish and wildlife habitat conservation areas, frequently flooded areas and geologically hazardous areas. This chapter designates aquifer recharge areas and fish and wildlife habitat conservation areas under the Growth Management Act. Wetlands, frequently flooded areas, and geologically hazardous areas are designated in the King County Sensitive Areas Ordinance, Ordinance 9614, as amended.

Relative to land use, three types of environmental situations exist in King County. In highly developed urban areas, the quality and functions of most critical areas have been significantly affected by past development. Additional impacts in these affected areas will likely result from higher density development, but these are preferable to development in more pristine areas, which can result in a net loss of the region's natural resources.

In other urban areas with low levels of development, significant critical areas are usually more intact than in highly developed urban areas. Onsite mitigation of new development, if designed well and monitored, may achieve resource protection. Achieving development goals must be balanced with protecting critical areas functions, tailoring individual solutions by following the guidance of

Comprehensive Plan policies that recognize both critical area protection and the need to reduce urban sprawl.

The Rural Area and Natural Resource Lands contain the bulk of King County's remaining wildlife and fisheries values. Protection of resources through land use planning and impact mitigation will be most successful in these areas, and it can occur with the least disruption to intended land uses.

While critical areas within the Urban Growth Area will receive adequate protection, the emphasis is to protect critical areas in the Rural Area and Natural Resource Lands and to minimize impacts on specific animal species, such as salmon and bald eagles, that use or pass through the Urban Growth Area. No simple approach, however, will protect those resources currently remaining in parts of the Urban Growth Area. These policies provide for an approach to planning that acknowledges that different areas of King County have different resource values and face different levels of development pressure, and balance the protection of the environment with the need to reduce urban sprawl.

I. Incentives, Education, Planning and Regulations

A. Incentives

King County recognizes that market-based incentives may be preferable to regulations. However, regulations will continue to play a key role when incentives fall short of meeting plan goals and the requirements of state law or local ordinance.

NE-101 In addition to its regulatory authority, King County should use incentives to protect and restore the natural environment whenever practicable. Incentives should be monitored to determine their effectiveness.

B. Environmental Stewardship/ Education/ Working Together

The County recognizes that education and the coordination of education efforts are a great incentive to promote all aspects of environmental quality.

NE-102 King County should take a regional role in environmental stewardship through: direct education, coordinating of educational efforts, and establishing partnerships with other entities that share similar environmental concerns or stewardship opportunities.

King County needs to coordinate many programs with other agencies. Coordination with the Washington State Department of Ecology and affected jurisdictions is necessary to comply with mandates of the Clean Water Act that address point and non-point source pollution. Further coordination with air quality agencies, such as the Puget Sound Air Pollution Control Agency and Puget Sound Regional Council, is needed to exchange information and develop consistent programs. Coordination with ground water purveyors is necessary to protect the region's ground water quantity and quality.

Participation and guidance is needed from tribes, special interest groups and citizens to develop programs and exchange information.

NE-103 King County should coordinate with local jurisdictions, federal and state agencies, tribes, special interest groups and citizens when protecting and restoring the natural environment consistent with Urban Growth Area, Rural Area and Natural Resource Lands goals.

C. Environmental Land Use Plans and Regulation

King County will use existing and updated subarea and functional plans to protect and restore environmental quality. In doing so, King County will continue to integrate its various planning efforts, including land use planning, housing planning, basin planning, economic development planning, and transportation planning to protect the environment, reduce urban sprawl, and provide affordable housing.

NE-104 King County should protect environmental quality and important ecological functions and minimize hazards to health and property through development reviews and implementation of land use plans, surface water management plans and programs, and park master plans. These plans shall also encourage restoration of critical areas as defined in the Growth Management Act.

NE-105 Acreage that is not developable because of environmental constraints and values shall be assessed at a lower taxable value.

NE-106 King County shall use acquisition, enhancement, and incentive programs and appropriate regulations to encourage the protection of lands where development would pose hazards to health, property, important ecological functions or environmental quality. The following natural landscape features are particularly susceptible and should be protected:

- **a. Floodways of 100-year floodplains;**
- **b. Slopes with a grade of 40 percent or more or landslide hazards that cannot be mitigated;**
- **c. Wetlands and their protective buffers;**
- **d Streams and their protective buffers;**
- **e Channel migration hazard areas;**
- **f. Designated wildlife habitat networks; and**
- **g. Critical Aquifer Recharge Areas in designated sole source aquifers.**

NE-107 Regulations to prevent unmitigated significant adverse impacts will be based on the importance and sensitivity of the resource.

NE-108 King County should promote efficient provision of utilities and public services by exempting minor activities from its critical areas regulations, provided the agency has an approved Best Management Practice plan approved by King County.

II. Air Quality

The preservation of clean air is essential to the quality of life enjoyed by residents of King County. Millions of dollars are spent annually to treat medical conditions caused or aggravated by air pollution. Further, the attractiveness of King County as a place for business enterprise, residential growth and tourism is hurt by the loss of scenic visibility, bad odors and perceptions of dirty, unhealthy air. Motor vehicles and wood smoke produced by residential woodstoves and fireplaces are the primary cause of air pollution in urban and rural areas.

The air quality issue paper, found in Technical Appendix I, discusses the recent improvement in the region's air quality. It also discusses the challenges to maintaining good air quality and describes the roles of federal, state and regional governments. However, because many of the long-term solutions to air pollution in our region now depend on land use and transportation decisions, King County must assume a more active role.

Small particulate matter measuring less than 10 microns (PM 10) is considered a risk to human health due to the body's inability to effectively filter out particles of this size. Principal sources of PM10 in King County include industrial activities, road dust, motor vehicle emissions, and woodsmoke.

NE-201 King County should reduce air pollution associated with land uses by:

- **a. Promoting the use of clean burning fuels;**
- **b. Educating citizens about the health effects of high emissions of particulate matter measuring less than 10 microns (PM 10);**
- **c. Encouraging the proper use of wood stoves and fireplaces, and**
- **d. Providing alternatives to burning yard waste in residential neighborhoods in the Rural Area, such as curbside yard waste collection services and convenient yard waste site collection facilities at a reasonable cost.**

To the extent possible, air quality models prepared at the plan level should show how much air pollution would be generated at "build out" of an urban area, and should include the amount of potential traffic to be generated.

NE-202 King County should assess air quality impacts of its proposed land use actions when developing countywide, subarea, and local plans.

Indoor air pollution is perhaps the most commonly underrated risk to our health. King County acknowledges indoor air quality as a priority for further action.

NE-203 King County should support regional efforts to improve indoor air quality.

Burning slash from land clearing and construction debris both contribute to air pollution. Calculations of air quality impacts from proposed development during the State Environmental

Policy Act process must take into consideration impacts associated with construction. Also, earth moving and heavy equipment activity can create dust, one of the primary sources of fine particulate matter in King County.

NE-204 King County should reduce air pollution emissions from construction and land clearing activities.

Although the above policies address local and regional air quality problems, there are global air quality problems, as well. These include ozone depletion in the upper atmosphere and global warming. The air quality issue paper of Technical Appendix I discusses environmental consequences and federal and state laws regarding these compounds.

NE-205 King County should participate in, explore and support efforts to reduce or eliminate emissions of harmful pollutants, especially compounds that contribute to global warming, acid rain and ozone depletion in the upper atmosphere.

Achieving and preserving air quality will require public education.

NE-206 King County should coordinate with other agencies and groups to provide information to the public on air quality problems and measures that each person can take to improve air quality.

III. Water Resources

King County's water resources include Puget Sound, rivers, streams, lakes, wetlands and ground water. These resources provide many beneficial functions, including fish and wildlife habitat, flood and erosion control, water supply for agricultural, commercial, domestic and industrial use, energy production, transportation, recreational opportunities and scenic beauty.

In order to preserve and enhance the water resources in King County, those resources must be managed as an integrated system, not as distinct and separate elements. The hydrologic cycle (the occurrence, distribution and circulation of water in the environment) is the common link among the water resources and describes their interdependence.

Our use and modification of water resources and the surrounding terrestrial environment affects how the hydrologic cycle functions and can cause unintended detrimental impacts such as flooding, erosion, degradation of water quality, loss of fish and wildlife habitat, and loss of archeological and traditional cultural resources that depend upon but do not damage natural resources. In order to minimize adverse impacts on the water resources of King County and ensure our continued ability to receive the benefits they provide, we need to promote responsible land and water resource planning and use.

A. Water Resource Protection

NE-301 **King County shall use incentives, regulations and programs to manage its water resources (Puget Sound, rivers, streams, lakes, wetlands and ground water) and to protect and enhance their multiple beneficial uses including fish and wildlife habitat, flood and erosion control, water supply, energy production, transportation, recreational opportunities and scenic beauty. Use of water resources for one purpose should, to the fullest extent practicable, preserve opportunities for other uses.**

NE-302 **Development should occur in a manner that supports continued ecological and hydrologic functioning of water resources. Development should not have a significant adverse impact on water quality or water quantity. On Vashon Island, development should maintain base flows, natural water level fluctuations, ground water recharge in Critical Aquifer Recharge Areas and fish and wildlife habitat.**

B. Watersheds

A watershed is an area that drains to a common outlet or identifiable water body such as Puget Sound, a river, stream, lake or wetland. There are six major watersheds in King County (Cedar River, Green River, Puget Sound, Skykomish River, Snoqualmie River and White River) divided into 72 individual basins that, in turn, contain numerous individual water bodies with small drainages (See the Watersheds Map of Technical Appendix A). Surface and ground waters are managed most effectively by considering potential problems and solutions for an entire watershed. Because watersheds frequently extend into several jurisdictions, effective planning and implementation must be coordinated.

NE-303 **Future watershed plans should integrate surface water, ground water, drinking water and wastewater planning to provide efficient water resource management.**

NE-304 **King County shall protect and should enhance surface waters on a watershed basis by analyzing water quantity and quality problems and their impacts to beneficial uses, including fish and wildlife habitat and flood and erosion control. King County should participate in the Central Puget Sound Water Resource Planning effort.**

NE-305 **Responsibility for the costs of watershed planning and implementation should be shared between King County and other jurisdictions within a watershed.**

NE-306 **As watershed management plans and master drainage plans are adopted they should apply a tiered system of protection that affords a higher standard of protection for more significant resources. Resource categories should include Regionally Significant Resource Areas (RSRAs), Locally Significant Resource Areas (LSRAs) and remaining resources. RSRAs and LSRAs shall be legislatively designated.**

King County will plan and manage surface waters on a watershed basis pursuant to Policies NE-303 through NE-306. To accomplish this goal, water should not be diverted from one watershed into another, nor from one drainage basin into another, unless no other reasonable alternative is available for managing surface water run-off within the same watershed and drainage basin. Where such diversions are permitted. King County will require such environmental analysis and mitigation as needed to protect surface water resources from significant adverse impacts.

NE-307 Regionally Significant Resource Areas (RSRAs) and Locally Significant Resource Areas (LSRAs) shall be protected at appropriate levels. The Executive shall study the standards of protection needed for RSRAs and LSRAs and shall report its findings and recommendations to the Council in 1995.

C. Shorelines

King County's Shoreline Management Master Program (Title 25 of the King County Code) is a functional plan developed in compliance with the Washington State Shoreline Management Act of 1971. The Master Program protects streams with a mean annual flow of 20 cubic feet or more per second, lakes that are 20 acres or more in size, the marine shoreline of Puget Sound and wetlands associated with these systems.

NE-308 Development within designated Shoreline Environments shall preserve the resources and ecology of the water and shorelines, avoid natural hazards, promote visual and physical access to the water and preserve archeological, traditional cultural resources, and navigation rights. Protection of critical areas shall take priority over visual values and physical access.

D. Puget Sound

Puget Sound was included in the National Estuary Program in March 1988. The National Estuary Program requires that a comprehensive conservation and management plan for Puget Sound recommend actions to restore and protect the estuary. The 1994 Puget Sound Water Quality Management Plan is the federally approved comprehensive conservation and management plan for Puget Sound.

NE-309 Beginning in 1995, King County shall implement the 1994 Puget Sound Water Quality Management Plan to restore and protect the biological health and diversity of the Puget Sound Basin.

E. Rivers, Streams, Lakes and Wetlands

Rivers, streams, lakes and wetlands must be protected from the adverse impacts of urbanization and land use to continue functioning in a beneficial manner. Because urbanization increases stormwater runoff, control of the quantity and quality of stormwater runoff is critical. Unmitigated stormwater runoff can cause erosion, sedimentation and flooding with resulting adverse impacts on water quality, fish and wildlife habitat, property and human safety. In addition, stormwater runoff can carry pollutants such as oil, heavy metals, fertilizers, herbicides, pesticides and animal wastes into waters. Sedimentation from soil disturbed by clearing, grading, farming and logging can reduce river or stream channel capacity, fill lakes and wetlands, and smother aquatic life and habitat.

Methods of stormwater management include seasonal clearing restrictions, retention/detention, discharge and infiltration standards, and Best Management Practices.

NE-310 Management of stormwater runoff shall occur through a variety of methods. Stormwater runoff caused by development shall be managed to prevent unmitigated significant adverse impacts to water resources caused by flow rates, flow volumes or pollutants to promote ground water recharge, infiltration of stormwater, when feasible given geological, engineering and water quality constraints. King County's current practice is to pursue non-structural methods whenever possible. In the Urban Growth Area, methods which are land consumptive will need to be balanced with the need to protect the supply of developable land.

1. Rivers and Streams

There are approximately 3,126 miles of rivers and streams in King County. The river and stream channels, the surrounding riparian (streamside) areas and upland areas all contribute to the functioning and integrity of rivers and streams.

NE-311 River and stream channels should be preserved, protected and enhanced for their hydraulic, ecological and aesthetic functions.

NE-312 King County, in partnership with other jurisdictions and interested parties, should continue restoring stream and river channels and surrounding riparian areas to enhance water quality and fish and wildlife habitat and to mitigate flooding and erosion.

2. Lakes

There are approximately 700 lakes in King County ranging in size from less than one acre to Lake Washington. These lakes provide critical habitat for many species of fish and wildlife, including salmonids, as well as recreational opportunities and scenic beauty. Development near lakes can alter their functioning and lead to eutrophication (increases in nutrients). Eutrophication promotes the excessive growth of plant and animal life with the eventual depletion of oxygen levels caused by decay of the excess organic matter.

NE-313 Lakes should be protected through management of lake watersheds and shorelines. Lakes sensitive to nutrients shall be protected through the management of nutrients that stimulate algal blooms and aquatic plant growth. Where sufficient information is available, measurable standards for lake quality should be set and management plans established to meet the standards. Formation of lake management districts or other financing mechanisms should be considered to provide the financial resources necessary to support actions for protection of sensitive lakes.

3. Wetlands

a. Wetland Identification/Classification

Wetlands are valuable natural resources in King County. They include shallow or deep marshes, bogs, ponds, wet meadows, forested and scrub-shrub communities and other lands supporting a prevalence of vegetation adapted to saturated soils. Many of the larger wetlands in King County are mapped in the County's *Sensitive Areas Map Folio*, and their vegetation, hydrology and wildlife are briefly described in the King County Wetlands Inventory.

NE-314 King County shall use as minimum standards, the "1989 Federal Manual for Identifying and Delineating Jurisdictional Wetlands" or its successor which is adopted by the King County Council and is the scientifically accepted replacement methodology based on better technical criteria and field indicators.

NE-315 King County shall work with other jurisdictions and tribes to establish uniform countywide wetlands policies and a classification system for wetlands that allows for the designation of both regionally and locally unique wetlands.

b. Wetland Functions

Wetlands are productive biological systems, providing habitat for fish and wildlife. They may serve as outdoor classrooms for scientific study. Some are used for hiking, hunting, and fishing. Wetlands also store flood waters and control runoff, thereby reducing flooding, downstream erosion and other damage. Further, wetlands protect water quality by trapping sediments and absorbing pollutants. They discharge ground water, making it available to plants and animals. Wetlands store peak flows and discharge to streams in dry periods, thus enabling fish and other riparian animal populations to survive. These wetland functions need consideration from a watershed perspective.

The practice of preserving, restoring, and protecting wetlands has evolved significantly over the last decade. During this time, the terms "wetland functions" and "wetland values" have been used by wetland professionals and by King County.

Wetland functions generally refer to the ecological (physical, chemical, and biological) processes or attributes of a wetland regardless of their importance to society. The King County Sensitive Areas

Ordinance definition states that wetland functions are natural processes performed by wetlands and include functions which are important in facilitating food chain production, providing habitat for nesting, rearing, and resting sites for aquatic, terrestrial or avian species, maintaining the availability and quality of water such as purifying water, acting as recharge and discharge areas for ground water aquifers and moderating surface water and storm water flows as well as performing other functions including but not limited to those set in U.S. Army Corps of Engineers regulations at 33 C.F.R. Section 320.4(b)(2)(1988).

Wetland values are estimates, usually subjective, of the worth, merit, quality, or importance of wetland functions or other attributes that are valuable and beneficial to society. Education, research, aesthetics, and recreation are examples of wetland values that are beneficial to society. The King County Sensitive Areas Ordinance does not have a definition for wetland values.

NE-316 **King County's overall goal for the protection of wetlands is no net loss of wetland functions or values within each drainage basin. Acquisition, enhancement, regulations, and incentive programs shall be used independently or in combination with one another to protect and enhance wetlands functions Wetland values shall be protected only through acquisition, enhancement and incentive programs.**

NE-317 **Development adjacent to wetlands shall be sited such that wetland functions are protected, an adequate buffer around the wetlands is provided, and significant adverse impacts to wetlands are prevented.**

The functions and values of a wetland will change as land uses surrounding the wetland changes. Fragmentation of habitat is considered the greatest threat to native biodiversity. Wetlands in the Urban Growth Area will experience the greatest reduction in the number of native animals and plants due to habitat fragmentation. The County recognizes that trading some isolated Class 3 wetlands in exchange for mitigation that contributes to a larger connected wetland system can often achieve greater resource protection in the Urban Growth Area.

Protecting native species biodiversity depends upon maintaining biological linkages and preventing fragmentation of wetland habitats. Small wetlands strategically located between other wetlands may provide important biological links between other, higher quality wetlands. Wetlands adjacent to habitat networks also are especially critical to wildlife functions and should receive special consideration in planning land use.

NE-318 **Areas of native vegetation that connect wetland systems should be protected. Whenever effective, incentive programs such as buffer averaging, density credit transfers, or appropriate non-regulatory mechanisms shall be used.**

NE-319 **The unique hydrologic cycles, soil and water chemistries, and vegetation communities of bogs, fens and other legislatively designated unique wetlands shall be protected through the use of Best Management Practices to control and/or treat stormwater within the wetland watershed.**

NE-320 Public access to wetlands for scientific, recreational use, and traditional cultural use is desirable, providing that public access trails are carefully sited, sensitive habitats and species are protected, and hydrologic continuity is maintained.

There is a significant amount of research being conducted to understand wetland ecology and the effects of land development and stormwater management on wetlands.

NE-321 King County should continue to review wetland research and evaluate the need for changes in its wetland protection programs.

Wetlands are dynamic systems. The values and functions of a wetland can change over time through ecological succession. Emergent wetlands may become forested wetlands through natural succession or a wetland may quickly fill in with silt from erosion or with dense vegetation from high nutrient inflows. Therefore, wetlands may benefit from periodic management of succession stages to maintain overall biodiversity. The County recognizes that allowing alteration of wetlands may be in the public interest where such alterations are necessary as part of a proposal by a public agency or utility, or under a reasonable use exception.

NE-322 Enhancement or restoration of degraded wetlands may be allowed to maintain or improve wetland functions, provided that all wetland functions are evaluated in a wetland management plan, and adequate monitoring, code enforcement and evaluation is provided and assured by responsible parties. Restoration or enhancement must result in a net improvement to the functions of the wetland system. Technical assistance to small property owners should be considered.

NE-323 Alterations to wetlands may be allowed to:

- **a. Accomplish a public agency or utility development;**
- **b. Provide necessary utility and road crossings; or**
- **c. Avoid a denial of all reasonable use of the property, provided all wetland functions are evaluated, the least harmful and reasonable alternatives are pursued, and affected significant functions are appropriately mitigated.**

c. Wetland Mitigation

When adverse impacts cannot be avoided, compensatory mitigation may be allowed. This means the replacement of project-induced losses of wetland functions and values will be permitted through wetland creation, restoration or enhancement. The County recognizes that, especially in the Urban Growth Area, allowing alteration of isolated Class 3 wetlands in exchange for compensatory mitigation contributes to a larger connected wetland system and may achieve greater resource protection.

NE-324 In the Urban Growth Area, protection standards for low function, isolated Class 3 wetlands may be lower than standards in the Rural Area.

NE-325 Wetland mitigation proposals should be approved if they would result in improved overall wetland functions within a drainage basin. All wetland functions should be considered. Mitigation sites should be located strategically to alleviate habitat fragmentation.

NE-326 Mitigation projects should contribute to an existing wetland system or restore an area that was historically a wetland. The goal for these mitigation projects is no net loss of wetland functions per drainage basin.

NE-327 Mitigation sites should replace or augment the functions to be lost as a result of the project proposal. Further, mitigation sites should be located strategically to alleviate habitat fragmentation.

NE-328 Land used for wetland mitigation should be preserved in perpetuity. Monitoring and maintenance should be provided until the success of the site is established.

Mitigation banks are a form of regional compensatory mitigation, with the goal providing greater resource protection and benefit to the public. A mitigation bank allows for the consolidation of multiple, small mitigation projects into a large-scale wetland complex, resulting in economies of scale in planning, implementation and maintenance. Consolidation also can result in wetlands of greater value because of their size and the commitment to long-term management. Mitigation banking allows a project proponent to generate bank credits by contributing to the creation or restoration of the bank site.

A mitigation bank plan needs to establish criteria for (1) identifying when banking is appropriate, (2) site selection, (3) establishing the ownership and operation of mitigation banks, and (4) withdrawing credits from the bank to offset unavoidable wetland impacts.

NE-329 The County, in partnership with jurisdictions and interested parties, should develop a plan for the establishment of a wetland mitigation banking program.

F. Floodplains

Floodplains are lands adjacent to lakes, rivers and streams that are subject to periodic flooding. Floodplains naturally store flood water, protect water quality and are valuable for recreation, agriculture and fish and wildlife habitat. Wetlands are often an integral part of floodplains. Floodplains are designated based on the predicted frequency of flooding for a particular area. For example, a 100-year floodplain is a land area that has a one percent probability of experiencing flooding in any given year.

Development can reduce the floodplain's ability to store and convey floodwaters, thereby increasing the velocity and depth of floodwaters in other areas. In addition, floodplain development often occurs at the expense of important fish and wildlife habitat.

NE-330 The existing flood storage and conveyance functions and ecological values of floodplains, wetlands, and riparian corridors should be protected, and where possible, enhanced or restored.

NE-331 King County's floodplain land use and floodplain management activities should be carried out in accordance with the King County Flood Hazard Reduction Plan.

G. Ground Water

Ground water is an important regional issue because ground water provides approximately 30 to 40 percent of the water used in King County for private, municipal, industrial and agricultural needs, and aquifers cross jurisdictional boundaries. In the future, ground water may provide an even greater percentage of our water supply needs.

A finite amount of precipitation is available to replenish local water resources, and most of this occurs during the fall and winter. The portion that enters the ground replenishes ground water and provides base flow for streams, wetlands, and rivers during the spring and summer dry months. This base flow sustains fish, wildlife, habitat and recreational values. Aquifers serving water supply needs are commonly recharged within the vicinity of the wells. The natural hydrologic system can be altered by development practices and overuse of the aquifer. The result may be depletion of aquifers.

Ground water is also subject to contamination from human activity. Once a source of ground water is contaminated it may be lost forever. The cost of protection is considerably less than the cost of remediation and replacement.

The Growth Management Act requires the designation of "areas with a critical recharging effect on aquifers used for potable water". The procedural criteria to classify critical areas (365-190 WAC) further defines these areas as areas where an aquifer is a source of drinking water and is vulnerable to contamination that would affect the potability of the water. Vulnerability is the combined effect of susceptibility to contamination and contamination loading potential. Because ground water protection is complex and our understanding of the ground water system depends generally on factors that cannot be observed, it is very difficult to map, designate, and define aquifer recharge areas.

King County recognizes the need for aquifer protection and is developing ground water management plans. The protection of ground water requires an understanding of (1) the quantity of water replenishing aquifers relative to the quantity being withdrawn from them, and (2) the potential for contamination. These issues are functions of related, but different factors and cannot adequately be addressed by the same designation. The County is choosing to focus first on the contamination issue. The Areas Highly Susceptible to Ground Water Contamination Map included in this chapter shows areas in the County most susceptible to ground water contamination, combining geologic characteristics with information about how far the water table is from the ground surface. As additional information becomes available from ground water studies such as adopted ground water management plans and wellhead protection plans, the County will designate and map areas with high ground water recharge capabilities.

Wellhead protection studies provide additional information about contamination susceptibility of water purveyors' wells. They also increase understanding of where the wells are being recharged. Regional efforts to address water supply issues in King County will have to include further analysis of ground water recharge and ground water use.

NE-332 **In unincorporated King County, areas identified as sole source aquifers or as areas with high susceptibility for ground water contamination where aquifers are used for potable water are designated as Critical Aquifer Recharge Areas as shown on the map, entitled Areas Highly Susceptible to Ground Water Contamination. Since this map focuses primarily on water quality issues, the County shall work in conjunction with cities and ground water purveyors to designate and map recharge areas which address ground water quantity concerns as new information from ground water and wellhead protection studies adopted by County or state agencies becomes available. Updating and refining the map shall be an ongoing process.**

NE-333 **King County should protect the quality and quantity of ground water countywide by:**

- **a. Placing a priority on implementation of adopted Ground Water Management Plans;**
- **b. Developing a process by which King County will review, and implement, as appropriate, adopted Wellhead Protection Programs in conjunction with cities and ground water purveyors; and**
- **c. Developing, with affected jurisdictions, Best Management Practices for new development and for forestry, agriculture, and mining operations recommended in adopted Ground Water Management Plans and Wellhead Protection Programs as appropriate. The goals of these practices should be to promote aquifer recharge quality and to strive for no net reduction of recharge to ground water quantity.**
- **d. Refining regulations as appropriate to protect critical aquifer recharge areas when information is evaluated and adopted by King County.**

Preserving ground water recharge means creating a balance between the need to allow growth in ground water recharge areas and the potential decrease in recharge associated with that growth. Land use decisions should be made using knowledge of potential impacts on aquifers used for water supplies.

NE-334 **King County should protect ground water recharge quantity in the Urban Growth Area by promoting methods that infiltrate runoff where site conditions permit, except where potential ground water contamination cannot be prevented by pollution source controls and stormwater pretreatment.**

NE-335 **In making future zoning and land use decisions which are subject to environmental review, King County shall evaluate and monitor ground water policies, their implementation costs, and the impacts upon the quantity and quality of ground water. The depletion or degradation of aquifers needed for potable water supplies should be**

avoided or mitigated, and the need to plan and develop feasible and equivalent replacement sources to compensate for the potential loss of water supplies should be considered.

The Rural Area is recognized as significant for having recharge and storage of ground water areas necessary for base flows in rivers and natural levels in lakes and wetlands.

NE-336 King County should protect ground water in the Rural Area by:

a. Preferring land uses that retain a high ratio of permeable to impermeable surface area and that maintain or augment the infiltration capacity of the natural soils; and

b. **Requiring standards for maximum vegetation clearing limits, impervious surface limits, and, where appropriate, infiltration of surface water. These standards should be designed to provide appropriate exceptions consistent with Policy R-216.**

IV. Geology and Soil

King County is located on the active, tectonic Pacific "Ring of Fire," which is characterized by numerous, dynamic geologic processes that include frequent earthquakes and recurring volcanic eruptions. The relatively recent glacial history has left numerous steep and unstable hillsides throughout the County. Snow avalanches are a common occurrence in the Cascade Mountains in Eastern King County. Coal mines have created additional areas of subsidence and instability in addition to those which occur naturally. When human activity occurs in areas subject to such active geologic processes, the potential consequences to life, property and environmental integrity can be enormous. If geologic processes are recognized and appropriately addressed in the course of development activities, adverse consequences can be substantially reduced if not completely eliminated.

King County maintains inventories and maps of geologic hazards in the *King County Sensitive Areas Ordinance Map Folio*. However, the inventories and maps are not complete and the hazard may not be discovered until the development review stage.

A. Erosion Hazard Areas

Virtually any area in King County can experience soil erosion if subjected to inappropriate grading and construction practices. The U.S. Department of Agriculture Soil Conservation Service has identified certain soil types in King County as being especially subject to erosion, if disturbed. The approximate extent of these areas is shown in the *King County Sensitive Areas Map Folio*. These Erosion Hazard Areas may not be well suited to high density developments and intensive land uses because of the sensitivity of these soils to disturbance.

NE-401 **Grading and construction activities should implement erosion control Best Management Practices and other development controls as necessary to reduce sediment discharge from construction sites to minimal levels.**

NE-402 **Land uses permitted in mapped Erosion Hazard Areas should minimize soil disturbance and maximize retention and replacement of native vegetative cover.**

NE-403 **Slopes with a grade of 40 percent or more should not be developed unless the risks and adverse impacts associated with such development can be reduced to a non-significant level.**

B. Landslide and Avalanche Hazard Areas

Certain hillsides in King County are either naturally unstable or susceptible to instability when disturbed. These hillsides contain slopes greater than 15 percent, are underlain by impermeable soils, and are subject to seepage. They also include areas that have experienced landslides in the past and have slopes that are being undermined by stream or beach erosion. Construction in these areas is expensive and difficult. Landslides on such slopes following development can result in enormous public and private costs and severe threats to human health and safety. Such landslides can also cause severe natural resource damage. The extent of areas which are likely to be subject to landslide hazard is shown on *King County Sensitive Areas Ordinance Map Folio.*

Many of the mountainsides in the Cascade Range in Eastern King County are subject to snow avalanches during the winter. Such avalanches are destructive and can be deadly.

NE-404 Avalanche or Landslide Hazard Areas should not be developed unless the risks and adverse impacts associated with such development can be reduced to a non-significant level.

C. Coal Mine Hazard Areas

King County has a long and varied history of underground and surface coal mining. Some coal mining was conducted by large, well-capitalized mining companies which used methods such as detailed underground and surface mapping and protection of surface improvements. Other mines were small operations or re-mining operations that sought to maximize coal extraction with less regard for surface impacts or mapping. Some intensively developed areas of King County are located over abandoned underground coal workings, including Talbot Hill and the north Benson Hill of Renton, the Spring Glen area around Cascade Vista, East Fairwood, Black Diamond, southwest Issaquah, and the Newcastle/Coal Creek area.

The greatest dangers to people, wildlife and surface facilities typically exist around mine portals, timber chutes, air shafts, and workings which have collapsed to the surface. Other areas were deep mined by "room and pillar" mining techniques in which "pillars" of coal were left to provide support for the mining of adjacent "rooms." Once abandoned, pillars would collapse and rooms of mined-out coal would fill with collapsed roof material, coal debris and water. Regional downwarping of these areas was generally not observable and usually happened in the early years following mining of a section. Deep mined areas with a high ratio of overburden/cover-to-void usually present no hazards for surface development. However, areas with low overburden/cover-to-void ratio present higher risks and may require more advanced investigations and construction techniques for development. Mine portals, timber chutes, airshafts, and workings which have collapsed to the surface require the greatest need for detailed engineering studies to ensure that these sites are safe for new, productive use.

In addition, stockpiles of coal refuse material and spoil piles are frequently found near the portal from which coal was originally extracted. Some of these coal refuse piles burned (oxidized) into a cinder material which is often colored red. Many coal refuse and cinder piles have already been successfully

reclaimed by re-mining to provide road ballast, fill material, colored landscape rock, and cinders for running tracks and jogging paths. Other refuse piles did not burn and are characterized by coal and rock slopes which are usually covered with trees and vegetation. These refuse pile slopes are often steep, but many appear to be natural to those unfamiliar with their coal mining origin. Coal refuse piles can often be re-mined or used for fill material. Reclamation and stabilization of these piles and the beneficial use of coal refuse/cinder material should be encouraged. One optimum solution is to utilize coal spoil piles for the reclamation of areas of surface collapse.

The federal Office of Surface Mining, Reclamation, and Enforcement taxes active coal mining operations to fund the Abandoned Mine Lands programs. Monies and technical assistance from this program are available to public and private property owners for the reclamation of hazards associated with historic coal mining operation.

NE-405 **King County encourages the elimination of coal mine hazard areas and will work with public and private property owners and the Office of Surface Mining, Reclamation, and Enforcement to eliminate hazards and return lands to their highest productive uses. Land use plans and development activities should reflect the potential hazards in these areas. Residential, commercial, and industrial development may occur in Coal Mine Hazard Areas following study and engineering reports which detail the extent of the hazards, if any, and mitigation. Significant hazards associated with abandoned coal mining workings should be eliminated or mitigated so the site is safe using appropriate criteria to evaluate the proposed subsequent use. King County recognizes that most areas underlain by deep underground mining may be suitable for new development. Landowners and their consultants may be required to provide studies and reports with recommendations from licensed, professional engineers. Proposed surface facilities over some hazard areas may need to incorporate special design and performance tolerances for structures and infrastructure improvements. The location of coal mine hazard features should be shown on recorded plat maps or site plans of the property.**

Areas of former coal mining activity may present opportunities for future underground or surface mining or reprocessing of mine spoils. Re-mining activities in coal mine hazard areas should be encouraged when the resulting reclamation mitigates or reduces safety and/or environmental hazards. Policies addressing mining are in Chapter Six, Natural Resource Lands. Coal Mine Hazard Areas are regulated through the Sensitive Areas Ordinance.

D. Seismic Hazard Areas

King County is an earthquake-prone region subject to ground shaking, seismicly induced landslide and liquefaction of soil. Areas with low density soils are likely to experience greater damage from earthquakes. Areas in King County with a high potential for seismic induced subsidence, landslide, and other damages are shown in the *King County Sensitive Areas Map Folio* under seismic and landslide hazard areas.

NE-406 In areas with severe seismic hazards, special building design and construction measures should be used to minimize the risk of structural damage, fire and injury to occupants and to prevent post-seismic collapse.

E. Volcanic Hazard Areas

Volcanic mudflows can travel long distances along river valleys. Deposits from a mudflow which originated on Mt. Rainier (and traveled down the White River Valley) have been identified in Elliot Bay. Although the Sensitive Areas Ordinance has a section to regulate volcanic hazard areas, this section does not become effective until King County has completed the required modeling and mapping of the mudflow.

NE-407 King County should support efforts to model the effects of a mudflow comparable to the prehistoric mudflow which occurred in the White River drainage basin.

V. Vegetation

Vegetation is an important component of the natural environment. This general term refers to all plant life growing at, below or above the soil surface. It includes trees, shrubs, herbs, grasses and aquatic plants.

Vegetation, especially forests, provides many significant ecological functions. Vegetation absorbs, filters and slows surface water flow. This is particularly important over aquifer recharge areas. Native vegetation also provides wildlife habitat to which native species are well-adapted. Forests are key components in atmospheric cycles; they absorb carbon dioxide, produce oxygen and filter particulate matter. Additionally, they absorb noise and are aesthetically pleasing.

Noxious weeds are non-native invasive plants that pose a threat to health and safety, agriculture, wildlife, wetlands and recreational areas. They tend to spread in areas that have been disturbed by urban development and agriculture and are difficult to eradicate once they become established. Without natural predators, some noxious weeds can displace native plant communities, reducing plant diversity. Invasive plants also decrease the quality of wildlife habitats, reduce visual quality, and increase maintenance and production costs for natural resource managers and farmers.

NE-501 King County should protect native plant communities by encouraging management and control of non-native invasive plants, including aquatic plants. Environmentally sound methods of vegetation control should be used to control noxious weeds.

NE-502 King County should actively encourage the use of environmentally safe methods of vegetation control. Herbicide use should be minimized.

NE-503 **The use of native plants should be encouraged in landscaping requirements, erosion control projects, and in the restoration of stream banks, lakes, shorelines, and wetlands.**

King County has modeled impacts of vegetation removal on several drainage basins. These models indicate that at least 65 percent of the existing vegetation needs to be retained to prevent significant impacts from floods, erosion, and stream and lake deterioration.

NE-504 **As part of King County's basin planning process, King County may adopt vegetation retention goals for each drainage basin in the Rural Area. These goals should be consistent with Policy R-216. The County should explore incentives and regulations to attain these goals, and the County should monitor their effectiveness.**

VI. Fish and Wildlife Habitats

A. Maintain Countywide Biodiversity

It is King County's goal to conserve fish and wildlife resources in the County and to maintain countywide biodiversity. This goal may be achieved through implementation of several broad policy directions that form an integrated vision for the future. Each of the pieces are necessary for the whole to be successful. The policy objectives are to 1) identify and protect critical fish and wildlife habitat conservation areas, 2) link those critical habitat areas and other protected lands through a network system, and 3) integrate fish and wildlife habitat and conservation goals into new and existing developments. Conservation of biodiversity is necessary if wildlife benefits currently enjoyed by residents of the County are to be enjoyed by future generations.

NE-601 **The County shall strive to maintain the existing diversity of species and habitats in the County. In the Urban Growth Area, King County should strive to maintain a quality environment which includes fish and wildlife habitats that support the greatest diversity of native species consistent with the density objectives. The County should maximize wildlife diversity in the Rural Area.**

NE-602 **Fish and wildlife should be maintained through conservation and enhancement of terrestrial, air, and aquatic habitats.**

NE-603 **Habitats for species which have been identified as endangered, threatened, or sensitive by the state or federal government shall not be reduced and should be preserved. In the Rural Area and Natural Resource Lands, habitats for "candidate" priority species identified by the County, as well as species identified as endangered, threatened, or sensitive by the state or federal government shall not be reduced and should be preserved.**

B. Fish and Wildlife Habitat Conservation Areas

The Growth Management Act requires jurisdictions to designate Fish and Wildlife Habitat Conservation Areas for protection. The Washington Administrative Code (WAC) sets out guidelines that jurisdictions must consider when designating these areas. As set forth in the WAC guidelines, Fish and Wildlife Habitat Conservation Areas include: (1) areas with which endangered, threatened, and sensitive species have a primary association; (2) habitats and species of local importance; (3) commercial and recreational shellfish areas; (4) kelp and eel grass beds; herring and smelt spawning areas; (5) naturally occurring ponds under 20 acres and their submerged aquatic beds that provide fish or wildlife habitat; (6) waters of the state; (7) lakes, ponds, streams, and rivers planted with game fish by a governmental or tribal entity; or (8) state natural area preserves and natural resource conservation areas. It is important to note that for some species, mere presence is not considered significant. Significant habitats, for some species, are those areas that may be limited during some time of the year or stage of the species life cycle.

King County has reviewed these guidelines and has developed policies NE-604 through NE-607 that address the various species included in the WAC guidelines. These policies recognize the tiered listing of these species and their habitats as defined by the United States Fish and Wildlife Service and the Washington State Department of Fish and Wildlife. These policies also recognize the need to regularly review the information developed on species and habitats and amend the tiered listing as appropriate.

NE-604 **King County shall designate and protect the following Fish and Wildlife Habitat Conservation Areas found in King County:**

- **a. Habitat for federal or state listed Endangered, or Threatened species.**
- **b. Habitat for Salmon of Local Importance: kokanee/sockeye/red salmon, chum salmon, coho/silver salmon, king/chinook salmon, and pink salmon, coastal resident/searun cutthroat, rainbow trout/steelhead, and pygmy whitefish;**
- **c. Habitat for Raptors and Herons of Local Importance: red-tailed hawk, osprey, black-crowned night heron, and great blue heron;**
- **d. Commercial and recreational shellfish areas;**
- **e. Kelp and eelgrass beds;**
- **f. Herring and smelt spawning areas;**
- **g. Wildlife habitat networks designated by the County, and**
- **h. Riparian corridors.**

King County shall also protect the habitat for "candidate" priority species as listed by the Washington Department of Fish and Wildlife and found in King County outside of the Urban Growth Area.

"Candidate" Priority Species of Local Importance are: birds - common loon, harlequin duck, golden eagle, northern goshawk, mountain quail, pileated woodpecker, purple martin, Vaux's swift, western bluebird, yellow-billed cuckoo; fish - bull trout/Dolly Varden; amphibians - Cascades frog, red-legged frog, spotted frog, Van Dyke's salamander; invertebrates - Beller's ground beetle, Hatch's click beetle, long-

horned leaf beetle, Puget blue butterfly, Feder's soliperlan stonefly; mammals - fisher, Townsend's big-eared bat, California wolverine, Pacific harbor porpoise.

The habitats and species listed above represent those most threatened and critical in King County. The policy language in NE-604 states that they shall be protected.

The next tier of vulnerable habitats and species is addressed in Policy NE-605, which states that they should be protected, allowing for discretion as to the nature and extent of the protection in balance with the other goals of the Comprehensive Plan, such as reducing urban sprawl.

NE-605 **King County should protect all priority species of local importance and their habitats as listed by the Washington Department of Fish and Wildlife and found in and listed by King County on lands outside of the Urban Growth Area, where they are likely to be most successful. Priority Species of Local Importance include: birds - trumpeter swan, tundra swan, snow goose, band-tailed pigeon; mammals - marten, beaver, Columbia black-tailed deer, elk, mountain goat.**

NE-606 **The identification of species which need protection shall occur one time during the development review process. This work shall be completed as established in a single set of study guidelines.**

NE-607 **King County should regularly review the Washington State Department of Fish and Wildlife's list of Priority Species and other scientific information on important local species, and evaluate whether any species should be added to or deleted from the list in Policies NE-604 and NE-605. Any additions or deletions should be made through the annual amendment process for the Comprehensive Plan.**

Existing buffer requirements for streams and wetlands are not intended to, and do not, always adequately protect wildlife resources in those sensitive areas. Areas with critical wildlife resources may need larger buffers to protect the resource.

NE-608 **Stream and wetland buffer requirements may be increased to protect Endangered, Threatened, and Priority wildlife species, as listed in this chapter, and their habitats, as appropriate. Whenever possible, density transfers and/or buffer averaging should be allowed.**

Salmon are particularly important because of their significance to local and regional character, federally-recognized tribes and the fisheries industry. Several salmon stocks within King County and other areas of Puget Sound are in a serious state of decline. Several salmon stocks within King County may be listed under the Endangered Species Act. The most effective way to protect and enhance native fish populations is through protection of those river and stream channels, riparian corridors, lakes, wetlands and watersheds that provide or impact spawning and rearing habitat, food resources and fish passage. Intermittent streams also can be critical to native fish populations. Fish enhancement facilities currently are still critical to the maintenance of salmon stocks and the fisheries industry.

NE-609 King County should protect salmonid habitats by ensuring that land use and facility plans (transportation, water, sewer, electricity, gas) include riparian and stream habitat conservation measures developed by the County, cities, tribes, service providers, and/or state and federal agencies. Development within basins that contain fish enhancement facilities should consider significant adverse impacts to those facilities.

Open spaces, sensitive areas and public watersheds provide wildlife benefits. Public watersheds also protect upland wildlife habitats and may serve as natural refuges for wildlife. Policies that protect these resources also serve to protect wildlife.

C. Networks

Protection of isolated blocks of habitat will not adequately protect wildlife in King County. Critical wildlife habitats and refuges need to be connected across the landscape through a system of habitat networks. Some areas may be important because they connect other areas together.

Network width is related to requirements of desired wildlife species, length of network segment and other desired uses within the network. Wider corridors will be required for larger species if the distance between refuges is great or if multiple uses, such as public access and trails, are desired. Since it may not be possible to protect wide corridors in the Urban Growth Area, it may not be possible to accommodate larger wildlife species in all areas. Networks will address some of the problems of habitat fragmentation for smaller species within the Urban Growth Area.

Potential linkages are identified on the Wildlife Network and Public Ownership Map. Open spaces set aside during subdivision of land should be located to make connections with larger off-site systems. This approach will also benefit other open space goals.

NE-610 Dedicated open spaces and designated sensitive areas help provide wildlife habitat. Habitat networks for Threatened, Endangered and Priority species of local importance, as listed in this chapter shall be designated and mapped. Other Priority habitat networks in the Rural Area should be designated and mapped. Planning should be coordinated to ensure that connections are made with adjacent segments of the network. King County should provide incentives for new development within the networks to incorporate design techniques that protect and enhance wildlife habitat values.

Since fish and wildlife and their habitats do not respect political boundaries, linkages must be made across boundaries.

NE-611 King County should work with adjacent jurisdictions, state and federal governments and tribes during land use plan development and site development review to identify and protect habitat networks at jurisdictional boundaries.

D. Integration: New and Existing Development

A key element in a comprehensive wildlife protection program is the integration of wildlife and habitats into developments of all types. Protection of many types of wildlife does not have to be at odds with many types of development. Urban multifamily projects, industrial developments, new school facilities and rural open space projects all provide opportunities to enhance wildlife amenities. Residential developers and businesses have been able to use wildlife in marketing strategies to attract more potential homeowners, renters and quality employees.

Techniques such as minimizing clearing during site preparation, using native plant species in required buffers, landscaping, using bridges rather than culverts to cross streams and innovative site design can be used to promote wildlife and minimize problems with nuisance wildlife. Other plan elements, such as open space, road system design and housing density, also have related impacts on the remaining wildlife values that must be considered.

Benefits to wildlife are enhanced if screening and landscaping is composed of native vegetation. Retention of natural vegetation can provide the same wildlife and aesthetic benefits at a lower cost.

NE-612 Incorporating native plant communities should be encouraged where possible into development proposals.

Policies in other chapters that recognize the value of natural amenities and wildlife habitat also serve to meet the goal of integrating wildlife habitats and new developments.

Integrating wildlife goals with public land uses, such as parks, open spaces, road edges, stormwater control facilities and the landscaping around government buildings, is just as important as integration with private developments.

NE-613 The County should be a good steward of public lands and should integrate fish and wildlife habitats into capital improvement projects whenever feasible.

Voluntary habitat restoration projects are a consideration under the Public Benefit Rating System. The County can provide technical assistance, education and information to people wishing to install voluntary wildlife enhancement projects. Public demonstration projects can show the range of possibilities for integration of wildlife into a variety of land uses. Demonstration projects could also be done as partnerships between the County and a private landowner or organization.

NE-614 The County should promote voluntary wildlife habitat enhancement projects by private individuals and businesses through educational and incentive programs.

Chapter Eight

Facilities and Services

Growth Management Act's Goals, Elements and Requirements

This chapter satisfies the Growth Management Act's Goal 12 to ensure adequate public facilities and services; mandatory Capital Facilities Plan Element including: 1) Technical Appendix A which contains a summary of inventories of facilities, forecasting of future needs, location of proposed or expanded facilities and financing plans; 2) Technical Appendix B which contains the Capital Facilities Plan Element for housing; 3) Technical Appendix C, which contains an inventory, forecast of transportation demand needs, transportation needs, and financing; and 4) the Adopted King County Capital Improvement Program which is the County's six-year plan for financing capital facilities and sources of public money for such purposes; mandatory Utilities Element including policies addressing drinking water supply and distribution, sewage treatment and disposal, solid waste and surface water management; mandatory Land Use Element including policies for stormwater runoff and flooding; Requirement 36.70A.150 to identify lands useful for public purposes; Requirement 36.70A.200 to develop a process for identifying and siting essential public facilities; Requirement 36.70A.080 optional conservation element including policies for water conservation and re-use programs, reducing and recycling waste, and reducing surface water runoff.

Meeting the Service Needs of Residents

Planning for facilities and services is the vehicle to achieve the growth and development pattern envisioned by the Comprehensive Plan and to create communities that meet the social, educational, cultural, civic, recreational, health and safety needs of King County residents. Planning for facilities and services has five components:

1. Establishing an Urban Growth Area (UGA) where most growth and development and the highest level of facilities and services will exist;
2. Establishing a growth strategy to focus public investment to specific areas where growth is desirable;
3. Establishing a Rural Area and Natural Resource Lands where little growth and development and the lowest level of facilities and services are to occur;
4. Identifying which services are regional and provided by the County and which services are local and provided by cities; and
5. Attaining plan-level concurrency by providing a planning system that links land use and projected development to facility and service needs and ability to fund them.

Each of these components is described in Chapter One, Plan Vision. This chapter provides a unifying framework for facility and service planning. The policies provide a basis for deciding when, where and how facilities and services should be provided. The policies also express King County's approach to achieving concurrency for facilities and services and for developing subarea plans.

I. Providing a Spectrum of Services

The Growth Management Act (GMA) offers the opportunity to address facility and service planning issues in a truly comprehensive manner, targeting available funding resources to fulfill the facility and service needs of areas of projected development. Subarea plans can now be expanded to include a full spectrum of community facility and service needs. Not all of these community needs can nor should be provided by King County. However, those health, human service and public safety facility needs which are countywide in nature should be appropriately planned and coordinated with other agencies which fund these services.

F-101 **King County should seek to create quality communities by defining the needs and proposing strategies for a full range of public facilities and services, including physical infrastructure and health, human and public safety services. King County should ensure that there is an adequate supply of public facilities necessary to support communities.**

F-102 **King County should work with the cities, special purpose districts and other service providers to define regional and local services and to determine the appropriate providers of those services.**

F-103 **Public and private community service providers should be encouraged to share or reuse facilities when appropriate, to reduce costs, conserve land and provide convenience and amenity for the public. Joint siting and shared use of facilities should be encouraged for schools, community centers, health facilities, cultural facilities, libraries, swimming pools and other social and recreational facilities.**

II. Coordinating Facilities and Services with Growth

A. Focusing Public Spending

Services such as drinking water, public sewers, surface water management, transportation and schools are closely linked to land use. Any significant amount of growth could greatly impact the ability of each of these facilities to provide service at adequate levels. Under the Service and Finance Strategy (described in Chapter Two, Urban Land Use), land use and capital facilities come together in an effort to focus growth and public spending in areas within the Urban Growth Area where growth is desired. To ensure that there is enough money to fund needed services, King County has a variety of tools that might be utilized, such as, higher impact fees, Local Transportation Act options (commuter fees, parking fees, employee taxes; state gas tax allocation level adjustments, recategorizing/regrouping expenditures increasing property taxes, and general obligation bonds.

F-201 **Within the Urban Growth Area, public spending to support new growth should be directed to the Full Service Areas and prioritized and coordinated through Capital**

Facility Plans toward compliance with the concurrency requirements of the Growth Management Act.

F-202 **Within the Urban Growth Area, public spending within the Service Planning Areas should serve existing and pipeline development. Planning to convert the Service Planning Area to Full Service Area will be a priority. When funds are available to support new growth in Service Planning Areas, these areas will be converted to Full Service Areas.**

In some cases, public spending for improvements to serve existing and pipeline development will provide excess capacity. This is due to the standardized increments of capacity for improvements which cannot be tailored to exact amounts of demand (for example: standardized piping size or adding whole lanes to roads rather than fractions of lanes).

F-203 **In the Rural Area, services provided by agencies should support a rural level of development and not facilitate urbanization.**

Policies F-201, F-202, and F-203 are implemented through subarea plans, functional plans and capital improvement programs developed by King County. All agencies, public and private, must be consistent with the Comprehensive Plan in preparing their own capital facility plans and capital improvement programs.

F-204 **The capital facility plans and capital improvement programs prepared by all other agencies which provide services to unincorporated areas of the County should be consistent with the King County Comprehensive Plan.**

B. Identifying Needs for Facilities and Services

Public facilities and services are vital to protect public health, safety and welfare and to protect and enhance community and environmental quality. Inadequate sewage disposal, for example, could directly threaten public health. Inadequate ground water protection could result in unsafe drinking water and threaten stream flow. Deficiencies in other services, such as police protection or parks, might not raise severe obstacles to any single new development, but over time could cause general threats to public health, safety and welfare and deterioration of community quality.

King County government is responsible for assuring that adequate facilities and services are available or can be made available to support planned growth. This responsibility is carried out by identifying needs for facilities and services based on the planned amount and location of growth. The mechanism for identifying needs is capital improvement programming.

The Growth Management Act requires the County to prepare a capital facility plan which includes an inventory of existing capital facilities owned by public entities, a forecast of the future needs for capital facilities, including the proposed locations and capacities of expanded or new facilities, and a six-year plan that will finance the expanded or new facilities. The Capital Facility Plan Element for

King County is comprised of the following five components:

1. Inventory of existing capital facilities owned by public entities:
   a. Technical Appendix A is an executive summary of documents containing inventories of facilities and services provided by King County (health and human services and law, safety and justice) and those provided by other entities (drinking water supply, sanitary sewer collection and treatment, schools, fire protection, libraries, natural gas, telecommunications, and electricity).
   b. Technical Appendix B is an inventory and analysis of existing and projected housing needs.
   c. Technical Appendix C contains an inventory of air, water and land transportation facilities and services.

2. Forecast of the future needs for capital facilities, including the proposed locations and capacities of expanded or new facilities:
   a. Technical Appendix A is an executive summary of documents containing forecasted facility and services needs.
   b. Technical Appendix B is an inventory and analysis of existing projected housing needs.
   c. Technical Appendix C contains a land use and travel forecast report containing land use assumptions used in estimating travel, forecasts of traffic for at least ten years, and provides information on the location, timing and capacity needs of future growth.

3. Six-year plan that will finance the expanded or new facilities:
   a. Technical Appendix A is an executive summary of the finance plans for facilities and services provided by the County and other entities.
   b. Technical Appendix C contains a Transportation Needs Report with an analysis of funding capability to judge needs against probable funding resources, and a 20-year financial forecast report based on identified needs.
   c. Adopted 1995 King County Capital Improvement Program for facilities other than transportation.

4. Requirement to reassess land use if funding is unavailable to meet existing and future needs:
   a. Policies of Chapter Eight, Section II, Coordinating Facilities and Services with Growth.
   b. Section VII of Chapter Nine, Transportation

5. School district capital facility plans as follows:
   a. Tahoma School District No. 409 Capital Facilities Plan 1994-95 to 1999-00, April 1994, revised June 30, 1994.
   b. Federal Way School District No. 210 1993/94 Capital Facilities Plan, April 1994.
   c. Riverview School District No. 407 Capital Facilities Plan, April 1, 1994, revised June 14, 1994.
   d. Issaquah School District No. 411 1994 Capital Facilities Plan, April 13, 1994.

e. Snoqualmie Valley School District No. 410 Capital Facilities Plan, June 23, 1994, amended July 26, 1994.

f. Highline Public Schools District No. 401 Capital Facilities Plan 1994, revised June, 1994.

g. Lake Washington School District No. 414 Capital Facilities Plan 1993/1994 - 1998/1999, June 1994.

h. Kent School District No. 415 Capital Facilities Plan 1994-1995 - 1999-2000, April 1994.

i. Northshore School District No. 417 Capital Facilities Plan, June 1994.

1. King County's Capital Improvement Program

Technical Appendix A contains a comprehensive summary of the inventories, forecasts, proposed locations and capacities and six-year plans for services provided by the County and by other agencies. The forecasts and needs identified in Technical Appendix A are based upon capital improvement programming prior to the adoption of this Plan. By so doing, the County was able to identify Full Service Areas based upon existing conditions, including programmed funding. The services used to identify Full Service Areas were water supply and public sewer distribution. These services were determined to be the ones most closely linked to land use and are encouraged by the GMA to be concurrent with growth.

F-205 **King County's capital facility plan should identify financing strategies to support the level and distribution of the adopted 20-year growth target, the land use plan and the service and finance strategy.**

F-206 **King County's capital improvement program shall demonstrate that projected needs for facilities and services can be met within the Full Service Areas of the County and can be served in compliance with the concurrency requirements of the Growth Management Act or, if that is not possible, King County shall determine where and when deficits may occur and how needed facilities and services might be phased in and or financed to serve such deficit areas. Alternative phasing and financing strategies must be identified and determined to be infeasible prior to triggering a land use reassessment under Policy F-213.**

The capital improvement program will be based upon facility capacity and measurable service standards, how that capacity supports land use and financing strategies to meet growth needs. The capital improvement program will identify County capital projects by appropriate subarea, based on growth projections.

2. Capital Improvement Programs of Other Agencies

Many facilities and services, such as fire protection, some wastewater collection and treatment and drinking water, are provided by agencies other than King County. Therefore, agencies that must have County approval before operating in unincorporated King County or for which the County collects impact fees need to demonstrate their ability to provide services to support the Comprehensive Plan. The following policies do not apply to private companies that provide public facilities and services regulated by the Washington State Utilities and Transportation Commission (Examples: Puget Sound Power and Light Company and Washington Natural Gas).

F-207 **School districts which choose to have the County collect impact fees for them, and water and sewer utilities that provide their services to unincorporated King County shall prepare capital facility plans consistent with requirements of the Growth Management Act and King County Code.**

F-208 **School districts that choose to have the County collect impact fees for them and water and sewer utilities that provide their services to unincorporated King County shall demonstrate whether or not they are able to adequately provide service to their area by either submitting addendums to recently approved plans or by submitting new plans to King County within one year from the date of adoption of the Comprehensive Plan.**

F-209 **Provision of an adequate supply of kindergarten through twelfth grade (K-12) public schools and K-12 public school facilities is essential to avoid overcrowding and to enhance the educational opportunities for our children. King County shall adopt regulations which are supportive of the permitting of K-12 public schools and K-12 facilities.**

3. Resolving Service Deficiencies

The County recognizes that once its and other agencies' capital improvement programs are updated pursuant to the policies above, there will be service deficiencies within the Urban Growth Area (UGA), ranging from school facilities to water supply. But because these areas are in the UGA, they remain high priority areas for growth and public spending. Where these service-deficient areas exist, the County, cities, special purpose districts, Muckleshoot Indian Tribe and other service providers will need to collaborate on joint plans to resolve the deficiencies. These service-deficient areas are termed Service Planning Areas. (Please refer to Chapter Two, Urban Land Use).

F-210 **King County shall initiate a subarea planning process with any service provider that declares, through their capital facilities plan, an inability to accommodate projected service needs inside their service area.**

Refer to Chapter Thirteen, Planning and Implementation, for a description of the joint planning process for Service Planning Areas.

F-211 **Joint plans for Service Planning Areas shall identify facility and service needs and the costs to provide the planned level of service to support growth.**

F-212 **Joint plans for Service Planning Areas shall include a strategy which will resolve facility and service deficiencies.**

4. Land Use Reassessment

The GMA requires King County to reassess land use if funding is unavailable to meet existing and future needs. Reassessment of the King County land use plan needs to occur in the event that King County and applicable service providers cannot resolve facility and service deficiencies. Reassessment will include possible adjustments to land use, level of service standards, financing plans or any combination of these three components.

King County intends to use alternative funding sources before changing zoning. A variety of tools might be utilized, such as higher impact fees, Local Transportation Act options (commuter fees, parking fees, employee taxes) state gas tax allocation level adjustments, recategorize/regroup expenditures, increases in property taxes, and general obligation bonds.

F-213 **If an area-wide sewer, water, or transportation service deficiency is identified, King County and the applicable service providers shall remedy the deficiency through capital improvement programs and long-term funding strategies. If financing and level of service remedies cannot solve the deficiency, King County may change zoning to address the problem.**

Policies F-205 through F-213 are to be implemented in several ways. First, funding for facilities and services needed to support growth is the basic criteria for establishing the King County land use plan. Second, providing a service and finance strategy will help coordinate growth with facilities and services by focusing planning to solve problems in specific locations. Third, evaluating capital facility plans will ensure funding is available. Fourth, the land use plan or capital improvement program will be revised if the County cannot remedy a deficiency through level of service and/or funding adjustments. Fifth, land use regulations require, and review processes verify, that services are available or will be available when needed by the proposal. See Chapter Two, Urban Land Use, for detailed policies defining Full Service and Service Planning Areas and specifying permissible land uses and densities within them.

C. Cooperating with Others in Providing Facilities and Services

Effective and efficient public services depend upon the rational organization of government as well as adequate revenue sources. Agencies providing services must be accountable to the people they serve and have the authority and resources to carry out their responsibilities. This is especially challenging in King County, which has many cities and towns and dozens of special service districts. With the direction provided by the Countywide Planning Policies and this Plan, King County is moving toward providing regional services and relying upon the cities to provide local services, either directly or by contract with King County or other agencies in the Urban Growth Area.

F-214 **King County shall work with the cities to create a financing partnership for areas of the Urban Growth Area that the cities will annex. This includes determining County/regional and city/municipal facilities and services and then committing to a shared financing strategy to build or provide these infrastructure improvements or services. This work should be completed by the end of 1995.**

F-215 **King County and its cities should coordinate planning for health and human service facilities and services. County investments in health and human service facilities should be targeted primarily to the designated Urban Centers and secondarily to other locations in the Urban Growth Area.**

F-216 **King County should, in cooperation with other jurisdictions, develop funding strategies for governmental infrastructure that take into account economic development goals and consider the costs to, and benefits for, the jurisdictions and the region.**

Policies F-214 through F-216 will be used to evaluate municipal and special purpose district annexations, incorporations, service extension proposals and proposed organizational changes and other changes affecting service delivery by King County government or other agencies (for example, creation of a new utility or benefit district to finance facilities and services). The evaluation process should inform residents and property owners of how the proposed changes may affect the cost or quality of services.

D. Siting of Essential Public Facilities

The Growth Management Act requires jurisdictions to include a process for identifying and siting essential public facilities. The GMA defines essential public facilities as facilities that are typically difficult to site, such as airports, state education facilities, state or regional transportation facilities, state and local correctional facilities, solid waste handling facilities and in-patient facilities, including substance abuse facilities, mental health facilities and group homes. Public capital facilities of a countywide or statewide nature are a subset of essential public facilities.

Essential public facilities support the needs of the metropolitan region. As the limits of land supply are recognized, governments must exercise care in making fair decisions on locating new or expanding existing essential public facilities.

F-217 **Proposed new or expansions to existing essential public facilities should be sited consistent with the King County Comprehensive Plan. Listed existing essential public facilities should be preserved and maintained until alternatives or replacements for such facilities can be provided.**

F-218 **King County and neighboring counties, if advantageous to both, should share essential public facilities to increase efficiency of operation. Efficiency of operation should take into account the overall value of the essential public facility to the region and the County and the extent to which, if properly mitigated, expansion of an existing**

essential public facility located in the County might be more economically and environmentally efficient to County residents.

F-219 **King County should ensure that no racial, cultural or class group is unduly impacted by essential public facility siting or expansion decisions.**

F-220 **King County should strive to site essential public facilities equitably. No single community should absorb an inequitable share of these facilities and their impacts. Siting should consider environmental equity and environmental, economic, technical and service area factors. The net impact of siting new essential public facilities should be weighted against the net impact of expansion of existing essential public facilities, with appropriate buffering and mitigation. Essential public facilities that directly serve the public beyond their general vicinity shall be discouraged from locating in the Rural Area.**

Essential public facilities will be prioritized, coordinated, planned, expanded and sited through an interjurisdictional process to be established by the Growth Management Planning Council or its successor. A facility must be considered an essential public facility before the siting process identified in Policy F-222 would apply to it.

F-221 **A facility shall be determined to be an essential public facility if it has one or more of the following characteristics:**

- **a. The facility meets the Growth Management Act definition of an essential public facility;**
- **b. The facility is on a state, county or local community list of essential public facilities;**
- **c. The facility serves a significant portion of the County or metropolitan region or is part of a Countywide service system; or**
- **d. The facility is the sole existing facility in the County for providing that essential public service.**

Evaluating proposed new or expansions to existing essential public facilities through the interjurisdictional process will ensure that the facility will support countywide land uses and economic development activities, achieve policies F-217 through F-221 and help reduce costs and environmental impacts. The following policy will be used to site essential public facilities within King County:

F-222 **Siting analysis for proposed new or expansions to existing essential public facilities shall consist of the following:**

- **a. An inventory of similar existing essential public facilities in King County and neighboring counties, including their locations and capacities;**
- **b. A forecast of the future needs for the essential public facility;**
- **c. An analysis of the potential social and economic impacts and benefits to jurisdictions receiving or surrounding the facilities;**
- **d. An analysis of the proposal's consistency with policies F-217 through F-221;**

e. **An analysis of alternatives to the facility, including decentralization, conservation, demand management and other strategies;**
f. **An analysis of economic and environmental impacts, including mitigation, of any existing essential public facility, as well as of any new site(s) under consideration as an alternative to expansion of an existing facility;**
g. **Extensive pubic involvement; and**
h. **Consideration of any applicable prior review conducted by a public agency, local government, or citizen's group.**

E. Lands Useful for Public Purposes

The Growth Management Act requires jurisdictions to identify lands useful for public purposes, such as utility corridors, transportation corridors, landfills, sewage treatment facilities, storm water management facilities, recreation, schools and other public uses.

King County fulfills this obligation through the Zoning Code (Title 21A); policies within the Comprehensive Plan regarding facilities and services within the Urban Growth Area, Rural Area, and Natural Resource Lands; policies on energy and telecommunication facilities, environmental protection, stormwater and solid waste management facilities,transportation facilities; and parks, recreation and open space facilities. Furthermore, Technical Appendix A of the Comprehensive Plan contains a summary of the proposed location of expanded or new public facilities. The documents which are summarized by Technical Appendix A identify specific land for these public uses.

It is anticipated that ongoing work of the Metropolitan King County Council, King County Growth Management Planning Council and the Puget Sound Regional Council will identify areas of shared need for public facilities. Part of this work will include a prioritized list of lands necessary for the identified public use and an estimated date by which acquisition will be needed.

F-223 **King County shall work with its neighboring counties, the State, Puget Sound Regional Council, special purpose districts, ports and the cities to identify areas of shared need and adequate land supply for public facilities. The County's capital acquisition budget shall reflect the jointly agreed-upon priorities and time schedule.**

III. Utilities

A. Drinking Water Supply and Distribution

1. Distribution

The source of water provided to King County residents comes either from ground water or the rivers in eastern King and Pierce Counties. Planning for water supply is particularly complex because many agencies share and distribute water from the same sources and the provision of water service is influenced by many laws, regulations and competing demands. Directing water from upstream areas limits downstream users; drawing on ground water supplies may lower water levels in individual wells, lakes or streams. Facilities to distribute water are operated by cities, utility districts, private companies and community associations. The largest water system is operated by the City of Seattle, which also wholesales water to many water purveyors. More than 1,000 other entities also distribute water, and numerous wells serve only one household.

King County has a compelling interest in ensuring a safe and adequate water supply to support existing development and planned growth. Federal, State, and County laws govern water quality standards and cities, independent utility districts, associations and private companies are responsible for engineering, building and operating public water supply systems. The King County Countywide Planning Policies provide the policy framework for water systems in the Urban Growth Area, Rural Area and Natural Resource Lands.

a. Urban Growth Area

F-301 **In the Full Service Areas of the Urban Growth Area, Group A water systems are preferred for new construction on existing lots and shall be required for new subdivisions. In the Service Planning Areas of the Urban Growth Area, private wells and Group B water systems may be allowed for new construction and subdivisions. However, for all new construction in the Urban Growth Area, eventual connection shall be required with the water purveyor identified in a County-adopted Coordinated Water System Plan as the service provider for the area of the construction or, where a purveyor has not been identified through such a Plan, with the most logical existing Group A purveyor. If this designated purveyor cannot provide direct service to the development at the time of construction, the County shall require all known and projected costs for anticipated connection to be funded at the permitting stage and the designated purveyor should provide satellite management of any new public system until it can provide direct service. Rates charged for satellite management should be consistent with policies included in the comprehensive water system plan of the purveyor. Existing private wells and other systems in service at the effective date of this Plan may continue operation only if they are managed in compliance with federal, state and County health regulations.**

b. Rural Area and Natural Resource Lands

Those locations in the Rural Area that can meet the criteria of Countywide Planning Policy CO-15 are to be clearly mapped by individual utilities for their respective service area and incorporated into individual water system comprehensive plans and the Coordinated Water System Plans. Coordinated Water System Plans for east and south King County and Vashon Island have assigned large areas in rural King County to water purveyors to plan for service. This has been done with the understanding that such service, which could be provided directly or through satellite management, would not provide justification for any increase in the densities approved for these areas. This assignment is intended to provide professionally managed water service to the Rural Area as well as the Urban Growth Area in south and east King County, reducing the proliferation of small water systems, consistent with RCW 70.116, the Public Water System Coordination Act.

F-302 **All new Group A public water systems should be operated by a certified water system operator. If the area for a new public water system is included in the planning area of an existing water purveyor as identified in a Coordinated Water System Plan, the water system should be operated by the purveyor through either satellite management or direct service. Rates charged for satellite management should be consistent with policies included in the comprehensive water system plan of the purveyor.**

F-303 **In the Rural Area, private wells and Group B water systems are permissible. Group A water systems may also be allowed, if they meet the following criteria:**

a. Water systems existing as of the effective date of this Plan have quality or quantity problems that threaten public health and can best be solved by Group A service; or

b. The area has been assigned to a water purveyor through a King County-adopted Coordinated Water System Plan; prior to approval of the new system or system extension, the maximum number of connections has been specified based on the number of previously platted lots and the zoning approved for the total Rural Area being served; and Group A service is financially feasible at the resulting density.

The location of certain farmlands near or surrounded by the Urban Growth Area may necessitate locating utility district water facilities in farmlands. See Chapter Six, Natural Resource Lands, for policies governing land uses and municipal/district annexations in designated Resource Production Districts.

2. Regional Water Resources

Planning, developing and managing a new regional water supply will require the participation of many governmental entities, tribes, utilities and interested parties. The regional water resources planning process of the Chelan Agreement could be considered as one method of meeting the needs of all these groups and the citizens of King County.

King County recognizes that development of new water supply sources is vital and will be a multi-year process requiring coordination of many issues. For example, water is needed for a variety of beneficial uses. Using water for domestic drinking water supply can lessen stream flow for fish, wildlife and recreational uses.

F-304 **King County supports coordination of regional water supply planning, sales of excess water supplies among municipalities in the region, water quality programs and water conservation and re-use programs.**

F-305 **King County will seek avenues for participating in the planning, development and management of a new regional water supply.**

Despite a rainy climate and many lakes and rivers, King County's water resources are limited because so many water users compete for the resource. Conservation and re-use programs can reduce demand on the limited resource. Conservation also has secondary benefits such as increasing the effective capacity of sewer lines and treatment plants.

F-306 **King County shall require water purveyors to include aggressive conservation and re-use measures in their plans (where applicable), as well as development of new sources to support planned land uses with reliable service at minimum cost and in allocating water for fisheries, navigation, hydroelectric power, agriculture and recreation, as well as municipal and industrial uses.**

Conservation programs are initiated and carried out by all water utilities and water purveyors. Re-use programs are initiated and carried out by King County and utilities in cooperation with private companies.

F-307 **Public drinking water system reservoirs and their watersheds should be managed primarily for the protection of drinking water, but should allow for multiple uses, including recreation, when such uses do not jeopardize drinking water quality standards. Public watersheds must also be managed to protect downstream fish and agriculture resources.**

Policy F-307 applies to both use of the water resource (for example, power generation, flood control, support of fisheries) and the watershed's land area (for example, recreation, wildlife and forestry).

B. Sewage Treatment and Disposal

Adequate sewage treatment and disposal are vital to protect public health and safety and to maintain high quality for all water resource users. King County's wastewater is treated by either public sewers or individual, on-site sewage treatment and disposal systems (septic systems). Public sewers convey wastewater to central municipal sewage treatment plants operated by King County and some sewer districts, where it is treated and released into Puget Sound and other water bodies. On-site systems

treat and dispose of wastewater at or near its origin. The needs for sewer service, like other utilities, are different for the Urban Growth Area, Rural Area and Natural Resource Lands.

1. Distribution

King County has used the local service areas as the principle mechanism for coordinating sewer extensions with adopted land use plans of cities and the County. Under the Comprehensive Plan, however, it is the Urban Growth Area which represents the maximum area which could potentially be sewered consistent with its land use and policies.

F-308 **The Urban Growth Area is authorized to receive sewer services. All previously established local service areas are no longer valid.**

2. Central Wastewater Collection and Treatment

Public sewers can accommodate dense development and great quantities of wastewater. They are large, complex, expensive systems that become cost effective only at urban densities. Public sewers are required for most new development in the Urban Growth Area. Existing development in the Urban Growth Area that uses on-site systems should be scheduled for replacement with public sewers to allow the maximum density to be achieved and to encourage expansion or upgrading of existing homes and businesses.

F-309 **In the Full Service Areas of the Urban Growth Area, all new development shall be served by public sewers.**

F-310 **In the Service Planning Areas of the Urban Growth Area, on-site systems may be temporarily allowed on an interim basis for new construction and subdivisions in accordance with King County Board of Health regulations. However, eventual connection to public sewers upon availability will be required and the County shall require all known and projected costs of connection to the appropriate purveyor to be funded at the permitting stage; connection charges for treatment services by the County shall be funded when service begins.**

F-311 **In the Urban Growth Area, King County and sewer utilities should jointly prioritize the replacement of on-site systems that serve existing development with public sewers, based on the risk of potential failure. King County and sewer utilities should analyze public funding options for such conversion and should prepare conversion plans that will enable quick and cost-effective local response to health and pollution problems that may occur when many on-site systems fail in an area.**

F-312 **The existing public sewer system in the Town of Vashon cannot be expanded to serve land beyond the boundaries of the town, except as provided in policy F-313. On-site systems, community on-site systems or decentralized treatment systems may be used as appropriate for planned growth in other Rural Towns.**

F-313 **Public sewer expansions shall not occur in the Rural Area and on Natural Resource Lands except where needed to address specific health and safety problems threatening structures permitted before the effective date of this Plan or the needs of public facilities such as schools. Public sewers may be extended only if they are tightlined and only after a finding is made that no reasonable alternative technologies are feasible. Public sewers which are allowed in the Rural Area pursuant to this policy shall not be used to convert Rural Area land to urban uses and densities or to expand permitted non-residential uses.**

F-314 **Sewer facilities such as pump stations, force mains and trunk lines that do not provide connections to the Rural Area may be located in the Rural Area only when they are identified in a King County-adopted comprehensive sewage system plan or the Utilities Technical Review Committee determines that it is technically necessary in providing service to the Urban Growth Area.**

3. On-Site Wastewater Treatment

On-site treatment systems can function properly for a long time if they are adequately designed, built on suitable soils and properly maintained. Failures have often occurred because on-site systems have been designed as a temporary measure until sewers could be extended.

F-315 **On-site wastewater treatment systems in the Rural Area and Natural Resource Lands should be designed, built and operated as permanent methods of sewage disposal.**

In some cases, on-site system failure rates or constraints might be severe enough to warrant special zones or districts with more stringent requirements for design, maintenance or even public management. Another option for resolving problems within an area is community on-site systems. A community on-site system is a treatment device, drainfield, or both that is shared by two or more property owners. A conforming site must be available and adequate system management must be assured.

F-316 **King County should monitor on-site systems that have shown evidence of failure or potential for failure. The data should be used to correct existing problems and prevent future problems. King County should analyze public funding options for correcting on-site wastewater system failures which may include, where feasible and otherwise consistent with this Plan, conversion to community sewage systems or installation of public sewers.**

F-317 **Collective on-site systems may be used only in the following circumstances in the Rural Area and Natural Resource Lands:**

a. **Existing on-site systems are failing within an area and the Seattle/King County Department of Public Health concurs that long-term individual on-site system repairs are not feasible and/or water quality is threatened by the presence of or**

potential for health hazards resulting from inadequate on-site wastewater disposal methods;

b. An authorized public agency will manage the community system; and

c. The community system is designed only to serve existing structures and lots and cannot be used as a basis to increase density or to expand permitted non-residential uses. Substandard vacant lots must be combined to the extent feasible to meet rural density policies. Management of the community system must be by an authorized public agency.

F-318 Temporary community on-site systems may be used in the Urban Growth Area Service Planning Areas when clustering provides large, undeveloped tracts that can be used for the drain field. The collection lines to each building site shall be designed to be compatible with the standards of the sewer utility most likely to provide public sewer services in the future. Management of the collective system must be by an authorized public agency.

C. Solid Waste

Appropriate management of solid waste to protect the environment of King County is essential to public health. Responsibility for management of solid wastes generated by unincorporated area residents and businesses is shared by waste haulers certified by the Washington Utilities and Transportation Commission and the King County Solid Waste Division. Policies guiding collection of recyclables and collection, transfer, transport and disposal of solid waste are set forth in the King County Comprehensive Solid Waste Management Plan (CSWMP) and augmented by King County Code. Regulations promulgated by the federal and state governments are implemented by rules adopted by the Seattle-King County Department of Public Health and enforced by the Solid Waste Section of the Environmental Health Services Division of Public Health.

The CSWMP is mandated by RCW 70.95 and is updated every three years. It is drafted by the Solid Waste Division and adopted by approval of the Metropolitan King County Council and the State of Washington Department of Ecology. The CSWMP also serves as the regional solid waste management plan for the suburban cities as well as the County, pursuant to city adoption processes established by interlocal agreements between the cities and King County. The CSWMP is founded on 20-year projections of waste generation and recycling rates and describes solid waste regulations, relationships among jurisdictions, responsibilities for various elements of solid waste management, policies directing solid waste and recycling programs, status of solid waste handling facilities, including regulatory compliance status and physical condition, program recommendations and a six-year facility plan.

F-319 Solid waste should be handled and disposed of in environmentally sound ways that protect the quality of air, water and public health.

Most municipal solid waste is collected for recycling or disposal by commercial certified haulers, who deliver the material to recycling businesses for re-use or to transfer stations for disposal. Small quantities of municipal waste are delivered to the transfer stations by the generators. Construction,

demolition and land clearing debris is prohibited from King County's transfer system and landfills except in incidental amounts. It is transferred and shipped out of county for disposal by a private contractor.

King County owns and operates seven transfer stations and two operating landfills. The County also maintains custodial responsibility for eight closed landfills. Most of the waste collected by haulers is transferred at County transfer stations to large volume trucks and trailers and transported to King County's Cedar Hills Landfill for disposal. All but one of these transfer stations is located within a city. Of the remaining wastes, a very small volume is transferred at privately owned and operated transfer stations located in the City of Seattle and delivered to Cedar Hills Landfill. In addition, King County owns and operates a small landfill on Vashon Island for the use of Island residents and businesses.

Recycling programs are conducted by the Solid Waste Division through regional services programs provided for all County residents, collection of some recyclables at most transfer stations and curbside collection of recyclables by certified haulers. Examples of regional services include education programs, promotion of business and residential programs, and special collection events for hard-to-recycle items.

F-320 **King County hereby adopts a goal of reducing and recycling 65 percent of its waste by the year 2000. King County should emphasize prevention and reduction of solid waste through education and incentive programs.**

The County's landfills and transfer stations are compliant with current environmental regulations. Landfill capacity exists through the year 2019 at projected waste generation rates. Systemwide capacity exists within the transfer system, although some specific transfer stations are over capacity for their area's service level demands. New facilities are sited and constructed pursuant to the capital plans and siting policies in the CSWMP.

F-321 **Solid waste management should be planned and disposal capacity provided on a regional basis.**

F-322 **Solid waste handling facilities should be dispersed throughout the County in an equitable manner.**

D. Surface Water Management

Surface water management becomes more critical with increasing urbanization because developed areas are covered with impervious surfaces (e.g., buildings, streets, parking lots) that cause increased runoff and are a source of pollutants. Within the surface water management service area, which corresponds to the unincorporated western third of the County, services include mitigation of problems due to flooding, erosion, sedimentation, water quality and habitat degradation, including the protection, restoration and enhancement of all surface waters (rivers, streams, lakes and wetlands). East of the service area boundary, King County provides limited flood protection and river improvement services on major rivers.

Functional plans contain policies, programmatic recommendations and regulations that promote or require actions designed to enhance King County's ability to effectively manage surface waters. These functional plans and regulations are developed with the cooperation of other affected jurisdictions. King County also operates and maintains a number of capital facilities that reduce flooding, erosion and sedimentation, mitigate habitat loss, enhance ground water recharge and prevent water quality degradation.

F-323 **To reduce flooding, erosion and sedimentation, prevent and mitigate habitat loss, enhance ground water recharge and prevent water quality degradation, the surface waters of King County shall be managed through plans, programs and regulations developed by King County in cooperation with affected jurisdictions whenever possible.**

F-324 **A watershed approach shall be taken to surface water management, with responsibility shared among King County and affected jurisdictions. This approach should emphasize prevention of water quality degradation through education programs and implementation of Best Management Practices to reduce pollution entering surface waters.**

F-325 **In the Rural Area, King County shall minimize the use of constructed facilities for surface water management and maximize the use of natural systems, provided that the ecological functions of the natural systems are not harmed. The County should provide incentives to keep these natural systems intact. Natural systems are also preferred in the Urban Growth Area, but structural systems may be needed in some cases to realize urban growth and density goals. King County will plan and manage surface waters on a watershed basis pursuant to Policies NE-303 through NE-306. To accomplish this goal, water should not be diverted from one watershed into another, nor from one drainage basin into another, unless no other reasonable alternative is available for managing surface water run-off within the same watershed and drainage basin. Where such diversions are permitted, King County will require such environmental analysis and mitigation as is needed to protect surface water resources from significant adverse impacts.**

F-326 **In the Urban Growth Area, regional surface water management facilities should be encouraged to support infill development to preclude the need for individual on-site facilities, provide development incentives, encourage efficient use of land, and reduce overall facility maintenance costs. These facilities should be planned and financed through public and private partnerships.**

F-327 **Regional and area-wide stormwater facilities should be funded through an adequate and equitable set of user charges. Stormwater facilities required of new development should be designed and built for low-cost, long-term maintenance.**

Stormwater catch basins, retention and detention facilities, and pipe networks must be maintained to ensure their proper function. Maintenance of these facilities generates liquid and solid wastes that should be treated and/or disposed of properly to minimize adverse impacts to the environment.

F-328 King County should work cooperatively with other jurisdictions to develop and implement plans and programs that address the proper treatment and/or disposal of the wastes generated from maintenance of stormwater facilities.

Watershed problems and solutions do not follow and observe jurisdictional boundaries. Therefore, managing the County's surface water resources needs a regional approach.

F-329 King County should work with jurisdictions to identify and agree upon regional and local storm and surface water management responsibilities and agree on the division of storm and surface water management service provision.

Chapter Nine

Transportation

Growth Management Act's Goals, Elements and Requirements

This chapter satisfies the Growth Management Act's Goal 3 to encourage efficient multimodal transportation systems; mandatory Transportation Element which implements, and is consistent with, the mandatory Land Use Element requirements, and through Technical Appendix C which satisfies the transportation inventory, forecast (Land Use and Travel Forecast Report), financing plan (20 Year Financial Forecast Report) and facilities and services needs (1994/1995 Transportation Needs Report); and Goal 12 to provide adequate public facilities and services to support development.

Providing Transportation Choices

This chapter describes a vision for unincorporated King County's future transportation system which provides residents with a range of transportation choices that respond to both community needs and environmental concerns. This chapter also calls for a variety of travel modes to be interconnected to form an integrated, coordinated and balanced system that serves the County's travel needs effectively and efficiently. The transportation system will be coordinated closely with growth and support the regional land use strategy that calls for focusing most growth in urbanized areas where public facilities and services exist or can be provided in an efficient, cost-effective manner. Likewise, in the Rural Area, the system will take into account the character of the countryside, and improvements will emphasize safety and maintenance rather than increasing traffic capacity.

This chapter also contains land use assumptions (based on Chapter Two, Urban Land Use, and Chapter Three, Rural Land Use), financial and strategy alternatives and the improvements that will be needed to accommodate future growth.

Because King County also has responsibility for providing public transportation services to both cities and the unincorporated areas, the Plan contains general policies for future public transportation capital and transit service improvements.

I. Establishing the Link Between Land Use and Transportation

King County's transportation system should improve the mobility of residents so that they have greater access to housing, jobs, goods and services, shopping and recreation, all of which are characteristic of a high quality of life. The transportation component of this plan establishes a vital link between land use and the transportation facilities and services needed to support growth. The land use vision established in the Plan has been used to develop the transportation policies, needs, financing and strategies. The following characteristics describe unincorporated King County's future transportation system and actions needed to achieve it:

- Multi-modal: Develop a transportation system providing alternative ways to travel, including strategies to manage demand.

- Balanced: Coordinate and develop land use, transportation and financing strategies which are consistent and linked.

- Adequate: Provide facilities and services to meet adopted standards and travel needs.

- Efficient: Use transportation facilities and resources in a cost-effective manner.

- Concurrent: Assure growth and facilities/services occur in a reasonable time frame.

- Land use linkage: Incorporate the land use vision in determining transportation improvements and actions.

- Certain: Create a plan that is based on accurate information, is reflective of community interests and contains tools to carry out the Comprehensive Plan's policies.

- Environmentally responsive: Promote actions and strategies to improve environmental quality, especially air quality.

- Energy conserving: Pursue improvements and actions that promote energy efficiency.

- Coordinated: Encourage public participation in developing and carrying out the Comprehensive Plan.

General Policies

The following general policies, T-101 to T-108, establish the framework of this chapter, following the direction of the Growth Management Act and the Countywide Planning Policies.

A. Transportation and Land Use

T-101 **The transportation system should provide mobility choices for County residents, visitors and businesses in support of the Vision 2020 Regional Growth Strategies and the County's land use and development vision, goals and policies.**

B. Inventory

T-102 **King County should maintain an inventory of its transportation facilities and services to support its management of the system and to monitor system performance.**

C. Travel Forecasts

T-103 Forecasts of travel based on the Urban and Rural Land Use chapters should be used in developing facility and strategy needs. Data should be coordinated on a regional basis.

D. Transportation Deficiencies and Needs

T-104 King County should identify improvements and strategies needed to carry out the land use vision and meet the level-of-service requirements for transportation. Road improvements should be identified and prioritized in the Transportation Needs Report and programmed in the Capital Improvement Program. Public transportation projects should be identified in the improvement program of the Transit Capital Budget and the Six-Year Plan for Transit Service, and the Long Range Policy Framework For Public Transportation.

E. Transportation Funding

T-105 King County should develop a long-range financial component that generally evaluates and describes funding sources and strategies to carry out the transportation element. An annual six-year Financial Plan should be prepared that considers transportation priorities and is used in developing the Capital Improvement Program.

F. Concurrency

T-106 King County should establish a Concurrency Management System to ensure that transportation improvements, strategies and actions needed to support new development and achieve transportation level-of-service standards are completed within the six-year timeframe required by the Growth Management Act.

G. Coordination

T-107 All elements of the transportation system should be planned and operated in coordination with the cities in and abutting King County, the adjoining counties, the Washington State Department of Transportation, the Port of Seattle, the transit agencies that provide service in and to the County, and the Puget Sound Regional Council. Prioritization of countywide facility improvements should be coordinated among jurisdictions to implement the countywide land use vision.

H. Implementation

T-108 King County should monitor, evaluate and revise the Transportation Chapter and the other components related to transportation (including the Urban and Rural Land Use Chapters and transportation financing component) periodically to reassess the Comprehensive Plan vision and identify any additional measures needed to

ensure its implementation. Transportation actions and tools should be developed and used to carry out the policies of the Plan. If a high capacity transit program is not implemented by the Regional Transit Authority, then King County should develop an alternative high capacity transit system. If no high capacity transit system is implemented, then King County should reassess its planned transportation system and land use element to account for that change.

II. Land Use

The transportation element is based on assumed targets for household and employment growth over the next 20 years. The expected growth of households in unincorporated King County is 45,000, although this number may be adjusted as cities develop more detailed growth plans. The expected growth in employment in unincorporated King County is about 25,000 jobs. Both these growth increments are included in the following table of growth targets by community planning area. These assumptions have been derived from regional forecasts prepared by the Puget Sound Regional Council of countywide growth totals and consensus with the cities on tentative growth targets to be used for planning purposes. These assumptions are based on a countywide growth strategy which encourages growth in the urban areas where public facilities exist or can be provided efficiently. The new demands for travel that would be created by such growth could be accommodated consistent with level-of-service standards, revenue forecasts and the overall land use development strategy and vision, as described further in this chapter.

A. Land Use Assumptions

The urban and rural land use policies for unincorporated King County are described in Chapters Two and Three. The growth target assumptions for each community planning area that are the basis of the transportation element are shown in the Land Use Growth Targets Summary Assumptions Table. These area totals are consistent with land capacity and density estimates used to calculate travel demand in the County. This new demand was used to project the needs for transportation system improvements. The values for each area should be considered as minimum growth amounts that may be exceeded under unexpected scenarios of growth and development. The expected growth in housing units includes development proposals that are already in the permitting process or "pipeline."

The details of these growth assumptions by zone and types are reported in the technical document "Land Use and Travel Forecasting" and can be found in Technical Appendix C, which is part of the Capital Facilities Plan Element of Chapter Eight, Facilities and Services.

The Urban Land Use Chapter describes the process for setting the County's household target for developing the Comprehensive Plan. As a result of a late change in May 1994, the target of 50,000 households was adjusted down to 45,000 households. The transportation forecasts are based on the original total of 50,000 households which represents the upper limit of a range in which 45,000 was the mid-point. This provides a high demand estimate to ensure infrastructure will be available to serve future growth. Though the 50,000 households is slightly different from the 45,000 revised target, it can be considered an upper limit and represents a reasonable margin for estimating. The 5,000 household reduction, when applied countywide, resulted in no difference in the transportation element.

Land Use Growth Targets Summary Assumptions

Community Planning Areas in King County, includes both cities and unincorporated areas	1992 Households	1992 Employment	2012 Households	2012 Employment
Green River Valley	33,199	114,000	49,300	147,600
Vashon Island	4,058	1,795	4,200	2,000
Snoqualmie	10,177	5,445	18,500	14,300
Shoreline	25,212	17,183	30,100	22,700
Enumclaw	6,066	4,418	8,800	5,200
Highline	57,986	91,495	73,100	119,100
Federal Way	38,950	29,544	60,600	44,900
Tahoma/Raven Heights	13,506	2,458	19,600	7,200
Northshore	36,852	28,929	47,000	38,500
Soos Creek	45,244	24,753	64,800	39,400
Bear Creek	5,596	5,263	11,500	7,300
East Sammamish	11,420	3,215	20,600	7,700
Newcastle	30,019	22,843	41,800	32,600
Seattle	248,890	488,855	308,900	635,500
Eastside cities	79,042	128,164	102,000	184,600
TOTALS	**646,217**	**968,360**	**860,800**	**1,308,600**

* Unincorporated King County's growth targets of 50,000 new households and 29,000 new jobs are included within the numbers shown.

The growth targets and land use vision are dependent upon a regional high capacity transit system and improvements to local and express bus services. The concentration of growth into urban centers depends upon the availability of increased public transit services.

T-201 **The County transportation system should include:**

- **a. Freeways, arterial streets, and local/neighborhood streets;**
- **b. Local and express bus transit and paratransit services, including Americans with disabilities Act (ADA) service programs;**
- **c. High capacity transit;**
- **d. High occupancy vehicle lanes and ridesharing facilities;**
- **e. Demand and system management programs;**
- **f. Facilities and programs for pedestrians, bicycles, and equestrians;**
- **g. Facilities to accommodate freight and goods delivery, including railroads;**

h. Airports, and
i. Marine transportation facilities and navigable waterways.

T-202 Travel modes should be interconnected to form an integrated, coordinated and balanced multi-modal transportation system that serves the travel needs of the County both effectively and efficiently.

T-203 The transportation system in the Urban Growth Area should be consistent with urban development policies and growth targets. System improvements should implement the Urban Land Use Chapter and be prioritized according to the process contained in the *Transportation Needs Report.* Mixed land uses that reduce travel demand should be supported.

T-204 The transportation system in the Rural Area and Natural Resource Lands should be consistent with their rural/resource character. Improvements should emphasize operations, safety and maintenance.

T-205 Arterials that connect parts of the Urban Growth Area and/or provide the primary access to and which pass through the Rural Area should be designed with adequate capacity to serve those areas. Design of such arterials should consider character of the Rural Area passed through in order to prevent urbanization and degradation of adjacent rural land.

B. Travel Forecasts

Travel forecasts provide one of the important steps in linking land use and transportation. The land use vision and growth targets for planning areas have been allocated to the County's transportation zone system. This provides the level of detail needed to develop travel forecasts, to analyze future transportation system performance and to identify system improvement needs. The travel forecasting process is based on the Puget Sound Regional Council's modeling and forecasting techniques. This process and its results are described in the technical report "Land Use and Travel Forecasting" and can be found in Technical Appendix C, which is part of the Capital Facilities Plan Element of Chapter Eight, Facilities and Services.

The travel forecasts are based on the increase in transit travel analyzed in the Regional Transit Project Study. The assumption of high capacity transit facilities and services being in place by 2012 allows a reduction in the forecast of auto travel and a corresponding reduction in the need for the roadway capacity improvements.

T-206 The travel forecasts used to identify transportation improvement/needs should:
a. Account for expected changes in personal travel behavior and feasibility of mode choices;
b. Use current data and policies and be compatible with other jurisdictions;
c. Use mode split (percent of trips made by different modes of travel) goals that represent County mobility policies; and

d. Reflect County land use policies based on the land use vision.

T-207 **The travel forecasting process should support the Mitigation Payment System and the Concurrency Management System, as well as the analysis of traffic impacts that may be expected from proposed developments, and the way project priorities are determined.**

C. Mode Split

Mode split describes the percentage of trips using various forms or modes of travel. It can be summarized as single-occupant vehicle (SOV) and non-single-occupant vehicle (Non-SOV) modes. Non-SOV modes include transit, carpooling, bicycling, walking and other modes. The higher the non-SOV mode split, the fewer single occupant vehicles there are on the road. A higher non-SOV mode split means that the existing transportation system is being used more efficiently by carrying more people per vehicle, bus, or carpool. The transportation element is based on mode split assumptions drawn from the Puget Sound Regional Council (PSRC) and adjusted to take into account the effect of the Commute Trip Reduction law (see the Unincorporated King County Mode Split Assumptions Table). These assumptions are the basis for the County's mode split goals.

Unincorporated King County Mode Split Assumptions for Daily Weekday Work Trip Attractions

	1990 Non-SOV	2000 Non-SOV	2010 Non-SOV
Unincorp. KC Total	13%	15%	17%

Source: 1990 data are PSRC forecasts adjusted with 1990 census
2000 data are PSRC forecasts adjusted using a regionally developed methodology to consider the effects of the State's Commute Trip Reduction law.
2010 data are PSRC forecasts for Vision 2020

T-208 **King County should develop variable mode split goals to reflect differing circumstances such as intensity of land use and availability of alternatives to single-occupancy vehicle travel. The County should pursue those goals through the implementation of policies that support transportation demand management, transit service improvements, and expansion of high-occupancy vehicle programs. The County should recognize and financially support efforts locally, regionally, and statewide to advance Transportation Demand Management technologies.**

III. Level-of-service Standards

A. Transportation Adequacy Measure (TAM)

The Growth Management Act requires level-of-service standards for all arterials and transit routes to serve as a gauge in judging performance of the system. The GMA also calls for specific actions and requirements for bringing into compliance facilities or services that are below the adopted level-of-service standard. Cities and counties are responsible for developing level-of-service standards on a coordinated basis.

Level-of-service is a qualitative measure to describe operational conditions using a letter designation from A to F. Level-of-service A represents the best operating conditions; Level-of-service F represents the worst operating conditions. King County's approach to level-of-service incorporates this basic concept and is tailored to meet the needs of growth management. A tool for judging performance of the transportation system is a comparison of traffic volumes to capacity. In general, capacity is the maximum rate at which persons or vehicles can pass through a section of a facility. This level-of-service will be used to evaluate the performance of intersections and critical links. Planning level analysis of level-of-service will be used to identify system deficiencies. Projects to resolve deficiencies are compiled and prioritized in King County's Transportation Needs Report.

King County has developed the Transportation Adequacy Measure to meet the level-of-service requirements of the GMA. Traditional level-of-service concepts were shaped in innovative ways to create the Transportation Adequacy Measure. These innovations were needed to better implement and be consistent with the Multi-County Planning Policies, Countywide Planning Policies and the Urban and Rural Land Use Chapters. These policies call for a multi-modal approach to level-of-service that supports the land use vision of concentrating growth in the Urban Growth Area.

The purpose of the Transportation Adequacy Measure is twofold. It is used as a gauge to judge performance of the transportation system and to identify system deficiencies caused by new development.

The Transportation Adequacy Measure implements the Urban and Rural Land Use Chapters through varying thresholds for different land use patterns, as shown in the Transportation Service Area Map. The Transportation Adequacy Measure also supports a multi-modal transportation system by incorporating the concepts described below:

1. <u>Use Transit Service to Set Thresholds</u>

Transit is an important transportation option in urban areas. Both transit availability and its function as an alternative to the single-occupancy vehicle are used in the Transportation Adequacy Measure (TAM) evaluation. Within the Urban Growth Area, a transit service overlay approach is used to set thresholds for TAM, establishing higher traffic congestion standards where transit exists (as an alternative mode of travel).

Allocation of transit service resources will be guided by the Metro Transit Service Allocation Guidelines.

2. Exempt Facilities with High-Occupancy Vehicle Lanes from the Volume/Capacity Evaluation

As long as the high-occupancy vehicle facilities are operating at acceptable levels of service (defined as LOS C by the Washington State Transportation Commission), then the level-of-service of the adjacent general purpose traffic lanes is exempt from the level-of-service calculation.

3. Evaluate Volume/Capacity by a Weighted Zonal Average

For each of the County's transportation zones, a calculation is made for average volume/capacity. Excluded from evaluation are the segments of the transportation system that have high-occupancy vehicle facilities, as described. The calculation used for volume/capacity is an average score for the transportation zone based on a weighting of trips using specific links that serve the zone. The averaging technique is different from traditional calculations of individual road segments. Although it results in an alphabetical level-of-service ranging from A-F, this score must be interpreted with a full understanding of the measurement. The Transportation Adequacy Measure Standards Table shows the acceptable volume/capacity ranges and level-of-service standards for each transportation service area.

4. Evaluate Links Which Exceed a Critical Volume/Capacity Ratio

In addition to a zonal volume/capacity (v/c) evaluation, all roadway links that exceed a critical link v/c are evaluated from a transportation system perspective. This means that either the individual link needs to be improved or that some other system improvements are necessary to bring the critical link up to an acceptable level-of-service. The critical link evaluation is used to identify segments of roadways for potential improvement.

5. Designate Urban Connectors through Rural Areas

Key arterials which pass through rural areas and connect parts of the contiguous, western Urban Growth Area and the Urban Planned Developments should be considered for designation as urban connectors.

6. Use a Prescriptive Approach to Identify Nonmotorized Transportation Improvements

Nonmotorized facilities for pedestrians and bicyclists are also important to the County's multi-modal transportation system. The adopted King County Nonmotorized Plan identifies these transportation needs which have been included in the transportation element. In addition to the Plan, a prescriptive approach based on County design standard warrants is used to identify nonmotorized improvements.

T-301 **Level-of-service guidelines for allocating transit service should be developed for use, along with future population density estimates, to plan for transit service and to provide jurisdictions with realistic service expectations when planning for future growth.**

T-302 King County should work with state, regional and local governments to establish level-of-service standards for regionally significant facilities and services.

T-303 The "Countywide Level-of-service Framework," adopted by the Growth Management Planning Council, should guide King County's Transportation Adequacy Measure.

T-304 King County should adopt a Transportation Adequacy Measure (TAM) to judge performance of the transportation system for new development projects and to identify specific actions and requirements for bringing facilities and services into compliance. The Transportation Adequacy Measure should be developed in accordance with these general rules:

a. Use transit service, non-motorized travel and demand management actions to set thresholds;
b. Exempt facility sections with High-Occupancy Vehicle links from the volume/capacity evaluation;
c. Evaluate volume/capacity by a weighted zonal average;
d. Evaluate volume/capacity links which exceed a critical volume/capacity ratio;
e. Evaluate urban connectors in the Rural Area, and
f. Address impacts within other jurisdictions.

T-305 The following "Transportation Adequacy Measure Standards (TAM)" shall serve as King County's level-of-service standard for new development. The level-of-service standard will be applied by Mitigation Payment System (MPS) zones. Average TAM Standard "F" shall only be allowed in Transportation Service Area 1 if the area is served by arterial and freeway HOV lanes and all-day express bus service. Sidewalks and bicycle facilities should be implemented as a high priority in Transportation Service Area 1.

Transportation Adequacy Measure (TAM) Standards

Area[1]	Maximum Averaged V/C Zonal Score	Average TAM Standards
Transportation Service Area 1 with adequate HOV and transit service	>1.0	F
Transportation Service Area 1 without adequate HOV and transit service	0.99	E
Transportation Service Area 2	0.99	E
Transportation Service Area 3	0.89	D
Transportation Service Area 4	0.79	C
Transportation Service Area 5	0.69	B

[1] Transportation Service Areas correspond to the Transportation Service Area Map

T-306 King County should use a link and intersection level-of-service analysis based on the Highway Capacity Manual to measure the cumulative performance of the transpor-

tation system at a plan level of detail. This level-of-service evaluation should be used to identify deficiencies. Projects to resolve deficiencies should be compiled and prioritized in the Transportation Needs Report.

IV. Consistency and Concurrency

The Growth Management Act requires transportation to be consistent with the urban and rural land use and to balance transportation needs with improvements and financing. In addition, the transportation system is required to maintain its level-of-service standards concurrent with the timing of land use developments. Consistency is addressed as part of the development of the Transportation Chapter. Concurrency is defined in this Chapter. A Concurrency Management System was developed to implement the policy in January 1995.

A. Consistency

The consistency of the Transportation Chapter applies to the capability of the transportation system to meet level-of-service standards, financing and future revenue strategies and compatibility with other jurisdictions. These features help ensure the Plan is realistic from a needs, fiscal and coordination perspective.

T-401 **If the land use, transportation or financial element of the Comprehensive Plan is changed, the remaining elements should be revised to maintain a balanced and consistent plan. The Transportation Element should be consistent with the *Guidelines For Local Transportation Plan Consistency and Development Concurrency in King County* adopted by the Growth Management Planning Council.**

B. Concurrency

Transportation concurrency requires new development to meet adopted transportation levels-of-service and transportation improvements, strategies or actions to be available "concurrent" with new development. Concurrent with development means that transportation improvements or strategies are in place at the time of development or that a financial commitment is made to complete the improvements or strategies within six years. The basis for determining needed improvements, strategies or actions will be the Transportation Adequacy Measure level-of-service and thresholds. If improvements, strategies or actions created by new developments are inadequate for achieving acceptable level-of-service standards or improvements are not available in a timely manner, then the new development should not proceed until mitigation can be accomplished.

T-402 **Transportation improvements, strategies and actions needed to serve new development shall be in place at the time new development impacts occur so that Transportation Adequacy Measure standards are maintained. If this is not feasible, then a financial commitment shall be made to complete the improvements, strategies and actions within six years. This policy shall be implemented by the Concurrency Management System.**

T-403 **Upon adoption of the Comprehensive Plan, the County shall develop a Concurrency Management System to establish a process to evaluate new development based on transportation impacts, levels-of-service and the completion of needed improvements or actions. If the concurrency requirements cannot be met, development approval shall not be granted until concurrency described in Policy T-402 can be met.**

V. Needs and Deficiencies

Transportation needs and deficiencies include projects to improve the road system for both single-occupant and high-occupancy vehicles, transit capital improvements, facilities for bicycles and pedestrians, as well as demand management strategies to reduce demand for vehicular travel. The transportation vision of a balanced multi-modal system serving travel needs and implementing land use policy will be realized through these actions. The Arterial Capacity Needs Map, Non-capacity Needs Map, Existing HOV System and Future Needs Map, and Nonmotorized Project Needs Map identify the projects to support the land use vision and to meet future transportation needs.

A. Transportation Service Strategy

King County provides a variety of transportation services throughout the unincorporated areas. These services are needed to meet existing and future transportation needs. The County has developed strategies for providing future transportation services that implement and are consistent with land use. The strategy divides unincorporated King County into six Transportation Service Areas with corresponding transportation service strategies for each transportation mode, as described in the following table and shown on the Transportation Service Area Map. These designations are coordinated with the service and finance strategy (See Chapter Two, Urban Land Use). The relationship of the Transportation Service Areas to the service and finance strategy is summarized in the Coordination of Transportation and Urban Land Use Chapter Terms Table.

Coordination of Transportation and Urban Land Use Chapter Terms

Transportation Service Area	Comprehensive Plan Designations
0	Incorporated Urban Centers
1	Kenmore, Shoreline and White Center[1]
2	Full Service Area with Transit Priority
3	Full Service Area without Transit Priority
4	Service Planning Area
5	Rural and Natural Resource Lands

[1] These are Unincorporated Activity Centers within the Full Service Area with Transit Priority

T-501 The transportation service areas and service strategies described in the following table should be used to direct future transportation improvements and services.

T-501--Transportation Service Strategies

Transportation Service Area	Transportation Mode	Transportation Service Strategy
0 Regional Services to Urban Centers	Roads	Provided by cities Coordinate road construction programs
	TDM	Provide regional TDM Programs and Services
	Transit	Provide all day express service to incorporated urban centers Provide specialized Americans with Disabilities Act service
	Ferries	Provided by the Washington State Department of Transportation Explore ferry service options to support Land Use and Transportation Elements
	Nonmotorized	Interconnect unincorporated facilities with cities
1 Unincorporated Activity Centers	Roads	Minimize general purpose roadway capacity expansion Complete urban arterial grid Invest in transit supportive signals, intersection treatments and HOV lanes Construct roadway projects needed for safety
	TDM	Maximize ridesharing mobility Plan to provide for HOV parking spaces & passenger loading zones Advance HOV projects to support transit and ridesharing
	Transit	Support the Shoreline, White Center and Kenmore Activity Centers with new transit facilities Provide increased off-peak service Provide specialized Americans with Disabilities Act facilities and service
	Ferries	Provided by the Washington State Department of Transportation Explore ferry service options to support Land Use and Transportation Elements
	Nonmotorized	Improve nonmotorized access to transit, reduce barriers to access Provide for a continuous sidewalk and bicycle system Integrate nonmotorized projects with roadway improvements Provide multi-purpose trail facilities which address transportation needs
2 Full Service Area with Transit Priority	Roads	Minimize general purpose roadway capacity expansion Support road capacity projects to solve existing and known development problems Invest in transit supportive signals, intersection treatments and HOV lanes Construct roadway projects needed for safety
	TDM	Support ridesharing Plan to provide for HOV parking spaces and passenger loading zones Advance HOV projects to support transit and ridesharing
	Transit	Provide peak and off-peak service with increased coverage and capacity Provide links to activity and employment centers Provide specialized Americans With Disabilities Act facilities and service

	Ferries	Provided by the Washington State Department of Transportation Explore ferry service options to support Land Use and Transportation Elements
	Nonmotorized	Support sidewalk and bicycle facilities, especially on arterials Improve nonmotorized access to transit, reduce barriers to access Integrate nonmotorized projects with roadway improvements Provide multi-purpose trail facilities which address transportation needs

3 Full Service Area without Transit Priority	Roads	Construct arterials to meet existing and future capacity needs Invest in transit supportive roadway facilities as transit service increases Construct roadway projects needed for safety
	TDM	Emphasize ridesharing support Plan to provide for HOV parking spaces and passenger loading zones Encourage ridesharing mobility options
	Transit	Peak hour commuter service from Park and Ride lots Some additional service Phase in transit / HOV mobility as household and employment densities increase Provide specialized Americans With Disabilities Act facilities and service
	Ferries	Provided by the Washington State Department of Transportation Explore ferry service options to support Land Use and Transportation Elements
	Nonmotorized	Integrate nonmotorized projects with roadway improvements Improve sidewalk and bicycle facilities, especially on arterials Provide multi-purpose trail facilities which address transportation needs

4 Service Planning Area	Roads	Construct arterials to meet existing and pipeline capacity needs, then subsequent new growth. Invest in transit supportive roadway facilities as transit service increases Construct roadway projects needed for safety
	TDM	Emphasize ridesharing support
	Transit	Peak hour commuter service from Park & Ride lots Phase in transit / HOV mobility as household and employment densities increase Provide specialized Americans With Disabilities Act facilities and service
	Ferries	Provided by the Washington State Department of Transportation Explore ferry service options to support Land Use and Transportation Elements
	Nonmotorized	Integrate nonmotorized projects with roadway improvements Provide multi-purpose trail facilities which address transportation needs

5 Rural Area and Natural Resource Lands	Roads	No roadway capacity expansion for growth except for urban connectors Construct roadway projects needed for safety
	TDM	Encourage ridesharing
	Transit	Limited peak hour express bus service to centers for commuters at Park & Ride lots Provide specialized Americans With Disabilities Act facilities and service
	Ferries	Provided by the Washington State Department of Transportation Explore ferry service options to support Land Use and Transportation Elements
	Non-motorized	Integrate nonmotorized projects with roadway improvements Focus on shoulder improvements and shoulder development Provide multi-purpose trail facilities which address transportation needs

B. Other Transportation Plans

County transportation policies and actions which are based on general policies in this Plan and which detail and implement such policies are contained in the following documents. These have been reviewed and approved previously by the Metropolitan King County Council. They are supporting documents of this Comprehensive Plan and are available at the King County Department of Public Works and Department of Metropolitan Services.

- **King County Arterial High Occupancy Vehicle Plan** (1993). This document implements policies T-201 and T-510. Note that the Transportation Needs Report contains State DOT HOV projects that are based on the County HOV Plan.

- **Transit Capital Program** (1993). This Program is part of the King County Department of Metropolitan Services 1994 budget, adopted by the former Metro Council in 1993. It contains projects and actions that are consistent with policies T-514 and T-524.

- **King County Nonmotorized Transportation Plan** (1993). This plan contains policies and actions which implement Comprehensive Plan policies T-531 and T-538. Nonmotorized projects based on this plan are included in the Transportation Needs Report.

- **Long Range Policy Framework for Public Transportation** (1993). This was adopted by the the former Metro Council and established transit policies that are consistent with T-514 to T-524.

Aspects of the region's transportation needs are also discussed in the following documents, prepared by other agencies as indicated.

- **Regional Transit Project** (Department of Metropolitan Services, 1993). This report establishes the technical analysis basis for the High Capacity Transit alternatives now being considered by the Regional Transit Authority. The transit mode split estimates for the RTP are incorporated in the County's travel forecasts.

- **Washington Statewide Multi-Modal Transportation Plan** (Washington State Department of Transportation, 1994). This establishes State transportation policy, and recognizes the needs of regional travel in King County. It gives high priority to the completion of the core HOV system on regional freeways.

- **Puget Sound Transportation Improvement Program** (Puget Sound Regional Council, 1994). This is a regional program of transportation improvements to be federally funded according to regional criteria and procedures.

In addition to the plans and programs listed above, the following plans affecting King County are currently in preparation.

- **Metropolitan Transportation Plan** (Puget Sound Regional Council). This will be a regional transportation plan, based on an updated Vision 2020. It is being prepared with the cooperation of the cities and counties in the central Puget Sound region, and under the terms of the Growth Management Act and federal guidelines.

- **Mid-Range Transit Service Program** (Department of Metropolitan Services). This will be a six year plan for public transportation services and facilities, based on the Comprehensive Plan.

C. Transportation Planning Process

T-502 The transportation project needs as described in the "Comprehensive Plan Transportation Needs Report (TNR)" shall represent the transportation needs to accomplish the land use vision. The TNR shall be subject to an annual review and update for use in preparing the capital improvement program and shall be completed as an amendment to the Comprehensive Plan.

T-503 The Priority Process used in developing the Transportation Needs Report (TNR) should reflect the land use and transportation vision and priorities established in the Comprehensive Plan.

T-504 Capacity deficiencies caused by new development shall be identified by a comparison between the Transportation Adequacy Measure threshold standards, critical links performance and existing or expected conditions.

T-505 The most cost-effective improvements should be considered first to solve existing and future deficiencies before higher cost, capital-intensive projects are considered. Efficiency improvements supporting high occupancy vehicle (HOV) and transit operations on existing roads should be a higher priority than general capacity improvements enhancing single occupant vehicle (SOV) travel.

T-506 The planning, design, construction and maintenance of transportation system improvements should consider safety, neighborhood character, natural and historic resource protection, utilities, energy conservation, ease of traffic operations, driveway access management along principal urban arterials, maintenance costs, stormwater runoff, pedestrian safety, access to manufacturing centers and marine and air terminals, convenience, truck traffic and goods movement, emergency vehicles, school access and safety, traffic circulation patterns, efficient signalization and parking needs. System improvements should be appropriate in design and scale to the land uses in the area where they are located.

T-507 The planning and acquisition of rights-of-way for regionally significant transportation improvements should be accomplished by coordination and agreement on scope and decision-making process among the affected jurisdictions. The process should include public involvement and the analysis of alternative courses of action.

T-508 Transportation improvements should be designed, built, and operated to minimize air, water and noise pollution and the disruption of natural surface water drainage. Particular care should be taken to minimize impacts when facilities are located where they could increase the pressure for development in sensitive areas or rural or resource lands.

T-509 **Needed rights-of-way, strategies to reduce demand and off-site improvements should be identified and required as conditions of development approval to the extent that such conditions are directly related to impact mitigation and will benefit the development.**

D. Arterials and Streets

King County's arterial system represents a broad range of mobility options. In the past, the arterial system has been characterized as the system for moving cars and other vehicles. The arterial system should be viewed as a resource used by many modes of transportation including autos, carpools, buses, bicycles, pedestrians, and trucks -- in short, a truly multi-modal system. A segment of the arterial system carries more significance as part of a broad, countywide system of regional arterials. The countywide arterial/transit route system, representing county, city and state arterials, should have consistent service across the region, uniform design and construction and coordinated priorities, services and resources. This system should be a focus for future regional financing. The creation of a single, countywide arterial/transit route system would help to increase cost effectiveness, timely services, consistency and adequacy of services to complement all modes of transportation and to integrate land use plans and goals.

T-510 **King County should pursue the cooperation of cities and the State in developing a countywide arterial/transit route system. The system should provide preferential treatment for high occupancy vehicles including transit, and for efficient, seamless operation across jurisdiction boundaries.**

T-511 **King County's road design and construction standards should promote safe, cost effective roads that reflect the different needs and service levels for the Urban Growth Area and Rural Area, as well as the different needs for areawide mobility and access to abutting properties.**

T-512 **Residential neighborhoods should be designed to discourage pass-through traffic movements; traffic control measures should be used for this purpose and be consistent with the County's traffic and road design standards.**

T-513 **Transportation, water and sewer shall be planned to ensure availability on a common timeline.**

The Summary of Transportation Facility Needs by Project Type Table shows a summary of transportation needs to implement the Comprehensive Plan for unincorporated King County over the next 20 years. The table does not include state, cities, transit or regional transit project costs. The types and cost summary data are shown for all needed improvements. A full description of transportation project needs can be found in the Comprehensive Plan Transportation Needs Report contained in Technical Appendix C, which is part of the Capital Facilities Plan Element of Chapter 8, Facilities and Services.

Summary of Transportation Facility Needs by Project Type

PROJECTS BY TYPE	Total Projects	King County Cost (Millions in 1995 $s)
Capacity Projects	122	$ 492.5
Intersection/Operational Projects	120	38.9
Non-motorized Projects	130	75.2
Other Projects	99	139.5
Countywide Bridge Projects	83	215.6
Countywide HOV Projects	38	25.8
Countywide CIP Activities	--	158.4
Totals	**592**	**$1,145.9**

The Summary of Transportation Facilities Needs by Area Table displays project type and cost information.

Summary of Transportation Facilities Needs by Area

(Unincorporated Areas Only)

Total Projects by Community Planning Area	Total Projects	King County Cost (Millions in 1995 $s)
Shoreline	47	$ 28.9
Northshore	60	104.6
Bear Creek	35	61.0
East Sammamish	46	114.3
Newcastle	32	38.6
Snoqualmie	21	11.7
Tahoma/Raven Heights	43	47.8
Soos Creek	81	226.6
Enumclaw	19	12.3
Federal Way	28	44.7
Highline	23	23.5
Vashon	20	11.1
East Side Cities*	3	1.4
Green River Valley	13	19.6
Countywide HOV Projects	38	25.8
Countywide Bridges	83	215.6
Countywide CIP Activities	--	$158.4
Totals	592	$1,145.9

E. Public Transportation Strategy

King County works cooperatively with jurisdictions and communities to provide an integrated network of public transportation services addressing regional, inter-community, and local travel needs throughout the County. Each level, or tier of service, consists of several service types and modes, depending upon the capacity and service characteristics needed to meet service demand. Frequent or coordinated services make transfers between tiers more convenient. For example, local services connect neighborhoods to local activity centers and inter-community and regional services. Transit and ridesharing services are part of a broader mix of facilities and services provided to meet mobility needs as described in the following table:

LONG RANGE SERVICE CONCEPT*

Service Type	Function	Operating Environment	Examples of Available Products/Technology	Examples of Capital Facility Needs
Regional	Connect urban and manufacturing centers, crossing county or subarea boundaries	Freeways and major arterials, rail rights-of-way.	Bus, vanpools, carpool, light rail transit, commuter rail, ferry, custom bus	Transit priority treatments and freeway HOV access, park and ride lots, transit hubs
Inter-Community	Connect communities to each other and the regional system	Arterials, rail rights-of-way.	Bus, light rail transit, commuter rail, vanpool, carpool, custom bus	Arterial treatments, transit hubs, HOV lanes, pedestrian and bicycle access
Local	Connect neighborhoods to community centers and the regional system; provide circulation within neighborhoods and centers	Local streets and arterials.	Neighborhood shuttles, Dial-A-Ride-Transit, local bus, etc.	Transit hubs, pedestrian and bike access, arterial treatments, smaller vehicles

*NOTE: Examples of application of this concept at service levels financed by the RTP System Plan (adopted May 1993) are provided in Appendix I of Metro's Long Range Policy Framework for Public Transportation (October 1993).

King County should work with local jurisdictions to meet the goals and requirements related to transit services and facilities that are contained in the Growth Management Act, the Countywide Planning Policies and the Multi-County Planning Policies. The following policies will guide King County as it addresses the appropriate role of public transportation in various land use settings:

T-514 **King County should work collaboratively with governments and communities to implement a locally based, regionally linked network of public transportation services and facilities addressing regional, inter-community, and local service needs. King County should actively develop, implement, and promote non-conventional public transportation options as a part of that system.**

T-515 **King County should plan, design, and implement a system of services and facilities that support integration of regional and local services, and that facilitate access to the system for pedestrian, bicyclists, transit collection/distribution services, and persons with disabilities, thereby providing a viable alternative to auto usage.**

T-516 **King County should support local and regional growth management plans and policies. King County should work with other jurisdictions to focus new and existing services and facilities to support targeted land use concentrations identified in local comprehensive and regional plans and within the Urban Growth Area of King County.**

T-517 **King County should adopt transit supportive policies assigning highest priority to serving Urban Centers and Manufacturing Centers with transit service, including transit priorities on arterial streets jointly designated for transit priority by the County, cities, and the Washington State Department of Transportation.**

T-518 Within the unincorporated Urban Growth Area, the Full Service Areas with Transit Priority, particularly Unincorporated Activity Centers, should receive highest priority for additional transit service.

T-519 King County should use a community-based planning process when working with cities and unincorporated area communities to develop effective transit services including consideration of local circulation needs, feeder bus service, fixed and non-fixed routes, and various coach sizes appropriate to the neighborhood scale and market.

T-520 King County should plan for the incremental expansion of transit services to the Full Service Areas and Service Planning Areas beginning with peak-period commuter bus, ridesharing and specialized Americans with Disabilities Act services.

T-521 High Capacity Transit facilities and services which are consistent with, and supportive of, the Comprehensive Plan should be supported and implemented.

T-522 In transit-oriented areas, the County should invest in transit supportive facilities and road improvements that support passenger comfort, speed and reliability, such as signal and intersection prioritization, passenger waiting areas and nonmotorized improvements through the prioritization process in the Transportation Needs Report and Capital Improvement Program.

T-523 Transit centers and park-and-ride lots should include safe and convenient access for buses, high-occupancy vehicles, pedestrians and bicycles to minimize conflicts with other traffic. Mixed land uses should be encouraged at transit centers and park-and-ride lots to meet passenger and commuter needs and reduce vehicle trips. Park-and-ride facilities should be designed with consideration of the most efficient use of land.

T-524 The County should develop road design standards, site access guidelines and land use regulations that support transit service in the Urban Growth Area.

F. Transportation Demand Management

T-525 Transportation Demand Management (TDM) strategies should be used to promote travel efficiency and energy conservation and reduce the adverse environmental impacts of the transportation system. These strategies should include commute trip reduction, demand and system management. TDM measures may include telecommuting, congestion pricing, parking management, non-motorized travel, site design standards, public information, ridesharing, public transportation, joint use of parking facilities, and park and ride and other intermodal transfer facilities.

T-526 Transportation demand and system management strategies beyond those adopted as County regulation should be considered as mitigation for traffic impacts of proposed development. Mixed-use development should be promoted for reducing vehicle

travel between land uses. Mitigation payment for new development should be based on trips generated after consideration of the effects of transportation demand management measures.

T-527 Management of employee parking should be used to discourage commuting by single-occupant vehicles, such as provision of preferred parking for high-occupancy vehicle and bicycle parking. Regulations should consider the accessibility to adequate public transportation and high-occupancy vehicle facilities and services. The *Guidelines For Commuter Parking Policies,* approved by the Growth Management Planning Council on January 19, 1994, should be used as a guideline for parking facility and service requirements instituted by the County.

T-528 The County should recognize and financially support efforts to advance Transportation Demand Management. To this end, funds should be identified in the annual Capital Improvement Program or operating funds to implement transportation demand management, strategies, public education/information, research and planning.

T-529 King County should work with the Washington State Department of Transportation, Puget Sound Regional Council, and cities to develop and implement a regional policy on appropriate applications of transportation pricing strategies that reflect the higher cost of peak hour automobile usage.

T-530 King County should work with the cities and other affected agencies to develop a regional parking strategy which is consistent with the intent of regional and local transportation plans to encourage high occupancy vehicle travel.

G. Nonmotorized Transportation

T-531 Pedestrian and bicycle transportation should be promoted countywide to increase safety, mobility and convenience for nonmotorized modes of travel. These efforts should emphasize the ability of nonmotorized modes to extend the efficiency of regional transit, promote personal mobility in a range of land use areas and expand the transportation alternatives available to the public.

T-532 King County should include nonmotorized transportation facilities when general transportation improvements are made, including road construction, reconstruction, subdivision development and development of new transit systems.

T-533 King County should identify and prioritize the implementation of projects to improve nonmotorized safety, access and mobility.

T-534 New land use plans, subdivisions and urban planned development proposals should include project proposals which enhance nonmotorized mobility and access.

T-535 **Road design and traffic control of residential streets should give priority to pedestrians and bicyclists while allowing automobile access to residences.**

T-536 **The Neighborhood Traffic Safety Program should be expanded to have an areawide focus.**

T-537 **Unused rights-of-way should be inventoried and developed as pedestrian, bicycle, and Americans With Disabilities Act connectors.**

T-538 **King County design standards should allow flexibility in selecting features which provide dedicated pedestrian, bicycle, and Americans With Disabilities Act facilities.**

H. Aviation, Freight, and Ferries

Needs and deficiencies also include those associated with air travel, freight movements and ferries. Plans, policies, and projects for these modes are contained in the following materials:

Air travel: Puget Sound Regional Council, "Regional Aviation System Plan."
Port of Seattle, "Sea-Tac Master Plan."
King County, "Boeing Field Master Plan."

Ferries: Washington State Department of Transportation, "Statewide Multi-modal Transportation Plan.

Freight and goods movement: Port of Seattle, "1993 Container Terminal Access Study."

T-539 **King County should participate with other jurisdictions to evaluate freight and goods movement to support economic development. Issues should include regional access and mobility, road design standards, freight-only transportation facilities, freight distribution zones, level-of-service and public/private coordination, and environmental and economic cost of new facilities compared to expansion of existing facilities.**

T-540 **Regional aviation facilities play a foundational role in promoting a strong regional economy as well as providing significant direct and indirect employment opportunities to residents of the County and Puget Sound region. Consistent with this plan's policies concerning the siting of essential public facilities, King County should work with the Puget Sound Regional Council and its members to ensure that any regional projected capacity problems, and the air transportation needs of the region's residents and economy are addressed in a timely manner. Siting decisions must be consistent with the Regional Airport System Plan, the Countywide Planning Policies and this Plan.**

T-541 **King County should work with the Washington State Department of Transportation and other affected agencies to support and encourage ferry service improvements including: additional passenger-only service to/from Vashon Island, direct passenger-only service to/from Southworth, other passenger-only service from various Puget Sound locations to/from King County, establishment of additional multimodal connections at ferry terminals, and general improvements in ferry service to accommodate both commuting and recreational uses.**

I. Air Quality

This section describes the procedure for local transportation plans to conform with federal and state clean air legislation. As a County within an air quality non-attainment area, King County's transportation plan must be in conformance with the Federal Clean Air Act and the State Implementation Plan, as well as the Washington Clean Air Act.

As described in the State Department of Ecology/Department of Transportation Conformity Guidelines, the County has the following responsibilities:

- Identify and implement transportation control measures;
- Submit regionally significant construction projects to the Puget Sound Regional Council for inclusion in the Metropolitan Transportation Plan and the Transportation Improvement Program; and
- Make conformity determinations on County projects.

As required by the Guidelines for the adoption of a local transportation plan, the following information will be provided as a part of the Comprehensive Plan when the Metropolitan Transportation Plan has been completed by the Puget Sound Regional Council and conformity criteria and measures can be determined:

- Regionally significant County projects;
- State Implementation Plan mandated transportation measures;
- Transportation Control Measures that are fully funded and committed; and
- Federally funded County projects.

The Comprehensive Plan will be evaluated by the Puget Sound Regional Council for a determination of its conformity with the Metropolitan Transportation Plan. When that process is complete, full documentation of the process and results will be provided to the State Department of Ecology.

Maps showing the non-attainment areas in King County for carbon monoxide, ozone and particulates are contained in the publication, "Conformity Guidebook: Conformity of Transportation Activities to Air Quality Implementation Plans," dated October 1, 1993.

T-542 **The transportation system should conform to the federal and state Clean Air Acts by maintaining its conformity with the Metropolitan Transportation Plan of the Puget**

Sound Regional Council, and following the requirements of Chapter 173-420 of the Washington Administrative Code.

T-543 **King County should work with the Puget Sound Regional Council, the State Department of Transportation, transit agencies and other jurisdictions in the development of transportation control measures and other transportation and air quality programs where warranted. This work would address the requirements of the federal Clean Air Act as amended, the air quality provisions of the federal Intermodal Surface Transportation Efficiency Act and the Clean Air Washington Act.**

VI. Finance

The extent to which King County can realize its transportation vision depends greatly on the successful funding of its prioritized transportation needs. The Growth Management Act requires that the County include an analysis of funding capabilities, a multi-year financing plan based on needs and a discussion of how to raise additional funds or reassess growth and level-of-service standards to resolve a potential funding shortfall. This section provides information and discusses the extent to which the transportation facilities can be funded within a reasonable revenue forecast and expenditure schedule.

A. Funding Capabilities: Road-Related Sources

Financial viability to support transportation capital needs is tested at two levels. Initially, a 20-year plan is identified to meet transportation improvements needed to support the plan vision. The 20-year plan provides for an assessment of revenues from currently available resources and identifies reasonable options for securing additional revenues over the life of the Plan. Secondly, the annual capital improvement program preparation provides a six-year window review that examines the specifics of how to implement the financing plan. These will occur in the Transportation Needs Report (TNR)/Priority Process and in development of the six-year Capital Improvement Program, respectively.

King County receives transportation revenues from a variety of sources. These sources include unincorporated King County property tax, federal and state grants, state gas tax, local taxes and road mitigation payments from private developments. The GMA Roads Capital Funds 1992-2012 Table shows that $863.3 million in current funds are expected to be available to fund transportation needs over the next 20 years. The revenue forecast is estimated only for road and bridge capital needs. Funds for administration, operation and maintenance of the roads system have been forecast already and are considered as part of the fiscal analysis. This amount may vary due to state and federal policy changes, maintenance and operation needs, funding availability, the rate at which unincorporated areas annex to cities or incorporate and variations in the local economy. A full description of transportation financing can be found in the "Transportation 20 year Financial Forecast," located in Technical Appendix C, which is part of the Capital Facilities Plan Element of Chapter Eight, Facilities and Services.

GMA Road Capital Funds
1992 - 2012

REVENUES	$ in Millions
Roads CIP Contributions*	$553.6
Federal Revenues	55.0
State Revenues	44.5
Mitigation Revenues	72.2
Others	5.3
Bridge Program Grants	132.7
Total Revenues	**$863.3**
EXPENDITURES	
Countywide CIP Projects	158.4
Bridge CIP Program	215.6
GMA CIP Allocation	489.3
Total Expenditures	**$863.3**

*From unincorporated area property taxes

Note that there are other sources of new and additional funds for capital expenditures which may be used to meet unfunded transportation needs. The availability of such funds cannot be predicted here.

B. Funding Required To Meet Transportation Needs

Projects in the Transportation Needs Report that are needed from 1992 to 2012 total $1,145.9 million in cost. The Existing and Future Transportation Needs Table identifies total costs. A detailed list of the projects is contained in the TNR. The projects are also separated in needs and costs for existing transportation deficiencies and those deficiencies resulting from new growth. These are shown in the Summary of Transportation Needs 1992 - 2012 Table.

Existing and Future Transportation Needs

	Number of Projects	King County Cost $Million
Existing Needs	200	$ 451.2
Existing/Future Needs	95	$ 235.5
Future Needs	297	$ 459.2
Total Transportation Needs	592	$1,145.9

Summary Of Transportation Needs
1992 - 2012

FUNDED CAPITAL NEEDS	# of Projects	King County Cost ($ in millions)
Capacity (New Construction and Major Widening)	82	$353.8
Intersection/Operational	75	25.4
Nonmotorized	52	25.5
Transit/HOV	38	25.8
Others (Study, Local, Minor Widening)	47	58.8
Countywide CIP Activities	--	158.4
Bridge (83 Countywide Bridge Projects)	83	215.6
TOTAL FUNDED	**377**	**$863.3**

UNFUNDED CAPITAL NEEDS	# of Projects	King County Cost ($ in millions)
Capacity (New Construction and Major Widening)	40	$138.7
Intersection/Operational	45	13.5
Nonmotorized	78	49.7
Others (Study, Local, Minor Widening)	52	80.6
TOTAL UNFUNDED	**215**	**$282.5**

C. Revenue Shortfall

Comparing the Plan's 2012 transportation needs with projections of current revenue sources shows the total revenue shortfall to fund all needs, is estimated at $282.5 million. The shortfall can be separated into groups based on the significance of projects to meet the level-of-service standard and the land use vision. To address this shortfall, different strategies or actions can be identified for each group rather than having to fund the entire shortfall. The groups show a range of the transportation shortfall based on future policy decisions to implement this Plan. As an example, priority for funding may be given to only projects directly related to achieving the level-of-service standard, to projects which are related to providing capacity or to non-capacity projects.

Breakdown of Transportation Shortfall

	No. of Projects	Cost in $ Millions
Critical Capacity Projects	15*	$ 62.1*
Other Capacity Projects	24	75.8
Non-Capacity Projects	176	144.6
Total Shortfall	215	282.5

* Of the $62.1 million, only five critical capacity projects, representing $12.2 million, are located in the Full Service Areas. These projects will be addressed in the future with either proposed changes to priority process giving higher priority to critical capacity projects in Full Service Areas or through programming revenues

In the Breakdown of Transportation Shortfall Table, critical capacity projects are described as the unfunded projects that are needed to meet level-of-service and concurrency requirements, totaling 15 projects at a cost of $62.1 million. Other capacity projects are the unfunded projects identified in the Transportation Needs Report as a major widening or new construction project to support future growth. There are 24 projects with an estimated cost of $75.8 million having medium to low priority. Non-capacity projects consist of intersection/operational improvements, nonmotorized bicycle and pedestrian projects, minor widening projects, and miscellaneous projects that are unfunded, totaling 176 projects at a cost of $144.6 million.

The intent of this Plan is not to demonstrate a dollar by dollar accounting of the transportation needs and revenues, rather it is to show (1) the goals of growth management can be met and (2) the reasonableness of the Plan and its implementation. Other sections of this chapter have described how the transportation element addresses growth management goals for transportation and adequate facilities/services. The reasonableness of the Plan's transportation element focuses on the shortfall and the potential for funding future needs. The shortfall can be described as ranging from $62.1 million for improvements critical for meeting level-of-service requirements to $282.5 million for all projects.

These transportation needs are based on the assumption of a Regional Transit Authority (RTA) and the presence of a high capacity transit system. If there is no RTA, King County may choose to consider options for financing a high capacity transit system within the County. The size and detail of the high capacity transit system will affect future transportation needs, including arterial and nonmotorized access to the system. If a decision is made not to develop a high capacity transit system, this will affect the transportation system and will likely require a reassessment of the transportation element.

Strategies to address the shortfall can include a number of actions ranging from reconsideration of the transportation needs to new revenue options to changes in levels-of-service to revisions of the land use. The following describes a strategy for addressing the shortfall. The strategy represents a menu of actions that could be taken and which may be considered as part of the implementation and monitoring of the Plan. Decisions on the strategy should be made based on monitoring implementation of this Plan.

The following funding shortfall strategy will be used to balance the funding shortfall of the Plan:

1. Reduce transportation funding needs:
   - Re-evaluate the need for projects.
   - Promote transportation demand management actions to reduce vehicle trips.
   - Re-scope project needs and downsize where possible.

2. Develop new revenue options:
   - Increase revenues by using existing sources.
   - Participate in regional funding strategy development.
   - Seek new or expanded revenue sources.
   - Public/private participation.

3. Change level-of-service:
   - Adjust the level-of-service standard to allow more growth.
   - Adjust the level-of-service standard to allow more growth in selected areas only.
   - Adjust the level-of-service standard to discourage more growth.

4. Change land use:
   - Revise the land use plan to encourage / discourage growth in selective areas.
   - Adjust the target forecast.
   - Delay development until facilities are adequate.

T-601 **Financial resources available for transportation improvements should support a program of capital facilities needed for a multi-modal transportation system. The Transportation Priority Process should give priority to critical capacity projects needed to achieve level-of-service standards in Transportation Service Areas 1 and 2, and to support the transportation service strategies and ensure adequate transportation facilities. Then priority should be given to capacity projects for new growth in Transportation Service Area 4. Allocation of resources to support transportation demand management projects shall be part of the Transportation Needs Report process.**

T-602 **The essential maintenance, preservation, safety and operations costs of the transportation system should be funded prior to other costs for capital improvements so that existing investment is protected and current mobility is not degraded.**

T-603 **Transportation funding directed to projects in areas where annexations or incorporations are expected should require interlocal agreements with the affected cities to provide for joint funding of improvements and sharing of revenues.**

T-604 **A major shortfall between expected revenues and needed improvement costs should be considered and addressed during annual review of the Comprehensive Plan. Such**

resolution could include a reassessment of land use, growth targets, level-of-service standards and revenue availability.

D. Funding Capabilities - Transit

Public transportation in King County is provided and funded by the County's Department of Metropolitan Services (Metro). The following information is derived from the 1994 Metro budget document and pertains to revenues and capital improvements expected through the year 2000:

Based on the 1994 Metro budget, the total revenues expected from operations are $2,599.5 million from 1991 to 2000. Of this amount, $2,521.2 million is programmed to meet operating expenses and $65.6 million is available for capital projects. Expected grant amounts total $385.5 million from 1991 to 2000 inclusive. This funding depends upon federal and state policies and funds available over that time period, as well as on successful grant applications.

The total of funds available for capital expenditures during 1991 to 2000 is $1,120.8 million, made up of revenues, grants, operating balances and debt financing proceeds.

E. Transit Capital Program

In order to complete the capital improvements needed to support the operations planned through 2000, the total of capital funds expected to be expended is $930 million. Major expenditures are programmed for the electric trolley bus program, the park and ride lot program, urban arterial improvements, bus fleet replacement and preliminary work on the Regional Transit Project.

Note that substantial long-term capital spending on the Regional Transit Project is not shown. Its long-term major funding depends upon the actions of the Regional Transit Authority and on a public vote on a local tax measure needed to support rail transit and a major bus transit service improvement program.

These policies are described in the 1994 budget document adopted by the former Metro Council in mid-1993. They cover several subject areas related to transit operations, as well as specific policies on capital planning, funding and revenue policies.

VII. Reassessment

The Growth Management Act requires that a prospective funding shortfall between available and needed funds be discussed. While the total transportation needs may exceed identified revenues by as much as $282.5 million over 20 years, the shortfall may be seen as a function of County transportation policy and priorities. New revenue sources may also become available depending on regional and local policy changes that cannot now be foreseen. Over the 20-year planning period, not all the revenues and costs can be known in sufficient detail at this time, nor can project priorities be calculated accurately in advance. Also, the effects of concurrency management on capital funding requirements has not yet been determined.

The growth in population and employment projected over the next 20 years can be accommodated by the transportation system within the standards detailed in this plan, provided that suitable policies and priorities are approved. While a few zones are calculated to be deficient, there is general consistency between growth and standards. Problem areas can be resolved through the concurrency management system and through establishing monitoring of benchmarks, (see Chapter Thirteen, Planning and Implementation).

VIII. Coordination

This chapter has been prepared in coordination with other cities, counties and jurisdictions. The following activities have supported the coordination process:

- Formation of the Growth Management Planning Council (GMPC), which established countywide growth targets, urban centers, level-of-service guidelines and consistency/concurrency guidelines. The Transportation Caucus of the GMPC provided direction and recommendations on transportation matters.
- Formation of the Transportation Work Group (TWG), which includes representation from agencies and jurisdictions in King County and the private sector. The TWG discussed and reviewed proposed countywide transportation issues, including countywide framework for level-of-service, consistency of transportation plans and transit land use, and enabled coordination on technical and planning issues.
- Participation in the Puget Sound Regional Council, enabling King County to coordinate its transportation planning activities with other local and regional agencies' work for the four central Puget Sound counties.
- Public workshops and meetings, and public review of the Comprehensive Plan and its Draft Supplemental Environmental Impact Statement.
- Publication of newsletters describing work to date.
- Stakeholder workshop and meetings.

IX. Implementation

The balance between land use, transportation services and funding is critical. The Transportation Chapter will be implemented through the funding of planned transportation improvements and strategies from available resources and by the management and monitoring of the system to ensure there are adequate facilities to support growth. Transportation needs (non-transit) will be prioritized each year through the Transportation Needs Report. High-priority projects will be programmed for funding in the Capital Improvement Program. Transit projects will be implemented as the needed revenues become available and in coordination with other related improvements and service development needs as described in transit planning and budget documents.

The annual Capital Improvement Program and Financial Plan will be prepared following the policies of the Comprehensive Plan each year. That process will consider the current performance of the transportation system, concurrency needs of planned developments, priority projects, phased implementation of improvements and other related factors. Revenues from all sources will be programmed to appropriate projects, including Mitigation Payment System fees.

Concurrency will be maintained through the development and use of the Concurrency Management System, which will help manage development and achievement of the level-of-service standards adopted in the Comprehensive Plan.

System performance will be monitored through periodic traffic counts, speed and delay studies, travel time observations for autos and buses and by computer simulation of travel network characteristics. Information on system performance will be shared with other transportation agencies in the County. If performance deteriorates below adopted standards, then the Comprehensive Plan will be amended to include improvements needed to restore level-of-service standards, or a reassessment of standards, funding and growth will be considered.

T-901 **King County should establish benchmarks to assess transportation system performance in implementing the Comprehensive Plan. The County should produce reports on traffic and transportation activities in cooperation with other jurisdictions. Such reports should highlight performance characteristics and identify the deficiencies, problems of safety and operations and areas which are not in compliance with level-of-service standards.**

Chapter Ten

Parks, Recreation and Open Space

Growth Management Act's Goals, Elements and Requirements

This chapter satisfies the Growth Management Act's Goal 9 to encourage the retention of open space and recreational areas; Goal 12 to ensure adequate public facilities and services in order to support development; Requirement 36.70A.160 to identify open space corridors within and between urban growth areas; and Requirement 36.70A.080 optional recreation element.

Our Valuable Park System

Mountain ranges, evergreen forests, farmlands, waterways and shorelines define the natural beauty and character of King County's landscape. Natural features define community development patterns and provide the setting for parks and open spaces that offer natural and passive outdoor recreational activities. Active parks focus on people and support a high intensity of development and use, such as scheduled sports activities and special events. Trails provide opportunities for recreation and non-motorized transportation.

King County's wide range of park, recreation and open space opportunities contribute to its highly regarded quality of life. We value its elements of environmental quality, scenic beauty and social and recreational opportunities. These are important components of the physical, mental and emotional well-being of County residents and are important to the economic health of the region.

This chapter establishes the importance of the County's park, recreation and open space system. Existing recreation and open space lands are designated in the Comprehensive Plan Land Use Map to provide the basis to plan for the appropriate recreational opportunities or open space that would best meet regional or local needs and be compatible with adjacent and nearby land uses. The chapter policies will be implemented by the King County Park, Recreation and Open Space Plan, to be adopted as a functional plan to implement the broader policies of the King County Comprehensive Plan. Requirements of the Growth Management Act for assessment of parks and open space needs, Capital Improvement Program (CIP) and funding will be included in the Park, Recreation and Open Space Functional Plan and as part of the County's CIP, which is discussed in Chapter Eight, Facilities and Services.

I. King County's Evolving Role

The future of the King County Park System will reflect the broad changes in the role of King County government. The County is evolving as the steward of a regional park, recreation and open space system consisting of lands, facilities and support services. However, continued growth in the unincorporated Urban Growth Area requires the County to serve a local role in these areas until they are incorporated or annexed to adjacent cities. The County will continue to serve a local role in the Rural Area.

PR-101 **King County is evolving as the provider of regional park and open space systems, facilities and services and as a leader in establishing partnership with other jurisdictions. The future focus of open space acquisition will be to identify and link park, open space, wildlife and waterway opportunities to create continuous open space corridors and recreational opportunities and to conserve the County's natural systems. The Regional Trail System and regional multi-use parks and athletic complexes will also be emphasized.**

PR-102 **Park and open space lands in King County are defined by three primary functions: recreational, environmental (ecological) and community shaping. They include lands that should be preserved for:**

- **a. Physical and/or visual buffers within and between areas of urban and rural development;**
- **b. Visual enjoyment and outdoor recreation; and**
- **c. Natural areas and environmental features with significant educational, scientific, wildlife habitat, cultural, or scenic values.**

PR-103 **The primary focus of King County should be as the leader in the provision of regional parks and open space systems, facilities and services to all residents of the County. "Regional" means sites and facilities that are large in size, have unique features or character and/or cross jurisdictional boundaries.**

PR-104 **Local parks, trails and open spaces should be provided in each community, in both urban and rural areas, to enhance environmental and visual quality and meet local recreation needs. Local means smaller sites and facilities to serve close-to-home, day-to-day needs of the community**

Funding of parks and open space will present challenges, and a wide variety of interagency, interjurisdictional and private partnerships should be actively pursued. Use of a variety of protective measures and incentives for preserving unprotected open spaces will increase King County's ability to maintain significant amounts of parks and natural areas. A wide range of incentives should be considered, such as current use taxation and transfer of development rights. The County will acquire the necessary level of site ownership needed to preserve the identified site character and benefits. This may range from fee simple acquisition to conservation easements of important features.

PR-105 **A variety of measures should be used to preserve regional and local parks, trails and open space. King County will rely on incentives, regulations, trades or purchase of lands or easements.**

PR-106 **Lands preserved for public parks or open space should provide multiple open space benefits whenever possible.**

Partnerships and coordination among park, recreation and open space providers user groups and stewards, both public and private, will maximize efforts to realize shared and multiple benefits. A creative example of developing partnerships which maximize stewardship benefits is to coordinate with park user groups for the self regulation of facilities within King County parks. Recognizing the important contributions of all agencies, jurisdictions and private partners, the County will be a regional leader and coordinator in park, recreation and open space activities to benefit all people.

PR-107 **The County will work with cities, adjacent counties, tribes, state and federal agencies, school districts, community organizations, non-profit organizations, land owners and other citizens to promote and protect all aspects of environmental quality and preserve open space and multi-use recreational opportunities.**

II. Regional Parks, Recreation and Open Space

Since the early 1900's, the role of King County Parks has evolved and expanded through distinct periods, reflecting shifts in County government and growth trends. Several of these periods are highlighted by the major funding efforts that directed them. Recent years have seen the focus shift toward regional parks, natural resources and the preservation of open space. The Growth Management Act supports this shift by reinforcing the role of cities as providers of local services and counties as more regional in function.

PR-201 **King County will own and manage a regional open space system with a major focus on natural systems and multi-use trails.**

King County will focus on developing linked regional open space corridors of greenways and waterways along the major river systems, shorelines and the Mountain-to-Sound Greenway. (See the Parks and Open Space Systems Map). Preserving these as systems, in partnership with other agencies and private groups and individuals, will provide multiple values. They include the additional environmental and economic benefits of surface water management such as natural stormwater detention and water quality protection, as well as wildlife habitat preservation and enhancement. The Regional Trail System is a major element of the open space system providing both recreation and non-motorized transportation and circulation throughout the County and serving a variety of user groups.

There is nearly continuous public ownership from Lake Washington to the crest of the Cascades and then north to Canada. This system of public ownership can form a strong "backbone" to a countywide habitat network and might even serve as the major habitat refuge in the County.

Currently there is still a small gap in public ownership between Tiger Mountain State Forest, across State Route 18 to the Seattle Cedar River Watershed.

PR-202 King County should support a greenway parallel to the Interstate-90 corridor. The County should work to complete the continuous block of public ownership along this greenway which forms the "backbone" of a countywide habitat network. Closure of the gap should be accomplished through acquisition or coordination with other public and private agencies.

Natural systems are not accurately defined by acreage or percentage standards. Their function and sustainability is ecologically determined.

PR-203 The implementation of King County's regional open space systems will be based on the opportunity presented by the physical landscape and will be evaluated by completeness of the system and conservation of important natural resources. The amount of desired regional open space cannot be quantified in terms of acreage per capita but should be based on resource preservation and the conservation of natural system corridors.

Educational or interpretive programming promotes appropriate and enjoyable use of the park, recreation and open space system. Public awareness of resources and their values builds support and stewardship for the system and its resources.

PR-204 King County will offer educational, interpretive and aquatic programs that further the enjoyment, understanding and appreciation of the natural and cultural resources of the regional system and the region.

Regional active and multi-purpose parks provide high quality, highly developed facilities to support multiple events, large group gatherings and special events.

PR-205 King County will advance a functional system of regional active parks and recreational facilities to include sites and facilities that attract users from beyond the geographic limits of individual neighborhoods and communities and are of a size, uniqueness of feature or character and are equitably distributed and/or are important parts of systems that best function as a unit or cross jurisdictional boundaries.

Regional active facilities include large, high quality, single-purpose facilities, such as the King County Fairgrounds, Weyerhaeuser-King County Aquatic Center, the Kingdome, tournament quality ballfield complexes or large multi-use parks that offer a wide range of activities that attract users from throughout the County and beyond.

Regional programs will serve a broad spectrum of users. These programs include those not generally viable for individual communities due to site or facility requirements or the unique nature of the offering requiring a broader user base to support them.

PR-206 **King County will sponsor regional recreational and aquatic programs and special events.**

III. Local Parks, Recreation and Open Spaces

Local park, trails and open space lands and facilities are intended to serve the day-to-day park and recreation needs of the community. These sites provide physical and visual relief from development. They are typically smaller-scale sites and feature some development for active or passive recreation. Some sites contain undeveloped or undevelopable acreage that remain in their natural or near natural state and support urban habitat and other natural attributes. Local trails provide recreation, circulation within the local community and access to the regional trail system.

Trends toward higher density urban neighborhoods and from single-family to multi-family units brings about an increased need for local public parks and open spaces. They replace private recreation space found in big individual yards, vacant lots and quiet streets that once served as play space.

King County is faced with competing regional and local needs and increasingly limited funding. Cooperation, coordination and partnerships with public agencies and private groups is necesary to meet existing needs for park and recreation facilities and accommodate the needs of new growth.

PR-301 **King County will work in partnership with other jurisdictions and organizations to plan and provide local open spaces, trails, active parks, pools and facilities and recreation services in the unincorporated Urban Growth Area, until such time as annexations or incorporations occur or other providers become available to assume these responsibilities.**

In the Rural Area, the large geographic area and dispersed populations, individual lots, low residential density and economies of site management dictate fewer individual park sites. Nearby regional parks and open spaces also provide recreational opportunities.

PR-302 **King County will adopt standards and provide local open spaces, parks, trails and recreational services in the Rural Area.**

Standards are an accepted means by which an agency can express park, recreation and open space goals in quantitative terms and are used to analyze the effectiveness of a park system and provide a measure of identifying need for parks and open space to support new development.

PR-303 **King County will adopt and use park and recreation standards to serve as guidelines for evaluating local park, recreation and open space needs.**

PR-304 **Local parks, trails and other open space lands should be acquired and developed to meet adopted standards with a combination of public funds and dedications or contributions from residential and commercial development, based on their service impacts.**

PR-305 **Park sites should be acquired when identified in the Park, Recreation and Open Space Functional Plan or when needed to meet adopted local park and recreation standards.**

PR-306 **Local trails should be acquired when identified in the Park, Recreation and Open Space Functional Plan or when identified as part of a community trail network. If feasible, these trails should provide handicap accessible access in conformance with the Americans with Disabilities Act, and shall be developed to accommodate some or all of the following uses: hiking, cycling, running, and horse-back riding.**

Chapter Eleven

Cultural Resources

Growth Management Act's Goals, Elements and Requirements

This chapter satisfies the Growth Management Act's Goal 12 to ensure adequate public facilities and services in order to support development; and Goal 13 to identify and encourage the preservation of lands, sites, and structures that have historical or archaeological significance.

A Rich and Diverse Cultural Environment

King County's cultural environment parallels its natural features in variety and richness. Its cultural opportunities are widely known and valued for their diversity, excellence and abundance -- music, theater, ethnic heritage museums, literary activity, urban historic districts, rural landmarks, among others. Collectively, the County's cultural activity makes a significant contribution to the region's economy, the character of its communities and its quality of life. As King County grows, the need to protect, support and enhance cultural opportunities is essential to sustain livability.

To insure that all residents have access to a healthy balance of arts and heritage opportunities, ranging from those provided by nationally significant groups and individuals to community-based ones, the cultural environment should be viewed as a regional cultural system. This system includes services and facilities that serve all residents as well as a network of community opportunities that provides options for direct participation closer to home. The features of this regional system include an interjurisdictional program of historic resource protection, a regional infrastructure of cultural facilities and services, and regionwide enhancement of public places with art works.

This chapter establishes policies to protect and enhance the quality of King County's cultural environment and regional cultural systems. Policies to protect and enhance significant cultural resources are considered in the section on stewardship. Policies to guide County participation in creating and sustaining cultural facilities and services are addressed in the section on the regional system of cultural opportunities. Throughout, there is a need for partnerships and collaboration with other jurisdictions, organizations and individuals; this is the focus of the section on cooperation and coordination. The King County Cultural Plan, a functional plan being prepared separately, will supplement and elaborate on the policies contained here.

I. Cultural Resources Enhance Quality of Life and Economic Vitality

Cultural activity is a measure of the vitality of the region and its communities, as well as an essential element of residents' quality of life and a significant contributor to the region's economy. The region's cultural environment is particularly rich and diverse, spanning contemporary and traditional arts and

heritage activity. The cultural infrastructure necessary for providing cultural opportunities ranges from local to regional facilities and providers of services. Cultural facilities include multi-purpose public and private facilities, such as schools, colleges, community centers, park and recreation facilities, arts and heritage centers; and single-purpose facilities, such as concert halls, theaters, museums, galleries, studios and archives. Cultural providers similarly range from theater or dance companies, ethnic associations, heritage societies and park and recreation programs, and heritage societies to individual artists, heritage specialists and practitioners of traditional customs.

The contributions made by cultural organizations and activities to the region's economy are significant and should be recognized and supported through coordination with tourism promotion and other economic development activities. Cultural organizations and historic sites contribute directly to the region's economic vitality through their operating expenditures and importance to cultural tourism and indirectly through contributions to the region's overall quality of life and attractiveness to new businesses.

CR-101 King County shall protect cultural resources and promote expanded cultural opportunities for residents to enhance the region's quality of life and economic vitality.

CR-102 King County shall support the transmission of the region's cultural legacy, promote cultural education, and encourage the preservation and celebration of cultural diversity and creativity.

II. County Government Will be a Steward of Its Cultural Resources

Preservation of historic resources provides multiple benefits to the region; historic resources maintain a tangible connection with the historic and prehistoric past. They contribute character, diversity and aesthetic value to communities, particularly in times of rapid change. Historic attractions play a significant role in the region's appeal to tourists. Like wetlands, salmon streams and other sensitive environmental features, historic resources also have intrinsic value as places of tradition, meaning and special information.

Historic preservation requires governmental action to insure that resource values of broad public benefit and interest are maintained. Preservation programs and regulations at the federal and state levels provide protection for selected historic resources if they are threatened by federal and state actions. However, loss of historic resources occurs predominantly at the local level. To "identify and encourage the preservation of lands, sites and structures that have historical or archaeological significance" is one of the fundamental goals of local government planning under the Growth Management Act. The need for protection and enhancement of historic resources and public art also is stated clearly in the Countywide Planning Policies on community character.

Historic preservation is an ongoing activity that requires identification and evaluation of resources, use of a variety of regulatory protection and incentives, and attention to long-term preservation, enhancement and interpretation. Planning and environmental review are critical tools for historic

preservation and a necessary adjunct to landmark designation. Land use planning can be used to direct and coordinate patterns of development so as to minimize current and future conflicts with historic resources in a given area.

Public art also is a regional resource that enhances community character and diversity, sparks community imagination, enlivens community heritage and provides a direct cultural experience for many County residents on a daily basis. For new or changing communities, public art is a particularly significant contributor to character, a sense of place and belonging, and often can mitigate the adverse effects of new development. Private property owners often include art works and performances as attractive amenities in quasi-public places, such as plazas, malls and entry areas.

CR-201 King County shall encourage land uses and development that retain and enhance significant historic and archaeological resources and sustain historic community character.

Environmental review provides a means of responding to and modifying development proposals to eliminate or minimize adverse effects of development or changing land use, both on-site and on nearby parcels. Review also can be used to protect resources, such as archaeological sites, that have not yet been identified or designated. In some cases, preserving the context of historic resources is a crucial aspect of protecting their integrity.

The actions of County agencies also may damage or destroy significant historic resources. King County government can contribute to the protection of historic resources through careful planning and review of its own undertakings. Collecting all historic resource survey and review information and making it available in one place contributes to efficient and comprehensive environmental review and planning by all agencies.

CR-202 King County shall review public and private projects to protect and enhance historic and archaeological resources.

Identification and initial evaluation of historic properties is an essential first step towards preservation. Historic resource inventories are useful for many purposes, including environmental planning for public and private projects, historic research and preservation of significant resources. Evaluation is comparative, so an inventory is necessary to judge the relative historic significance of a property and the extent to which it has remained intact over time. Inventory criteria reflect the criteria used for landmark designation- properties to be inventoried must be at least 40 years old, have historic significance and be relatively unchanged since their time of importance. As time passes, new resources become old enough to be considered for preservation. Thus, identification and evaluation is a constant, ongoing process. Designated County Landmarks and currently inventoried properties likely to be eligible for designation are shown on the Historic Sites Map contained in Technical Appendix A.

CR-203 King County shall inventory historic and archaeological resources to guide decision-making in resource planning, environmental review and resource management.

Cultural resources are lost through neglect as often as through deliberate alteration or demolition. Maintenance and other management practices that protect, appropriately utilize and perpetuate the historic character and features of resources are needed to assure long-term preservation. Regular and sound management practices by public agencies and private owners are necessary. Interpretive information about the history and significance of a property can inform owners, users and others about its resource value and foster stewardship.

King County government is the largest single owner and manager of landmarks and inventoried historic resources in unincorporated areas of the County. Many of these resources are public buildings or elements of the public infrastructure, such as bridges and roads, which are significant in the development of the County and continue to be used. Interpretive information about the history and significance of a property can inform owners, users and others about its resource value and foster stewardship. King County government can set an example and contribute directly to preserving historic resources through stewardship and wise management of its own historic properties. As it needs additional lands and facilities, King County government can acquire and reuse historic properties.

CR-204 All King County agencies shall be stewards of cultural resources under their direct control, such as historic resources and public art, and shall preserve their integrity and provide public access whenever feasible.

CR-205 King County shall interpret its cultural resources to enhance their public understanding and enjoyment.

CR-206 King County shall acquire and preserve historic resources for use by County and other public agencies whenever feasible.

III. King County Supports a Regional System of Cultural Opportunities

The region's cultural environment is characterized by a multitude of overlapping public and private institutions, programs and resources combining regional and community-level organizations, infrastructure and opportunities in a loosely structured system. In any particular community, arts and heritage activities may be provided in regular programs in schools and colleges, community centers, park facilities, commercial studios or through specialized programs in performing arts centers, art or heritage museums or small private research, production and teaching facilities and studios. King County government is uniquely positioned to provide regional coordination and leadership.

Regional growth management strategies are intended, in part, to improve the quality of life in the region, protect significant resources and provide efficient expenditure of public funds by channeling growth to areas that are capable of supporting increased development and away from areas better suited for other purposes. Cultural facilities and services need to be provided in locations and ways that expand public access, broaden diversity of content and audiences and enhance cultural opportunities for all residents.

King County supports the system of cultural opportunities by providing grants to over 100 arts and heritage organizations, providing technical assistance and publications, and administering various incentives for preserving historic resources. Over the past three decades, County support has been critical in maintaining and expanding the region's cultural environment.

CR-301 King County shall support and encourage development of regional cultural organizations, facilities, and services that address a countywide audience or are dedicated to unique and significant cultural themes or disciplines.

CR-302 King County shall support and encourage community cultural organizations, facilities, and services to provide opportunities for local access and participation by all residents throughout the county.

Government agencies at the federal, state and local levels are involved in providing public art in public facilities. Collectively, King County's public art programs are the most extensive and varied in the region. Several cities have public art programs that complement County programs. Other cities benefit from technical assistance and coordination from the County in providing public art and establishing city programs. Most cities in the County contain King County facilities or those of allied agencies such as the King County Library System. Many of these facilities already incorporate or may be appropriate for incorporating public art under existing County programs.

Most public facilities, including infrastructure above and below ground, have visible parts and provide an opportunity for enhancement, display of art or for mitigation of unpleasant sights, smells, sounds or other effects. Current County public art programs serve most parts of the County, but vary in how they provide art, the types of art they provide and in what sorts of facilities support and utilize public art.

CR-303 King County shall administer a regional public art program that provides art in public facilities, projects and places to enhance community character and quality of life. Maintenance and conservation shall be a consideration in the development and management of public art.

The locations of tangible reminders of the County's early settlement and development do not correspond to current patterns of development and governmental boundaries. The region's heritage and continuity with the past are found in both urban and rural areas, divided among multiple jurisdictions. Much of our heritage is endangered without consistent or coordinated protection.

CR-304 King County shall administer a regional historic preservation program to identify, evaluate, and protect historic and archaeological resources.

IV. Cooperation and Coordination are Essential

Cultural resource issues cross jurisdictional boundaries and involve countless public and private players throughout the region. As one of many public and private participants facing growing needs and demands, King County must cooperate with others in supporting arts and heritage organizations, facilities and activities to achieve maximum effectiveness, public access and benefit. Partnerships and coordination are essential in addressing the unmet need and demand for cultural opportunities and resource protection. The variety and number of cultural providers and programs and the complexity of cultural activity in the region require coordination and cooperation.

CR-401 King County shall pursue its cultural resource goals by working with residents, property owners, cultural organizations, public agencies, tribes, schools and school districts, and others.

Although most historic resources are in private ownership, public agencies can offer incentives for preserving and maintaining them. Current state and federal preservation incentives are very limited in scope and impact. King County can expand the variety of incentives available to property owners to encourage historic preservation and can promote preservation in coordination with incentives and programs targeted at housing, community facilities and economic development. Incentives also can include flexibility and reduced barriers in applying zoning and building codes, variances and special conditions consistent with public health and safety.

Public art is particularly significant as a contributor to character and a sense of place and belonging to new or changing communities and places. Privately owned places that attract heavy public use, such as plazas and malls, may include art as an attractive amenity and place maker that contributes a public benefit to the local community. King County can explore incentives for the provision of art in public places that are privately owned.

CR-402 King County shall provide incentives to encourage investment in historic properties and public art.

As the region continues to grow, historic resources and public art under County oversight will change jurisdiction and come under city control. The benefits of preservation and public investments in incentives will be lost in these cases if continued protection is not provided. King County government also can actively seek protection for historic resources within incorporated areas.

Most of the County's cities lack the expertise and financial resources to support an historic preservation program. Through pre-annexation agreements, interlocal agreements to provide historic preservation services and other measures, King County can assist these cities and protect resources that are significant in the history of unincorporated areas, urban areas and the region as a whole. Interlocal agreements allow cities to utilize County resources in a cost effective manner and to provide County incentives to owners of landmark properties.

CR-403 King County shall work with cities to protect and enhance historic resources and public art located within city boundaries and annexation areas. The County shall

actively market its historic preservation services to cities which could benefit from such services.

Public and private community facilities such as schools, community centers, and churches frequently are used on an interim or permanent basis for a wide range of arts and heritage activities. Multipurpose use of facilities can be very efficient and cost effective, particularly in small or new communities.

Many public lands and facilities, such as parks and community centers, are used in part for cultural activities such as festivals, art classes, historical museums and public art. Several historic buildings in parks are used cooperatively by heritage organizations and provide interpretive exhibits and materials. King County government can make an important contribution to expanding cultural opportunities by encouraging cooperative use of its lands and facilities for cultural activities.

CR-404 King County shall encourage shared, multipurpose use of regional and community facilities for cultural activities to maximize their efficient use and to expand public access to cultural opportunities.

Chapter Twelve

Energy and Telecommunications

Growth Management Act's Goals, Elements and Requirements

This chapter satisfies the Growth Management Act's Goal 12 to ensure adequate public facilities and services in order to support development; mandatory Utilities Element through Technical Appendix A which has an inventory of facilities, forecast of future needs, location and capacity of new and/or expanded facilities, and a finance plan for electrical lines, telecommunication lines, and natural gas lines; and Requirement 36.70A.080 optional conservation and solar energy elements through energy conservation, air quality, and renewable energy policies.

Readily Available Energy and Telecommunications

Systems to provide energy and electronic communications are important public services which must be coordinated with land use planning. King County's economy and quality of life depend on readily available energy and telecommunications resources. Efficient use of energy resources can minimize long-term costs to the individual and to society.

Energy use is influenced by land use, type of buildings, means of transportation and how we provide urban services. The themes of environmentally responsible energy use and energy efficient land use cross several topics in this plan: natural environment, resource lands, transportation, economic development, housing and urban and rural land use. All human activities require energy, and our use of energy affects every facet of the natural environment, for example, air and water quality, soils and wildlife. There are emerging regional concerns over potential climatic changes from the use of fossil fuels in transportation, home heating, and industrial applications.

The regional plan for electric resources is the four-state Northwest Conservation and Electric Power Plan of the Northwest Power Planning Council. Its priorities for acquiring resources are, in order: conservation, renewable resources, co-generation and thermal resources. The regional plan itself does not create one additional kilowatt of energy in the region. To accomplish its purpose, the plan must be implemented by the Bonneville Power Administration and other federal agencies, the region's utilities, state and local government, private businesses and the people of the Northwest. Implementing the regional plan means that King County needs to accommodate new generating and transmission sources and use existing resources more efficiently. The more successful conservation is, the fewer new facilities will be needed over the long term.

Energy providers in King County are regulated by one or more local, state or federal agencies. Gas and electric utility resource and conservation plans are approved by other agencies through a public process. The Washington Utilities and Transportation Commission (UTC) reviews and accepts plans of private electric and gas utilities and the Seattle City Council approves the plans of Seattle City Light. Electric and gas utilities operate in King County under franchises with the County for use of

the public right-of way. The UTC also has the responsibility to define the costs that private utilities can recover, approve rates, set service standards and resolve customer complaints.

Electric utilities serving King County include Bonneville Power Administration, Puget Power and Light, Seattle City Light, and Tanner Electric Cooperative. Natural Gas is provided by Washington Natural Gas. Inventories and maps of existing and proposed electric and natural gas facilities are in Technical Appendix A.

I. Approaches to Conservation and Siting

A. Conservation

King County Countywide Planning Policy CO-6 states that "aggressive conservation efforts shall be implemented to address the need for adequate supply for electrical energy and water resources, protect natural resources, and achieve improved air quality." The following policies should guide the development of a plan to implement the Countywide policy.

Research on energy codes in the early 1990s identified a regionwide problem with energy code compliance and the need for long-term commitment to enforcement. While King County was not among the jurisdictions in the research study, a continued commitment to quality enforcement will maximize the conservation that can be achieved.

ET-101 **Reduced energy consumption, conservation, the use of renewable technologies, and energy responsible land use decisions should be a priority in King County. King County should promote the maximum use of energy conservation and renewable energy resources now, while leaving options for increasing conservation and renewable technologies in the future.**

ET-102 **To implement the Countywide Planning Policy of aggressive conservation and promotion of regional air quality, King County should:**

- **a. Effectively enforce the energy code as part of the general permit process;**
- **b. Provide density incentives through the zoning code for energy-efficient developments;**
- **c. Continue to improve the fuel-efficiency and emissions of the County-owned fleet of motor vehicles;**
- **d. Work with utilities to become a model of energy efficiency in facilities owned or operated by Metropolitan King County; and**
- **e. Seek cost-effective ways to capture energy from County operations which otherwise would be lost, such as methane gas from landfills and sewage treatment.**

Some conservation measures can increase the initial cost of building construction. For example, new energy efficient windows are more expensive than less efficient windows. Even if the cost difference is recovered over the long term in lower heating bills, the high initial cost can be a barrier for low-income people and conflict with the County's affordable housing goals.

Low-income energy assistance programs are offered by the gas and electric utilities. King County operates housing rehabilitation programs and the Housing Authority of King County operates some weatherization programs for low-income households.

These programs are available to only a small part of the population in need of such assistance due to limited funding and income guidelines that do not reflect the local cost of living. All feasible actions to increase the availability of conservation measures to low-income residents should be pursued, such as public-private cooperation and combining existing rehabilitation efforts with installation of energy efficiency measures.

ET-103 King County should expand the availability of energy efficiency measures to low-income residents.

B. Consistency With Land Use Plans

Electric and gas public service companies are mandated by State law to provide the same level of service on a uniform basis, regardless of location. (RCW. 80.28.110). Therefore, concurrency is not required for these utilities and services, though there remains a need for a reliable energy supply in the event of natural disasters or other potential disruptions to service. The following policies encourage the utilities to prioritize capital improvements in a manner consistent with land use.

When King County develops plans for land use, information about the capacity of all facilities is important to consider since the land use pattern influences and is influenced by energy use.

ET-104 Utility resource and facility plans should be consistent with the King County Comprehensive Plan and should provide for a reliable source of energy in the event of natural disaster or other potential threats of disruption to service.

Disruption of traffic due to public and private road projects is a common occurrence in King County. There are existing programs to notify utilities of upcoming projects to build, expand, or maintain County roads.

ET-105 King County should coordinate public road construction and maintenance projects with utility construction and maintenance.

Distribution systems for gas, electric and telecommunications installation in new construction now have separate permits. Permit consolidation is desirable as a means to expedite review while protecting the environment. Countywide Planning Policy ED–23 encourages jurisdictions to establish a master utility project.

ET-106 King County should explore the feasibility of a master utility permit process.

C. Solar Access

Solar features in building design can be cost effective in the Pacific Northwest, according to research sponsored by the Bonneville Power Administration. Solar energy is renewable, clean and reduces the use of fossil fuels. The Growth Management Act enables local jurisdictions to protect solar access. The following policy is intended to encourage both passive and active solar energy use.

ET-107 King County should encourage the use of solar energy and should protect solar access.

Protection of solar access can occur through subdivision and building design. For example, subdivision design which encourages east-west streets and solar orientation of buildings is a cost effective way to achieve the long-term benefits of solar energy. Solar incentives should be compatible with density goals and easy to administer. Public information programs can help increase awareness and use of solar energy. Coordination with cities, adjacent counties, the State, utilities and other agencies will help maximize the use of solar energy in a consistent manner across jurisdictions.

II. Electric Utilities

In addition to the general policies in Section I of this chapter, the following policies apply to electric utilities.

A. Electric Power Resources

More generating resources are being sought on the west side of the Cascade Mountains because the cross-Cascades transmission is a weak link in the system (70 percent of our electrical energy arrives here over this link.) The types of electric power plants proposed now and anticipated through the end of the decade include natural gas generators and co-generators and small hydroelectric plants. These generators fall below the minimum threshold of 250 megawatts for siting by the Washington State Energy Facility Site Evaluation Council (EFSEC).

Hydropower is the largest single source of our existing electrical power. The region's large hydropower projects that help serve the county's electrical energy needs are located outside King County. Examples are the Grand Coulee, North Bonneville and Ross Dams. Federal and state approvals for hydroelectric dams are difficult and time-consuming to acquire, thus hydropower is a small part of projected new regional generating resources. The Northwest Power Planning Council's plan for resources calls for 410 megawatts of hydropower in Washington, Oregon, Idaho and Montana by about 2010.

Existing hydropower facilities in King County include Snoqualmie Falls, Cedar Falls, Twin Falls, Weeks Falls, and Black Creek. Proposed projects include expansion of Snoqualmie Falls and new facilities at South Fork Tolt River, Hancock Creek and Calligan Creek (both are tributaries of the North Fork Snoqualmie), the Upper South Fork Snoqualmie and Martin Creek near Stevens Pass. Few additional projects beyond these listed are expected to be built in King County.

Small-scale hydropower is generally under 30 megawatts. State policy directs new, small hydropower facilities to streams that do not have anadromous fish and other environmental limitations. Most proposed and existing small hydroelectric projects are located within the Forest Production District.

The Federal Energy Regulatory Commission is responsible for licensing such projects, but in doing so must consider existing plans and policies of public and private jurisdictions. While power generation is of benefit to the public, it is important to ensure that small hydroelectric projects are constructed in an environmentally sound manner, and that their construction and operation are consistent with the intended functions and uses of forest lands.

ET-201 To address the cumulative effects of multiple energy facilities, King County should continue to participate in the licensing and re-licensing processes for all existing and proposed small hydroelectric projects within King County. Individual project reviews should address consistency with designated land uses and environmental protection goals. Specifically, hydroelectric projects should:

- **a. Not significantly interfere with commercial forestry operations;**
- **b. Be located and operated in a manner such that impacts to salmonid fish and wildlife are minimized;**
- **c. Avoid unstable and erosion-prone areas;**
- **d. Include performance bonding to fund erosion control;**
- **e. Provide full mitigation for construction and operation impacts;**
- **f. Avoid, to the extent practicable, diminishing scenic values; and**
- **g. Incorporate adequate public safety measures.**

Many new sources of generation will be built by independent companies rather than utilities. King County recognizes that non-utility generation is an important source of new electrical energy.

B. Utility Corridor Designation

Regardless of conservation efforts, the County's electrical transmission facilities need to be improved to meet existing demand and forecast growth. Puget Power's Draft GMA Electrical Facilities Plan (see Technical Appendix A) includes about 650 miles of new and upgraded transmission corridors and 80 new substations. Some transmission corridors cross jurisdictional lines, resulting in a complicated permitting process, sometimes involving state or federal agencies as well as local governments. Local governments need to develop a more predictable process. A task force of Puget Sound Electric Utilities recommended that local comprehensive plans acknowledge the regional, integrated nature of the electric transmission system regardless of ownership. Viewing the system as an integrated whole is necessary when considering system upgrades or improvements located in a specific neighborhood.

ET-202 King County and the utilities should identify and preserve corridors to accommodate future electric power transmission and distribution lines. Corridor designation should include:

- **a. Identification of appropriate shared uses and recognition of the values provided by non-utility uses, such as recreation;**
- **b. Recognition of County roads as utility corridors; and**

c. **Evaluation of proposed facility plans on a system-wide basis, rather than project-by-project.**

ET-203 When new, expanded or upgraded transmission is required, use of existing corridors that have above-ground utilities should be evaluated first. King County should facilitate appropriate corridor sharing among different utility types and owners.

Possible implementation measures include information sharing, easement acquisition, joint permit processes and, if joint use is for trail or open space, vegetation maintenance by trail or open space agency.

Electric distribution lines, as opposed to transmission lines, are installed underground in new subdivisions in unincorporated King County. Underground installation has aesthetic benefits and can increase reliability in some areas.

ET-204 New electrical distribution lines should be installed underground where reasonably feasible and not a health or safety concern. The County should encourage underground placement of existing distribution lines through such tools as local improvement districts.

There is public concern over the potential health effects of electrical power lines. The concern focuses on the effects of extremely low level electromagnetic fields, called ELF/EMF or simply EMF. Present practice is for the Seattle-King County Department of Public Health to respond to inquiries from citizens about EMF and to keep abreast of current research. The following policy recognizes the inconclusive nature of the data concerning EMF and the need to have an informed citizenry through public disclosure of available research about the potential health risks. Currently, scientific evidence does not support firm conclusions about the existence of health effects.

ET-205 King County will monitor scientific research on potential human health effects of extremely low frequency electric and magnetic fields (EMF) If federal or state agencies promulgate rules to reduce exposure to EMF--through changes in the use of appliances, construction practices, the location of electrical infrastructure or other activities--the County shall inform its citizens and take appropriate actions.

III. Natural Gas

The most thermally efficient use of natural gas is in "direct applications." For example, to heat homes and businesses, the use of natural gas can reduce the demand for additional electricity. The choice of fuel should be based on market conditions, with the customer comparing various fuels. However, many homes and businesses in King County do not have the choice of natural gas, even in the Urban Growth Area.

Other factors that currently limit availability include state utility regulations, building and plumbing codes and rebate programs that favor electric heat. As a result of these barriers, most multifamily

housing is built with electric heat. This is significant because multifamily represents a large share of projected new housing units in urban King County.

ET-301 King County should work to remove barriers to the availability and efficient use of natural gas.

IV. Telecommunications

A. General Policies

Telecommunication technologies are changing rapidly and will continue to change during the horizon of this plan. The telecommunication system of the future may have no distinction between cable, telephone and cellular. The policies in this chapter identify public values and goals to achieve regardless of the shape of future technology. Telecommunication services include voice, data, video and other communication services on various mediums including, but not limited to, wire, fiber optic or radio wave. Effective telecommunications services are critical to citizens in several ways. They promote and enhance individual information exchange, a robust regional economy and public services, such as delivery of emergency services, education and citizen involvement.

Telecommunications services are regulated by several entities, including the Federal Communications Commission and the Washington Utilities and Transportation Commission. King County has some regulatory authority over telecommunications services through franchises and the development approval process. Current policy for cable services is King County Ordinance No. 10159, which states in part:

> "... it is the County's policy to promote the widespread availability of cable service and diverse information to County residents and to encourage the development of cable systems and cable technology as a means of communication between and among members of the public and public institutions."

Because the technologies are converging, the policy on widespread availability of cable should extend to other telecommunications services to the extent it is consistent with state and federal regulatory authority.

ET-401 King County should promote the widespread availability of telecommunication systems to facilitate communication between and among members of the public, public institutions and business.

The County recognizes that decisions about facility construction and service provision depend on technical and economic feasibility as well as community needs and interests.

ET-402 Telecommunication services are to be encouraged as a means to mitigate the transportation impact of development and growth.

Moving information rather than people is consistent with King County's goal of minimizing travel and associated congestion and air pollution. Developers, cable and telephone service providers, employers, educators and the community at large are encouraged to support telecommuting, video conferencing and distance learning as methods for reducing automobile travel. High capacity telecommunications systems may be considered in lieu of transportation facility improvements required for mitigation of development impact.

ET-403 Long-term planning for telecommunications construction, reconstruction and facility upgrades should include provisions to insure that the system's capacity, design and equipment will allow users to take advantage of innovative uses, services and technology.

Maximum switching flexibility is an example of a service that promotes access to innovations.

ET-404 Telecommunication companies and the County should coordinate activities when facilities are being installed or road construction projects are scheduled. Co-location of telecommunication facilities is encouraged where feasible and consistent with service quality and access.

ET-405 Long-term planning for telecommunications systems should allow uninterrupted service during natural disasters.

Provisions may include, for example, back-up power sources, the use of more reliable system components or design features that limit the impact of partial outages. This policy recognizes that some natural disasters are so severe that no back-up system will provide continuous service.

B. Cable Communications

The following policies apply to the cable industry in addition to the preceding general policies. Service areas of the five cable companies serving King County are shown on the Cable Television Map of Technical Appendix A.

An extensive public process was conducted by the King County Office of Cable Communications over several years to determine the County's cable-related community needs. The following policies reflect the major recommendations of this process.

ET-406 Long-term planning for cable systems should include service to all areas of the County which meet the minimum density established in the cable company's franchise agreement and the County's Cable Television Ordinance.

ET-407 Cable companies should provide services that meet the cable-related needs and interests of all segments of the community, taking into account the cost of meeting such needs and interests.

ET-408 **Cable companies should take affirmative steps to ensure that reasonable services are available regardless of income or the income of other people in the person's neighborhood.**

ET-409 **The goal of long-term cable planning should be a high-capacity, state-of-the-art system. Two-way capacity should be installed and activated. Cable systems should be interconnected to other communications systems. They should be designed to be "open;" that is, the systems should be usable by many, for a variety of purposes.**

ET-410 **Public uses of the cable system should be expanded as the system is upgraded.**

Chapter Thirteen

Planning and Implementation

Growth Management Act's Goals, Elements and Requirements

This chapter satisfies the Growth Management Act's Goal 6 to ensure the protection of the property rights of landowners; Goal 7 to account for the timely and fair processing of permit applications; Requirement 36.70A.130 to establish the Comprehensive Plan amendment and revision process; Requirement 36.70A.140 to ensure public participation; and Requirements 36.70A.120 to include development regulations, which implement the Comprehensive Plan.

Establishing a Path for the Future

The King County Comprehensive Plan establishes a vision to ensure a highly livable region for generations to come. It contains numerous goals and objectives to direct growth to areas where services can be provided in the most cost-effective manner and away from areas where growth would threaten valued rural lifestyles and resource uses.

The purpose of this chapter is to discuss in detail how the Comprehensive Plan and the Countywide Planning Policies will be carried out in the years to come. (See Chapter One, Plan Vision, for a discussion of the Countywide Planning Policies.) Implementation measures include the regulation of public and private land uses, multi-county, countywide, subarea and neighborhood plans, provision of facilities and services, capital improvement programs (CIPs), encouragement of activities and development proposals that result in the desired land development pattern and a benchmarks and monitoring program to measure progress toward adopted goals and policies. See Technical Appendix E for a list of Washington State laws, including the Growth Management Act, that govern or affect land use planning in King County.

I-101 **When making decisions, King County shall balance the public policy goals of this Comprehensive Plan which are stated in Chapter One, Plan Vision. They are: 1) preserve the high quality of life; 2) spend money wisely; 3) continue our economic prosperity; 4) increase the housing choices for all residents; 5) ensure that necessary transportation facilities and services are available to serve development at the time of occupancy and use; 6) balance urban uses and environmental protection; and 7) preserve rural, resource and ecologically fragile areas for future generations.**

I. King County's Planning Framework: 1985-1994

The 1985 Comprehensive Plan addresses a different set of issues than the 1994 Plan. The 1994 Plan is implemented differently, as well. A brief discussion of how the 1985 Comprehensive Plan was implemented will help highlight changes in the way the County will plan in the future.

Following the Plan's adoption in 1985, more detailed planning was provided through community plans and functional plans, which carry out the general policy direction of the countywide Comprehensive Plan. Community plans were considered a part of the Comprehensive Plan, and written for smaller sections of the County, which ranged in size from sixteen to two hundred square miles. Community plans were accompanied by area zoning. Functional plans dealt in detail with specific capital or operational issues, such as transportation or open space. Many functional plans were countywide in scope, such as the Economic Development Plan. Others focused on specific areas within the County, such as surface water basin plans. The following is a list of all the community and basin plans adopted between 1985 and 1994. Older basin and community plans, as well as all functional plans, are listed in Appendix K.

Community Plans:
Federal Way Community Plan (1986)
Vashon Community Plan (1986)
Bear Creek Community Plan (1989)
SeaTac Area Update (1989)
Snoqualmie Valley Community Plan (1989)
Enumclaw Community Plan (1990)
Soos Creek Community Plan (1991)
Tahoma/Raven Heights Plan Amendment Study (1991)
West Hill Community Plan (1991)
Burien Activity Center Policy Update (1992)
East Sammamish Community Plan (1993)
Northshore Community Plan (1993)
White Center Community Action Plan (1994)

Basin Plans:
Bear Creek Basin Plan (1990)
Soos Creek Basin Plan and Final Environmental Impact Statement (1990)
Hylebos Creek/Lower Puget Sound Basin Plan(1993)
East Lake Sammamish Basin Plan (1993)

The adopted community and functional plans served many purposes. Their policies were used by the Zoning and Subdivision Examiner to make decisions on discretionary land use permits. Community plans were accompanied by land use zoning for specific areas, affecting the way local communities developed. Special conditions within these plans, applied through the permitting process, regulated how new development could occur. Plans often had a capital improvement section which directed how public money should be spent on new infrastructure.

With the 1994 Comprehensive Plan, the focus of the County's implementation framework will shift so that detailed planning in the Urban Growth Area is oriented around cities and their Potential Annexation Areas. Countywide and rural planning will continue to be done by the County. The 1985 Comprehensive Plan assumed that unincorporated communities and neighborhoods would remain unincorporated for the long term. This meant that the County continued to serve as a local, as well as countywide government. However, the Countywide Planning Policies, adopted in 1992, envision that

all urban unincorporated portions of the County will be annexed by or incorporated as cities within twenty years. Following this vision, the County will move over time to become a regional and rural government, without responsibility for service, infrastructure, and land use planning on a local level within the Urban Growth Area. This transition will be gradual, depending on the desires of local communities and the ability of cities to provide services to newly annexed areas.

II. King County's New Planning Framework: Beyond 1994

Four levels of planning are necessary to implement the Growth Management Act as shown in the following table:

Four Levels of Planning for King County		
Level	Purpose	Examples
Multi-county	Most frequently, multi-county planning will be conducted under the auspices of the Puget Sound Regional Council and will include King, Pierce, Snohomish, and Kitsap Counties. This level of planning is needed to address issues that affect the entire Central Puget Sound region.	-Metropolitan Transportation Plan -Regional Benchmarks -Multi-County Economic Development Strategy
Countywide	This level of planning is conducted by King County to address a wide range of issues that affect the entire County.	-Countywide Planning Policies -King County Comprehensive Plan -Action Plan for Affordable Housing
Subarea	This level of planning, previously called community plans and basin plans, brings the policy direction of the Comprehensive Plan to a smaller geographic scale.	-Potential Annexation Area Plans -Duwamish Coalition Project
Neighborhood	These local plans will address issues of concern to individual communities.	-White Center Action Plan -Vashon Town Plan -Aurora Corridor Study

A. Multi-County Planning

The Growth Management Act states that multi-county planning must be done for the four county region encompassing King, Pierce, Snohomish, and Kitsap Counties. This requirement was fulfilled by the Puget Sound Regional Council through the creation of the Multi-County Planning Policies. Multi-county planning will continue to be conducted under the auspices of the Puget Sound Regional Council

with participation by the four counties. Other examples of multi-county planning include the Regional Transportation Plan, Regional Benchmarks and a Multi-County Economic Development Strategy.

B. Countywide Planning

Countywide planning is conducted by King County to address a wide range of issues that affect the entire County. State law requires that planning be coordinated on a countywide level, and that the County itself adopt a Comprehensive Plan to regulate those areas it has direct responsibility for. The Countywide Planning Policies, adopted by the Metropolitan King County Council and ratified by the cities within the County in 1992, then revised in 1994, were written to meet the State requirements for countywide planning. The 1994 Comprehensive Plan is also written to meet State requirements. Functional plans are another example of countywide planning.

The Countywide Planning Policies describe an overall vision for the cities and unincorporated portions of King County, and provide general strategies and approaches to be used by local jurisdictions, acting individually and cooperatively, to achieve that vision. Examples of strategies include Potential Annexation Area agreements and use of growth phasing.

The King County Comprehensive Plan provides policy guidance for unincorporated King County. The King County Comprehensive Plan addresses all of the mandatory and several of the optional elements of the State Growth Management Act. The Plan serves as a vital guide to the future and provides a framework for managing change.

Functional plans are detailed plans for delivery of services or facilities by King County, special service districts or other agencies. Some functional plans cover the entire County, while others pertain to specific areas. Examples of Countywide functional plans include the upcoming King County Public Transportation Plan, the Action Plan for Affordable Housing, the Parks, Recreation and Open Space Plan and the Cultural Resources Plan.

1. Comprehensive Plan Land Use Map

The official Comprehensive Plan Land Use Map, which meets the requirements of the Growth Management Act's land use element, is represented in the Plan by the Land Use Map and the Service and Finance Strategy Map in Chapter One, Plan Vision. The official Land Use Map is on file with the King County Department of Development and Environmental Services.

The Growth Management Act requires King County to adopt a land use map which identifies urban and rural areas, as well as the general location, density, and intensity of land uses. Through the Countywide Planning Policies, the Metropolitan King County Council adopted such a map as a framework for the Urban Growth Area and a Rural Area adopted in this Comprehensive Plan.

The Comprehensive Plan Land Use Map is similar to the one approved in the Countywide Planning Policies and includes the additional elements for unincorporated areas required by the Growth Management Act. The Countywide Planning Policies authorized King County to make minor adjustments to its framework land use map, including: 1) technical corrections, 2) Joint Planning Areas, 3) up to 300

acres of boundary adjustments, and 4) modifications associated with the Four to One Program. Any such changes adopted by the Metropolitan King County Council through the adoption of this Plan are reflected on the Comprehensive Plan Land Use Map.

2. Amending the Comprehensive Plan Land Use Map

The official Comprehensive Plan Land Use Map can be amended only once a year. The Urban Growth Area line must be reviewed at least every ten years. The boundaries between the Urban Growth Area, Rural Area and Natural Resource Lands are intended to be long-term and unchanging. Changes to land use designations will only occur after full public participation, notice, environmental review and an official update of the Comprehensive Plan.

I-201 Amendments to the Comprehensive Plan Land Use Map should be subject to the same requirements as those for policies I-202 and I-203.

3. Amending Comprehensive Plan Policies

The King County Comprehensive Plan addresses long-range and countywide issues that are beyond the scope of decisions made in a subarea or neighborhood plan or individual development proposals. It also implements the countywide vision of the Countywide Planning Policies for all unincorporated areas. It is important that amendments to the Comprehensive Plan policies retain this broad perspective. The Growth Management Act requires that the Plan be amended no more than once a year.

I-202 All proposed Comprehensive Plan policy amendments should include the following elements:

- **a. A detailed statement of what is proposed to be changed and why;**
- **b. A statement of anticipated impacts of the change, including geographic area affected and issues presented;**
- **c. A demonstration of why existing Comprehensive Plan guidance should not continue in effect or why existing criteria no longer apply;**
- **d. A statement of how the amendment complies with the Growth Management Act's goals and specific requirements;**
- **e. A statement of how the amendment complies with the Countywide Planning Policies;**
- **f. A statement of how functional plans and capital improvement programs support the change;**
- **g. Public review of the recommended change, necessary implementation (including area zoning if appropriate) and alternatives; and**

Proposed amendments each calendar year shall be considered by the Metropolitan King County Council concurrently so that the cumulative effect of the proposals can be determined.

I-203 Proposed amendments to the Comprehensive Plan policies should be accompanied by any changes to development regulations, modifications to capital improvement pro-

grams, subarea, neighborhood, and functional plans required for implementation so that regulations will be consistent with the Plan.

Details for implementing these policies will be outlined in the King County Code, including a uniform process for amending the Plan that sets forth the type and level of information required for each type of amendment (policy or map), public notice and participation, environmental review and methods for cumulative impact analysis of separate, private development proposals.

4. The Four to One Program - Amending the Urban Growth Area to Achieve Open Space

The Countywide Planning Policies (Policy FW-1, step 7) establish a program to actively pursue dedication of open space along the Urban Growth Area line to create a contiguous band of open space north and south along the UGA. Changes to the Urban Growth Area through this program will need to be processed as Land Use Map Amendments. This program implements Growth Management Act goals to reduce sprawl and to encourage retention of open space.

I-204 **King County shall actively pursue dedication of open space north and south along the Urban Growth Area line.**

- **a.** **Rural Area land, excluding agriculturally zoned land, may be added to the Urban Growth Area only in exchange for a dedication of permanent open space to the King County Open Space System. The dedication shall consist of a minimum of four acres of open space for every one acre of land added to the Urban Growth Area, calculated in gross acres. The open space shall be dedicated at the time the application is approved;**
- **b.** **Land added under this policy to the Urban Growth Area adopted in the Countywide Planning Policies and the King County Comprehensive Plan shall be physically contiguous to the existing Urban Growth Area and must be able to be served by sewers and other urban services;**
- **c.** **The total area added to the Urban Growth Area as a result of this policy shall not exceed 4,000 acres;**
- **d.** **Development of the land added to the Urban Growth Area under this policy shall be limited to residential development and shall be at a minimum density of four dwelling units per acre. Proposals shall meet the urban density and affordable housing policies of this Comprehensive Plan;**
- **e.** **Open space areas shall retain their rural area designations and should generally be configured in such a way as to connect with open space on adjacent properties. Open space areas should generally parallel the Urban Growth Area line, but the criteria set forth in I-204(k) below shall be controlling;**
- **f.** **The minimum depth of the open space buffer between the proposed addition to the Urban Growth Area and the Rural Area shall be at least one-half of the property width;**
- **g.** **The minimum size of property to be considered will be 20 acres, which includes both the proposed addition to the Urban Growth Area and land proposed for**

open space dedication. Smaller properties may be combined to meet the 20-acre threshold;

h. Initial proposals for open space dedication and redesignation to Urban Growth Area must be received between July 1, 1994 and June 30, 1996. Review by King County shall conclude by June 30, 1997;

i. Where applications are adjacent to city boundaries or Potential Annexation Areas, King County shall consult with and solicit recommendations from the city;

j. Proposals shall be evaluated for quality of both open space and urban development. The highest quality proposals shall be recommended for adoption as amendments to the Urban Growth Area, in accordance with the procedural requirements of the Growth Management Act. If the 4,000-acre limit on land to be added to the Urban Growth Area is not reached in the time limits set forth in I-204(h), above, because of either insufficient number of proposals or proposals of insufficient quality, King County may set a time period for additional proposals;

k. Criteria for evaluating proposals shall include:
   1. Quality of fish and wildlife habitat areas;
   2. Connections to regional open space systems;
   3. Protection of wetlands, stream corridors, ground water and water bodies;
   4. Unique natural, cultural, historical, or archeological features;
   5. Size of proposed open space dedication and connection to other open space dedications along the Urban Growth Area line, and
   6. The ability to provide efficient urban facilities and services to the lands proposed to be redesignated as part of the Urban Growth Area;

l. Proposals which add 200 acres or more to the Urban Growth Area shall include affordable housing consistent with King County regulations for urban planned developments, which require a mix of housing types and densities, including 30 percent below-market-rate units affordable to low, moderate and median income households;

m. As an incentive for additional affordable housing development under this program, the required open space dedication shall be reduced from four to 3.5 acres for each acre added to the Urban Growth Area for 1) proposals smaller than 200 acres that provide 30 percent affordable housing units, or 2) larger developments that exceed 30 percent affordable housing units;

n. Development on land added to the Urban Growth Area under this policy shall be subject to the same growth phasing policies applicable to all other urban development; and

o. Where a contiguous band of publicly dedicated open space currently exists along the Urban Growth Area line, the above program shall not be utilized.

I-205 King County shall amend the Urban Growth Area to add rural lands to the UGA consistent with policy I-204. Comprehensive Plan Land Use Map amendments pursuant to this policy shall occur each year as part of the annual review of the Plan, and shall consist of a rural to urban redesignation and a reclassification to an urban resi-

dential zone. Detailed site suitability and development conditions for both the urban and open space portions of the proposal shall be established through the preliminary formal plat approval process. Open space dedication shall occur at final formal plat approval. If the applicant fails to actively pursue and receive preliminary formal plat approval during a reasonable period of time the urban and open space properties shall convert to a rural designation and rural zone classification during the next yearly review of the King County Comprehensive Plan.

5. Joint Planning Areas

The Growth Management Planning Council designated Joint Planning Areas for the cities where an agreement on the Urban Growth Area had not been reached between King County and a city. By December 31, 1995, King County, the cities, citizens and property owners will have completed a planning process to determine land uses and the Urban Growth Area for each city. The King County Executive will recommend amendments to the Urban Growth Area for adoption by the Metropolitan King County Council. The cities where Joint Planning Areas are designated include: Redmond, Issaquah, Renton, North Bend, Black Diamond and Snoqualmie. The Countywide Growth Pattern Map of Chapter One, Plan Vision, shows the Joint Planning Areas.

The Joint Planning Area designated for the City of Black Diamond is 3,000 acres. The criteria that will apply to the Urban Growth Area adjacent to the City of Black Diamond are as follows: 1) 50 percent will be designated for development and 50 percent will be designated as open space; open space can be designated in the Urban Growth Area and can be used for the purposes listed in KCC 26.04.0210L, such as preservation of wetlands and other critical areas, buffers, recreational areas and natural areas, or as an urban separator and/or urban/rural buffer in order to set the outside boundary of the future City of Black Diamond; 2) a cooperatively developed Natural Resource Management Plan for the Rock Creek and Ravensdale drainage basins; 3) a jobs/housing mix sufficient for a fiscally viable city; 4) net density on the land to be developed will average two to 18 dwelling units per acre, and 5) a phasing plan.

The Countywide Planning Policies, adopted in Ordinance 11446, identified the Urban Growth Area for the City of Black Diamond on Map 5 ("Black Diamond/Lake Sawyer Urban Growth Area") and Map 3 of 3 ("Growth Management Planning Council Proposed Urban Growth Boundary") in Appendix 1 of the Cuntywide Planning Policies and stated "City of Black Diamond to Provide Updated Joint Planning Area of 3,000 Acres - maximum." The 3,000 acres identified on the Countywide Growth Pattern Map contained in Chapter One is an amendment of the maps in Appendix 1. Since the time those maps were adopted, the Boundary Review Board (BRB) approved a 783 acre annexation to the City. The remaining Joint Planning Area (2,216 acres) will be subject to phasing, joint planning, open space, annexation and development limitations and conditions. It is acknowledged that the 783 acre annexation approved by the Boundary Review Board will be immediately annexed to the City, but is subject to the criteria that apply to the Joint Planning Area and the City's comprehensive plan. The BRB approved annexation area (783 acres) together with the current city limits constitute the Urban Growth Area for Black Diamond in the 1994 King County Comprehensive Plan.

The City of Black Diamond Comprehensive Plan should include a phasing plan, other conditions outlined below, as well as the justification for annexation and urban development in the 2,216 acre Joint Planning Area.

Final designation of the Urban Growth Area for Black Diamond will be guided by a recommendation from the King County Executive for adoption by the Metropolitan King County Council of a proposed Joint Planning Area overlay ordinance as required by Step 8.b. of Framework Policy 1 (FW-1) of the Countywide Planning Policies. The Joint Planning Area overlay ordinance will include a description of:

1. The open space plan for the Joint Planning Area and the BRB approved annexation which will designate 50 percent of the area as open space and a city wide Transfer of Development Rights (TDR) program or similar plan adopted by the City;
2. The requirements of the Natural Resource Management Plan as described in the City's Comprehensive Plan;
3. A job/housing mix sufficient for a fiscally viable city;
4. Net density on the land to be developed will range from a base of two dwelling units per acre, and potentially increased through additional clustering or the TDR program to a maximum of 18 dwelling units per acre, as described in the City's Comprehensive Plan; and
5. The phasing plan for the Joint Planning Area will be conditioned upon sufficient proposed development within the undeveloped portions of the existing city limits as a requirement prior to new annexations. Those annexations are subject to the following additional considerations:
   a) anticipated private sector investments in infrastructure;
   b) anticipated public investments in infrastructure;
   c) market demand for residential, commercial and industrial land; and
   d) yearly monitoring of indicators and benchmarks consistent with Step 6. of FW-1 of the Countywide Planning Policies.

King County anticipates Black Diamond completing and adopting its final Comprehensive Plan in early 1995. Upon receipt and review of Black Diamond's final Comprehensive Plan, the Executive will recommend a final Urban Growth Area in the form of a Joint Planning Area overlay ordinance to the Metropolitan King County Council by July 1, 1995.

I-206 **King County, Redmond, Issaquah, Renton, North Bend, Snoqualmie, and Black Diamond shall complete a joint planning process consistent with Countywide Planning Policy FW-1, Step 8b.**

I-207 **King County may amend the Urban Growth Area for each city listed as Joint Planning Area in the Countywide Planning Policies, if appropriate, following a joint planning process pursuant to policy I-206. For the Cities of Newport Hills and Woodinville, King County shall work to establish a Potential Annexation Area for the cities which lies within the Urban Growth Area. Any proposal for a Potential Annexation Area outside the Urban Growth Area shall require an amendment to the Comprehensive Plan and to the Countywide Planning Policies.**

The Maple Valley area of King County has elements of both rural and urban land uses. The portions of the area with higher densities and more intensive commercial uses, which also have more infrastructure to support them, have been designated in this plan as Urban Growth Area. Surrounding less dense residential areas, which also contain some limited commercial uses, have been designated Rural Area. Residents and area chambers of commerce are concerned that these designations may affect the area's ability to remain a cohesive community. Further, it is possible that this split in land use designations could divide the community if the urban portion is annexed to cities or incorporates as part of a new city, without consideration for its surrounding related areas. King County is committed to ensuring that the Maple Valley area can maintain its community character and unity.

I-208 **a. King County should study ways to ensure that Maple Valley maintains its community. Beginning in 1996, the County should study in more detail the commercial and residential uses in the vicinity of Maple Valley, Four Corners, and Wilderness Village to determine whether redesignations of land use are necessary and can be accomplished within the parameters of the Countywide Planning Policies and this plan including whether the area should be designated as a Rural Town. Recommendations should be completed in time to be considered in the 1997 annual Comprehensive Plan update process. Until this process is completed, King County shall oppose any proposals for annexation of land in the Maple Valley area.**

b. King County may amend the Urban Growth Area pursuant to the analysis called for in this policy, following completion of this study so long as these adjustments are consistent with the Countywide Planning Policies and this Plan.

C. Subarea Planning

Subarea planning, previously called community planning and basin planning, focuses the policy direction of the Comprehensive Plan to a smaller geographic area. Examples include Potential Annexation Area Plans, the Duwamish Coalition Project, the Quality Urban Environment and Quality Rural Environment Projects, planning efforts within a watershed or basin and functional plans.

I-209 **Subarea plans should provide detailed land use plans for local geographic areas. Subarea plans implement and shall be elements of the King County Comprehensive Plan and shall be consistent with the County's Comprehensive Plan's policies, development regulation and Land Use Map. The subarea plans should be consistent with functional plans' facility and service standards. The subarea plans may include, but are not limited to:**

a. Identify policies in the Comprehensive Plan that apply to the subarea;
b. Plan specific land uses and apply implementing zoning, consistent with the Comprehensive Plan;
c. Identify the boundaries of Unincorporated Activity Centers and Rural Towns;
d. Recommend establishment of new Unincorporated Activity Centers if appropriate;
e. Recommend additional Open Space designations and park sites;

f. Recommend capital improvements, the means and schedule for providing them and amendments to functional plans to support planned land uses;
g. Identify new issues that need resolution at a countywide level, and
h. Identify all necessary implementing measures needed to carry out the plan.

A subarea plan could follow historic community planning boundaries or address a smaller geographic area. This type of planning will address the full range of issues for a healthy community, such as public safety, health and human services, as well as land use and infrastructure. Additional types of subarea planning include:

1. Potential Annexation Area Plans

Potential Annexation Area plans will become the most prominent examples of subarea planning. These plans, which will include interlocal agreements between King County and each city, will have the following components:

- The city's Potential Annexation Area boundary, which includes the area the city is expected to annex within the next 20 years.
- The regional issues and services which King County will be responsible for after annexation.
- The local issues and services which the city will be responsible for upon annexation, and possibly before annexation.
- Strategies for the transition of responsibility for local issues and services from the County to the city.
- A funding strategy for local and regional services.
- The revision of relevant community plans, policies and area zoning to comply with the County and city's comprehensive plans and to provide the basis for land use, development and other decisions by both jurisdictions.

I-210 Following designation of Potential Annexation Areas, King County shall work with cities to establish agreements on future annexations. The County and cities should jointly develop land use policies and consistent public improvement standards. The Potential Annexation Area Plan shall be an element of the Comprehensive Plan. This process shall include participation by tribes, governmental agencies, special purpose districts, other service providers, landowners and residents. The planning process may address, but is not limited to:

a. Determining responsibility for upgrading facilities in Potential Annexation Areas where present facilities have been identified as insufficient, and establishing a financing partnership between the County, city and other service providers to address payment of costs to build new and improve existing infrastructure;

b. **Providing reciprocal notification of development proposals in the Potential Annexation Areas and opportunities to propose mitigation for adverse impacts on County, city and other service provider's facilities;**
c. **Giving cities, to the extent possible, the opportunity to be the designated sewer or water provider within the Potential Annexation Area, where this can be done without harm to the integrity of existing systems and without significantly increasing rates;**
d. **Modifying improvement standards for County roads, parks, building design and other urban standards;**
e. **Transferring local parks, recreation and open space sites and facilities;**
f. **Establishing that Potential Annexation Areas are principally for urban uses;**
g. **Making residential development density consistent with regional goals for promoting transit and efficient service delivery;**
h. **Continuing equivalent protection of County landmarks and historic resources listed on the King County Historic Resource Inventory;**
i. **Providing environmental protection for critical areas; and**
j. **Identifying the major service deficiencies within Service Planning Areas and establishing a schedule for resolving them.**

The Potential Annexation Area agreements between King County and the cities will implement each jurisdiction's comprehensive plans and policies by identifying the responsibilities of each party. Special purpose districts will be partners within the process, helping to define how services can be provided most cost effectively. The costs of providing infrastructure and services should be shared to provide the most equitable and efficient services to all residents of King County. Citizens will be equal partners with the County, cities and the special service districts in the Potential Annexation Area process.

I-211 **King County and the cities shall collaboratively address level of service standards and costs. King County and the cities may share the costs of needed capital improvement programs and other services.**

Level of service standards may differ between the County and the cities. Residents of unincorporated urban King County are encouraged to annex to cities to obtain higher levels of service. Cities and special purpose districts are expected to be the provider of most local services. Different levels of service require different levels of funding.

1-212 **If a city desires a level of service higher than King County's service standard, the city should be responsible for paying all of the incremental costs of the higher level of service above what the County would provide.**

2. Service Planning Areas

As presented in Chapter Two, Urban Land Use, Full Service Areas and Service Planning Areas designations will help the County concentrate its limited funds by designating higher priority areas for spending, specifically those areas that provide capacity for new growth. Service Planning Areas will

generally span several Potential Annexation Areas. Service Plans may be done which encompass all affected Potential Annexation Areas, or individual Potential Annexation Area Plans may include a service component which addresses all service issues for part of a Service Planning Area.

I-213 To resolve deficiencies related to water, sewer and/or transportation services, the County shall initiate a joint planning process which will:

- **a. Involve relevant jurisdictions, special purpose districts and/or local service providers, and**
- **b. Identify the major service deficiencies and establish a schedule for resolving them.**

Deficiencies will be resolved by either adjusting the land use, the level of service standards, or the source of funding.

3. Functional Planning

Functional plans are detailed plans for facilities and services and action plans and programs for other governmental activities. Some functional plans are operational or programmatic and guide daily management decisions. Others include specific details of facility design and location. Those plans that guide specific siting and facility design must be consistent with the Comprehensive Plan. Functional plans are prepared by King County, independent special purpose districts or other public and private agencies.

Capital improvements are important components of functional plans. Chapter Two, Urban Land Use, Chapter Eight, Facilities and Services, Chapter Nine, Transportation, and Chapter Ten, Parks, Recreation and Open Space, discuss capital improvements, concurrency and public spending. Capital facilities and spending on improvements and new facilities are closely linked to availability of funds. Functional plans must identify costs and services of needed facilities and distinguish between improvements needed for new growth versus existing public health and welfare needs. See Technical Appendix K for a list of existing King County Functional Plans.

I-214 Functional plans for facilities and services should:

- **a. Be consistent with the Comprehensive Plan and subarea and neighborhood plans;**
- **b. Define required service levels for the Urban Growth Area, Rural Area and Natural Resource Lands;**
- **c. Provide standards for location, design and operation of public facilities and services;**
- **d. Specify adequate, stable and equitable methods of paying for public facilities and services;**
- **e. Be the basis for scheduling needed facilities and services through capital improvement programs, and**
- **f. Plan for maintenance of existing facilities.**

D. Neighborhood Planning

Neighborhood planning will address issues of concern to individual communities. They will frequently address highly detailed planning issues, such as overlay district conditions, or focused infrastructure decisions involving individual property owners that are implemented through local improvement districts or business improvement areas. Examples of neighborhood planning include the White Center Action Plan, the Preston Village Plan, the Vashon Town Plan and the Aurora Corridor Study. Neighborhood Plans, like subarea plans, are guided by policy I-209 and other applicable policies of this Comprehensive Plan.

I-215 **Neighborhood-plans should provide detailed land use, infrastructure, and development plans for neighborhoods which are generally less than two square miles in size. These plans shall be elements of the King County Comprehensive Plan and shall be consistent with the County's Comprehensive Plan, and should also be consistent with functional plans' facility and service standards. Neighborhood plans may include, but are not limited to:**

- **a. Identify policies in the Comprehensive Plan that apply to the neighborhood;**
- **b. Plan specific land uses and apply implementing zoning, consistent with the Comprehensive Plan;**
- **c. Identify locations and conditions for special overlay districts;**
- **d. Recommend additional Open Space designations and park sites;**
- **e. Recommend capital improvements, the means and schedule for providing them and amendments to functional plans to support planned land uses;**
- **f. Identify new issues that need resolution at a countywide level, and**
- **g. Identify all necessary implementing measures needed to carry out the Plan.**

I-216 **King County shall work with local citizens in the development of Rural Town plans, such as the Vashon Town Plan. King County should ensure appropriate funding in the development, review and implementation of community developed plans.**

III. The Transition Period from King County's Past to Current and Future Planning Systems

A period of transition will occur between adoption of the 1994 Comprehensive Plan and the updating or replacing of existing community and functional plans. During this period of transition, it is necessary that the legal effect and standing of these existing plans is clear to the public and decision makers.

King County has 13 existing, adopted community plans. Under King County's pre-Growth Management Act planning system, a community plan comprised a section of the Comprehensive Plan that contained more specific policies, guidelines, and criteria to guide land use development and decisions in a local subarea of the County for a period of six to ten years. Area zoning to implement community plan policies was adopted simultaneously with adoption of a community plan.

This 1994 King County Comprehensive Plan meets all the mandatory comprehensive planning requirements of the Growth Management Act. Adoption of existing community plans into the 1994 Plan is not necessary to satisfy these requirements. By the end of 1994, the Metropolitan King County Council adopted development regulations, including zoning, to implement the 1994 Plan, as required by the Growth Management Act.

Community plans include policies that support and direct zoning decisions, including area zoning and P-suffix conditions. The Growth Management Act allows comprehensive plans to include subarea plans as an optional element, but requires that such subarea plans be consistent with the comprehensive plan. While existing community plans are consistent in many respects with the 1994 Plan, they will be reviewed and likely revised to be consistent with the 1994 Plan.

The County has a number of adopted functional plans, which are listed in Appendix K. Functional plans address the location, design, and operation of public facilities and services, such as surface water management and sewage disposal, and service programs for other governmental activities, such as housing assistance and economic development.

The 1994 Comprehensive Plan contains a Capital Facilities Plan Element which has been written to meet the requirements of the Growth Management Act. In addition, some existing functional plans have been adopted as part of this Comprehensive Plan to meet the requirements of the Growth Management Act. These functional plans, listed in Appendix A, are consistent with the Comprehensive Plan. Other existing functional plans provide much of the framework and background for the Capital Facilities Element. They also provide important policy direction for specific service delivery issues, and are used in some discretionary permitting decisions.

Like the existing community plans, the functional plans which were not adopted as part of this Comprehensive Plan are in many ways consistent with it, but will require review and revision to make them consistent. Unlike community plans, however, it is unlikely that these other functional plans would be adopted as elements of the Comprehensive Plan once revised. Instead, these functional plans will continue to provide policy direction for a variety of issues related to the Comprehensive Plan.

Because of the important policy support and direction that community plans and functional plans provide, it is important that they continue to have effect as adopted county policy until revised to be consistent with the 1994 Plan. Until so revised, or replaced or repealed, existing community and functional plans shall remain in effect and continue as official county policy for the areas for which they apply. Community and applicable functional plans shall act as a guide to County decisions and actions relating to zoning and land use and development, including State Environmental Policy Act and development applications, to the extent that applicable plan policies are consistent with and not in conflict with policies in the 1994 Plan. Community and functional plans shall continue to be used to make service and infrastructure decisions, to the extent that applicable plan policies are consistent with and not in conflict with 1994 Plan policies. In the case of inconsistency or conflict between existing community and functional plans and the 1994 Plan, the 1994 Plan will prevail.

Because of the time and effort involved in adopting or updating community and functional plans, a process that in the past has taken up to five years for a single plan, it was not possible to review and amend existing plans to make them consistent with the 1994 Comprehensive Plan. Nonetheless, to assure complete and consistent implementation of the 1994 Comprehensive Plan, the existing community plans should be revised in a timely manner and adopted as part of the 1994 Comprehensive Plan in conjunction with any amendments to the Comprehensive Plan. Within one year of adoption of this Plan, the County Executive should report to the Council with a work program to revise, replace or repeal existing community and functional plans within three years.

I-301 **Existing community plans shall remain in effect and continue as official County policy until reviewed and revised to be consistent with the 1994 Comprehensive Plan and adopted as elements of the Comprehensive Plan, or until repealed or replaced. In the case of conflict or inconsistency between applicable policies in existing community plans and the 1994 Comprehensive Plan, the Comprehensive Plan shall govern.**

I-302 **The King County Executive will report to the Council by December 31, 1995 or by the time the first amendments to the Comprehensive Plan are adopted, whichever is sooner, with a work program to review and revise existing community plans to make them consistent with the Comprehensive Plan, or to replace or repeal them, within three years of adoption of this Plan. Any such review shall include extensive citizen participation and the participation of adjacent or affected cities.**

I-303 **Existing functional plans which have not been adopted as part of this Comprehensive Plan shall remain in effect and continue as official county policy until reviewed and revised to be consistent with the 1994 Comprehensive Plan, or until repealed or replaced. In case of conflict or inconsistency between applicable policies in existing community and functional plans and the 1994 Comprehensive Plan, the Comprehensive Plan shall govern. Review of the consistency of functional plans shall occur with the report discussed in policy I-302.**

IV. King County Regulation

Land use regulation is a primary way to carry out the Comprehensive Plan. This section describes how King County's land use regulations relate to the Comprehensive Plan, subarea. and neighborhood plans.

King County regulates land development and construction through zoning and a variety of technical standards resulting in permits and approvals for specific projects. To ensure County regulation is effective and warrants a high degree of public trust and confidence, regulations must be equitable, reasonable and responsibly administered.

I-401 **King County's regulation of land use should:**

a. Protect public health, safety and general welfare;

b. **Protect consumers from fraudulent practices in land use, land sales and development;**
c. **Implement and be consistent with the Comprehensive Plan and other adopted land use goals, policies and plans;**
d. **Be expeditious, predictable, clear, straightforward and internally consistent;**
e. **Provide clear direction for resolution of regulatory conflict;**
f. **Be enforceable, efficiently administered and provide appropriate incentives and penalties;**
g. **Be consistently and effectively enforced;**
h. **Create public and private benefits worth their cost;**
i. **Be coordinated with timely provision of necessary public facilities and services;**
j. **Encourage creativity and diversity in meeting County goals and policies;**
k. **Be coordinated with cities, special purpose districts and other public agencies to promote compatible development standards throughout King County;**
l. **Be responsive, understandable and accessible to the public;**
m. **Provide effective public notice and reasonable opportunities for the public (especially those directly affected) to be heard and to influence decisions;**
n. **Avoid intruding on activities involving constitutionally protected freedoms of speech, petition, expression, assembly, association and economic competition, except when essential to protect public health, safety and welfare (and then the restriction should be no broader than necessary);**
o. **Treat all members of the public equally and base regulatory decisions wholly on the applicable criteria and code requirements;**
p. **Make development requirements readily accessible to the public through up-to-date codes, technical assistance materials and other relevant documents; and**
q. **Provide for relief from regulations when they would deprive a property of uses allowed to similar properties with the same zoning or environmental or other constraints, and when such relief would neither endanger public health and safety nor conflict with adopted use policies.**

King County should ensure that infrastructure and services that enhance and connect communities are adequately funded so they will be committed or in place when development occurs.

I-402 **King County should revise the criteria for funding capital improvement projects to focus funds in Full Service Areas and Service Planning Areas consistent with the designation criteria contained in this plan.**

I-403 **King County shall develop sewer, water, and transportation certificates for the purposes of implementing U-410 and T-403.**

A. Incentives

Incentives can encourage the types of growth and development patterns desired by King County and its residents.

I-404 **King County should develop incentives for the Urban Growth Area which encourage the development industry to provide a broad range of housing and business space. Incentives could include:**

- **a. Identification of areas with infill opportunities, granting them special status and subjecting new development in these areas to more flexible standards;**
- **b. Density bonuses for site designs which provide public benefits (for example, grid roads which connect with other developments and limit impacts on arterials), and**
- **c. Incentives which lower financial development risk.**

B. Zoning

Zoning is the designation of land by local government for specific uses and densities. Zoning includes building bulk and setback requirements, density, and separation of incompatible uses. Zoning also may require on-site improvements, coordination of development with off-site and countywide public services and place other conditions on development. Boundaries between different zones may follow property lines, natural features or other dividing lines such as roads.

I-405 **The King County Zoning Code's zone classifications and development standards and the official zoning maps shall be consistent with the Comprehensive Plan and functional plans.**

I-406 **In applying King County Code Title 21A zoning to implement the Comprehensive Plan, existing P-suffix conditions on properties shall be reviewed for appropriate application as follows:**

- **a. All P-suffix conditions which have been applied through community plans shall be reviewed in the following manner:**
  1. **If P-suffix conditions are adequately covered in existing code or if they conflict with the Comprehensive Plan, they shall be deleted;**
  2. **If P-suffix conditions implement policies in the Comprehensive Plan, then regulations shall be developed and P-suffix conditions shall be deleted;**
  3. **If P-suffix conditions are not adequately covered in existing code and the conditions implement policies in the community plan which are not in conflict with the Comprehensive Plan, they shall be carried forward intact for consideration in 1995 as part of the second phase of the Zoning Code Conversion Project.**
- **b. All P-suffix conditions which have been applied through quasi-judicial actions shall be carried forward intact and reviewed in 1995 as part of the second phase of the Zoning Code Conversion Project.**

The purpose of the potential zone is to designate properties potentially suitable for future changes in land uses or densities once additional infrastructure, project phasing or site specific public review has been accomplished, except where in conflict with the policies of the Comprehensive Plan. Potential zones are actualized through the individual reclassification process, or area zoning process, which

includes opportunities for review of traffic, environmental and other impacts and opportunities for public comment. There may be other P-suffix conditions prior to actualizing potential zoning. A Comprehensive Plan Land Use Map Amendment to actualize potential zones is only required when the Potential Zone is not included on the Land Use Map designation for the site.

I-407 **All existing potential zoning classifications shall be carried forward on to the County's official zoning maps, except where in conflict with the policies of the Comprehensive Plan. All potential zoning should be similarly reflected on the Comprehensive Plan Land Use Map, with the exception of Potential Mining Zoning designations which should be shown on the Land Use Map.**

C. Subdivisions and Other Development Approvals

Subdivision is the separation of a parcel of land into smaller lots for transfer of ownership. ("Short" subdivision is the division of a parcel into four or fewer lots.) Other development approvals include commercial or industrial construction permits and substantial development permits under the Washington State Shoreline Management Act. Review of subdivision and other development proposals is a key part of the development process for making sure facilities and services to support potential development are adequate and for evaluating environmental impacts. Subdivision of land involves detailed site planning and installation of public facilities, such as roads and utility lines.

During the subdivision or development approval process King County and private developers coordinate the greatest number of separate requirements (for example, zoning, drainage, road improvement standards and mitigating off-site service impacts). This process also addresses potential site problems, such as poor access or sensitive environmental features, and circumstances unique to a specific site that cannot be anticipated by general zoning code requirements.

I-408 **Subdivision, short subdivision and other development approvals shall be consistent with the Comprehensive Plan, zoning, community, subarea and neighborhood plans, functional plans and capital improvement programs. When needed infrastructure and facilities are not available in a timely manner, development approvals shall either be denied or divided into phases, or the needed facilities should be provided by the project proponents.**

D. Permitting

The following policy ensures realistic progress toward reducing regulatory compliance burdens on the private sector while providing appropriate safeguards for the environment and public safety:

I-409 **King County's permitting systems should provide for expeditious review of projects consistent with zoning and adopted policies.**

E. Design Review

Subarea and neighborhood plans for the Urban Growth Area should focus on small, defined urban neighborhoods and begin with a community involvement process to seek ways to balance the desires of the community with acceptable ways to incorporate density into their neighborhoods. This planning process would involve adjacent cities and relevant special purpose districts and could generate set, agreed-upon, minimum residential density and housing objectives that all new development must meet, along with a commitment for needed public amenities and infrastructure. King County also could commit to adhere to the minimum residential density and housing objectives when reviewing individual development proposals.

A neighborhood design review program that identifies the affected community and calls for its involvement early in the development review process could be established. Once density goals have been established, the neighborhood design review program would provide the affected community the opportunity to help shape how the development would look. The program can only work if coupled with changes in the public appeals provisions of the State Environmental Policy Act to ensure issues resolved through neighborhood design review will be followed.

I-410 King County shall establish community involvement approaches which more effectively tie planning to implementation.

F. State Environmental Policy Act

Sometimes, general code provisions do not adequately address impacts of proposed projects. In these cases, the State Environmental Policy Act (SEPA) may allow or require discretionary approval conditions in addition to those required by code or even require denial of some projects.

I-411 Developments requiring detailed environmental review under the State Environmental Policy Act (SEPA) should be reviewed for consistency with the Comprehensive Plan, zoning, community, subarea and neighborhood plans, functional plans and capital improvement programs.

G. Code Enforcement

The achievement and preservation of quality urban and rural living environments and protection of resource lands requires rigorous enforcement of the development standards contained in the County's land use and environmental regulations.

I-412 King County shall enforce its land use and environmental regulations by pursuing code enforcement complaints, and providing oversight during the process of site development on all sites for which it issues permits.

V. Measuring Our Progress Through Benchmarks

This plan contains numerous goals and objectives for the County's future. How will we measure the progress made toward meeting our goals? One approach is a concept called benchmarks.

Benchmarks are quantifiable goals to measure the outcomes of public policy. They are a way to establish a measurable goal and monitor progress towards achieving that goal. For example, measuring the amount of vacant land used for new growth each year and how dense the growth is on this land affords a picture of how quickly and efficiently that vacant land supply is being used.

Use of benchmarks is a way to assure accountability to the public. It demonstrates whether the County is moving toward the goals and how fast. It allows public resources to be prioritized or re-prioritized in order to meet the goals or, if the desired outcome is not achieved, to modify the goals.

Benchmarks work well with the public participation process of the planning cycle. Citizens and various stakeholder groups can provide feedback about the benchmarks most important to them. Progress reports can be used by elected officials to make mid-course corrections to accomplish the goals.

I-501 **King County should pursue a monitoring and benchmarks program to measure progress towards public policy goals. A process should be established which:**

- **a. Includes the public, environmental and business leaders, interest groups, cities and other agencies in identifying key indicators to be used as a basis for benchmarks;**
- **b. Addresses key issue areas of countywide concern, including, but not limited to, land capacity, phasing of growth in urban and rural areas, density, permit processing, housing costs, economic strength and diversity, employment growth by area, job training and education, natural resource consumption, public health and safety, water use, solid waste, transportation, open space, cultural resources, energy use, air, water and ground water quality; status of wetland functions; habitat and species protection; and the sustainability of resource, rural, and industrial lands;**
- **c. Establishes a process whereby data collection monitoring and regular reporting are used to measure key indicators and benchmarks are identified from these indicators. The benchmarks should be adopted by the Metropolitan King County Council;**
- **d. Identifies alternative ways to reach an identified policy goal or to change that goal if the monitoring process indicates that benchmarks cannot be achieved; and**
- **e. Builds on the contributions to benchmarking made during development of the Countywide Planning Policies, to avoid duplication of efforts and consolidate benchmarking efforts. Toward this end, a single advisory group with responsibility for providing oversight and guidance for countywide benchmarking efforts shall be established.**

GLOSSARY

Agricultural Production Districts

The Growth Management Act requires cities and counties to designate, where appropriate, agricultural lands that are not characterized by urban growth and that have long-term significance for the commercial production of food or other agricultural products. The Comprehensive Plan designates Agricultural Production Districts where the principal land use should be agriculture. Lands within Agricultural Production Districts should remain in parcels large enough for commercial agriculture. (See Chapter Six, Natural Resource Lands.)

Annexation

This is the process of adding or incorporating an area into a city's jurisdiction.

Beneficial Uses

"Beneficial uses" include uses of water resources that provide a benefit to the public, including, but not limited to, fish and wildlife habitat, fishing, swimming, transportation, recreation, water supply, flood control, water quality control, and aesthetic enjoyment.

Best Management Practices (BMPs)

These are defined by the Washington State Department of Ecology as physical, structural, and/or managerial practices that, when used singly, or in combination, prevent or reduce pollution of water. The types of BMPs are source control, runoff treatment, and streambank erosion control.

Capital Improvement Program (CIP)

The 1994-1999 Adopted Capital Improvement Program budget allocates funds from various revenue sources to improve cultural and recreational opportunities for King County citizens, build needed roadways, protect our investment in existing buildings, protect the health of our citizens, enhance the management of natural resources, and provide necessary capital resources for our law, safety, and justice system.

Central Puget Sound Water Resource Planning

This planning applies the Chelan Agreement regional water resources planning process in the Central Puget Sound region of Washington State. It will bring together representatives of the major interest groups of the region, including state, local and tribal governments, environmental, recreation, fisheries, business and agriculture, to decide water policy issues for the region by consensus, to determine how to enhance in-stream flows for fisheries and other uses, and to determine how to allocate the

remaining public waters in the region. This is to be accomplished through the preparation of a regional water resource plan.

Chelan Agreement

The Chelan Agreement, signed in 1990, was the result of a two-year effort to address a wide range of statewide water resource policy issues. It is an agreement in principle that calls for the convening of regional committees to review the water quantity and quality issues of that region and to reach a conclusion on how to best resolve those issues locally. It also establishes a regional water resources planning process which has been implemented in two pilot projects, one each in eastern and western Washington.

Clustering

Clustering means developing a subdivision that reduces the individual lot areas to create permanent open space or a reserve for future development while it maintains the zoned residential density.

Community Business Centers

These are primarily retail developments designed to serve a nearby market area of 15,000 to 40,000 people. (See Chapter Two, Urban Land Use.)

Comprehensive Plan

The Growth Management Act requires certain cities and counties of the state to adopt comprehensive land use plans. A comprehensive plan is a generalized, coordinated land use policy statement of the governing body of a county or city that is adopted pursuant to the Growth Management Act. A comprehensive plan consists of a map or maps, and descriptive text covering objectives, principles, and standards used to develop the comprehensive plan. Each comprehensive plan includes a plan, scheme or design for land use, housing, capital facilities, utilities, rural areas, and transportation. Optional components include elements relating to conservation, solar energy, recreation, and subarea plans.

Concurrency Management System

The Growth Management Act requires jurisdictions to adopt and enforce ordinances which prohibit development approval if the development causes the level of service on a transportation facility to decline below the standards adopted in the Comprehensive Plan, unless transportation improvements or strategies to accommodate the impacts of development are made "concurrent" with the development. Concurrent with development means that transportation improvements or strategies are in place at the time of development or that financial commitment is made to complete the improvements or strategies within six years. The Concurrency Management System of King County establishes a process to manage new development based on transportation impacts on levels-of-service and the concurrency of needed improvements or actions. (See Chapter Nine, Transportation).

Coordinated Water System Plans

Four Critical Water Supply Service Areas have been designated in King County in accordance with the Public Water System Coordinated Act of 1977 (RCW 70.116): East King County, Skyway, South King County, and Vashon Island. The Coordinated Water System Plan for each area provides an assessment of water supply and a program to meet future demand. Planning areas, within which a water purveyor is obligated to provide service consistent with County land use plans and regulations, were assigned for major purveyors.

Countywide Planning Policies

The Growth Management Act requires that counties, as regional governments within their boundaries, prepare countywide planning policies which establish a countywide framework from which county and city comprehensive plans are to be developed and adopted. This framework is to ensure that city and county comprehensive plans are consistent. The "King County Countywide Planning Policies" were developed and recommended by the Growth Management Planning Council and are to serve as a blueprint for how King County and its cities should grow over the next 20 years. The Metropolitan King County Council adopted these policies in 1992. Since this time, amendments called "Phase II Countywide Planning Policies" have been made to the sections pertaining to affordable housing, economic development and rural character. The County Council has adopted these Phase II amendments. (See Chapter One, Plan Vision.)

Critical Areas

The Growth Management Act requires cities and counties to designate, where appropriate, critical areas which include: 1) wetlands, 2) areas with a critical recharging effect on aquifers used for potable water, 3) fish and wildlife habitat conservation areas, 4) frequently flooded areas, and 5) geologically hazardous areas. (See Chapter Seven, Natural Environment for King County's designation of critical areas.)

Critical Links

These are sections of roadways that are critical for ensuring adequate transportation within a particular area. Development in the zone depends upon its critical links being able to carry traffic adequately. (See Transportation Adequacy Measure.)

Critical Capacity Projects

Critical capacity projects for arterials (such as new construction or adding new travel lanes) are needed to achieve the level-of-service identified in the Plan. The Plan emphasizes priority for critical capacity projects in the Unincorporated Activity Centers, Full Service Area with Transit Priority, and the Full Service Area during the 20 year life of the Plan.

Cultural Plan

The Cultural Plan contains an analysis of existing conditions, prioritized policy recommendations, and implementation actions for responsible support and management of the region's cultural resources.

Density

The quantity of structures or buildings per unit area. Typically expressed as housing units per acre or square mile.

Density Incentives/Bonuses

Density incentives, or density bonuses, are additional structures above the number of structures permitted on a site by zoning (sometimes referred to as "base density") in exchange for public benefits provided by the developer. King County has incorporated use of density incentives with standard urban subdivision, mobile home park, and multifamily development projects. (King County Code, Title 21A)

Density, Transfer of

Transfer of density means the ability to transfer allowable density, in the form of permitted building lots or structures, from one property (the "sending site") to another (the "receiving site") in conjunction with designation of all or part of the sending site as open space. King County allows transfers of density as part of standard subdivision, mobile home park and multifamily project review processes. (King County Code, Title 21A)

Development

An area that is developed as a tract of land with built structures.

Drainage Basin

A drainage basin, like a watershed, is an area that drains to a common outlet or an identifiable water body such as a river, stream, lake or wetland. In King County, 72 drainage basins are contained within six major watersheds. These drainage basins in turn contain numerous individual waterbodies with small drainages.

Ecological Function

An ecological function refers to physical, chemical, and biological processes or attributes at some level of biological organization. For example, the ecological functions of wetlands includes food chain support, water quality maintenance, flood storage, and wildlife habitat.

Enhance

Enhance means to increase one or more of the functions or values that an ecosystem or environmental feature possesses. An improvement in a functional attribute or value. (See Chapter Seven, Natural Environment).

Endangered Species

Endangered Species means any species which is in danger of extinction throughout all or a significant portion of its range and which has been designated as such in regulations issued by the U.S. Fish and Wildlife Service or the Washington State Department of Fish and Wildlife.

Environmentally Sensitive Areas

Coal mine, erosion, flood, landslide, seismic, steep slope and volcanic hazard areas, and streams, wetlands and protection buffers constitute environmentally sensitive areas.

Existing Transportation Needs

These are transportation improvements and services associated with existing households and businesses which are needed at the time of Plan adoption. (See Chapter Two, Urban Land Use).

Fair Housing Ordinance

King County's Fair Housing Ordinance prohibits housing discrimination against persons on the basis of race, color, religion, national origin, age, sex, marital status, parental status, use of Section 8 subsidy, sexual orientation, disability or the use of a trained guide dog.

Family-Wage Jobs

Family-wage jobs which are capable of supporting a family. For the purposes of this plan, the term means jobs which pay more than the average annual wage for King County in a given year.

Fish and Wildlife Habitat Conservation Areas

Designation of Fish and Wildlife Habitat Conservations Areas is required by the Growth Management Act. This Comprehensive Plan designates the following as such areas: 1) areas with which endangered, threatened, and sensitive species have a primary association; 2) habitats and species of local importance; 3) commercial and recreational shellfish areas; 4) kelp and eel grass beds; 5) herring and smelt spawning areas; 6) naturally occurring ponds under 20 acres and their submerged aquatic beds that provide fish or wildlife habitat; 7) waters of the state; 8) lakes, ponds, streams, and rivers planted with game fish by a governmental or tribal entity; and 9) state natural area preserves and natural resource conservation areas.

Flood Hazard Reduction Plan

The King County Flood Hazard Reduction Plan contains policies and program and project recommendations that guide floodplains use and development throughout King County.

Floodplain

The areas of land adjacent to lakes, rivers, and streams that are subject to periodic flooding. Floodplains are designated based on the predicted frequency of flooding for a particular area. For example, a 100-year floodplain is a land area that has a one percent probability of experiencing flooding in any given year.

Forest Production Districts

The Growth Management Act requires cities and counties to designate, where appropriate, forest lands that are not characterized by urban growth and that have long-term significance for the commercial production of timber. The Comprehensive Plan designates Forest Production Districts where the primary use should be commercial forestry. Lands within the Forest Production District shall remain in large parcels and in ownership conducive to forestry. (See Chapter Six, Natural Resource Lands).

Functional Planning

Functional plans are detailed plans for facilities and services and action plans and programs for other governmental activities. Some functional plans are operational or programmatic, which means they guide daily management decisions. Others include specific details of facility design and location and must be consistent with the Comprehensive Plan and development regulations. Functional plans are prepared by King County, independent special purpose districts or other public and private agencies. (See Chapter One, Plan Vision).

Global Warming

Global warming is an increase in worldwide atmospheric temperature.

Ground Water Management Plans

King County has five Ground Water Management Areas (GWMA) for which citizens and technical experts are addressing ground water issues. For each GWMA, a Ground Water Management Plan (GWMP) is being developed per WAC 173-100(RCW 90.44). Each GWMP will describe the area's ground water resource, contain a detailed exploration of ground water protection issues, and propose solutions to perceived threats. These Plans will identify Sensitive Aquifer Areas to receive a special level of protection.

Growth Management Act (GMA)

In 1990, the Washington State Legislature passed the State Growth Management Act (ESHB 2929). The Act calls for urban counties and cities in the state to develop comprehensive plans to guide growth management decisions for at least the next decade. Amendments to the Act in 1991 require that counties, working with the cities within their boundaries, develop Countywide Planning Policies to provide a common vision of the future to serve as the framework for all comprehensive plans throughout the county. (See Chapter One, Plan Vision)

Growth Management Planning Council (GMPC)

The GMPC, which was established by an interlocal agreement, is a 15-member council of elected officials from Seattle, suburban cities and King County. The GMPC has been responsible for the preparation and recommendation of the Countywide Planning Policies to the Metropolitan King County Council, which then adopts the policies and sends them to the cities for ratification.

Habitat

Habitat is the area where wildlife normally lives and grows. Habitat components include food, water, cover (security, breeding, thermal) and space.

Habitat Network

Habitat network is a system of fish and wildlife habitat where connections between large habitat blocks and open spaces are necessary for the support of fish and wildlife through their life cycles.

Incorporated Areas

Incorporated areas are those areas that exist within a city or a city's jurisdiction. King County contains 32 whole incorporated cities and parts of two others.

Infill

Infill means development or redevelopment on small properties or groups of properties within existing built-up areas.

Initial Project Needs

Road improvement projects that are needed to meet the impacts of a specific development are initial project needs. They must be concurrent with the development.

Interjurisdictional Staff Group

This group is comprised of planning directors and public works directors from most King County jurisdictions who advise the GMPC on technical issues regarding the Countywide Planning Policies.

Joint Planning Areas

The Growth Management Planning Council designated Joint Planning Areas for cities where an agreement on the Urban Growth Area had not been reached between King County and a city. By policy of the King County Comprehensive Plan, King County, the cities, citizens and property owners will have completed a planning process to determine land uses and the Urban Growth Area for each city by December 31, 1995. The cities where Joint Planning Areas are designated include: Redmond, Issaquah, Redmond, North Bend, Black Diamond and Snoqualmie. (See Chapter Thirteen, Planning and Implementation).

King County Open Space System

This is a system of linked publicly owned regional open space corridors of greenways and waterways along the major river systems, shorelines and the Mountain-to-Sound Greenway. (See Chapter Ten, Parks, Recreation and Open Space)

Land Use Map

The official land use map for the Comprehensive Plan that designates the general location and extent of the uses of land for agriculture, timber production, housing, commerce, industry, recreation, open spaces, public utilities, public facilities, and other land uses as required by the Growth Management Act. The Land Use Map is not included in the Plan because it is very large. It is available for review at the Department of Development and Environmental Services and at the Clerk of the King County Council. A smaller representation of the Land Use Map is included in the Comprehensive Plan.

Level-of-Service - Transportation

Transportation level-of-service is a qualitative measure, graded A through F, describing the operational conditions of the County's transportation system (assessing both design capacity and actual traffic volumes by corridor) as experienced by travelers and which is determined by using the Transportation Adequacy Measure (TAM) methodology.

Median Household Income

The median divides all households into two equal groups, one having income above the median and the other having income below the median.

Mineral Resource Sites

The Growth Management Act requires cities and counties to designate, where appropriate, mineral resource lands that are not already characterized by urban growth and that have long-term significance for the extraction of minerals. The Comprehensive Plan designates Mineral Resource Sites which are existing approved mining sites currently either zoned outright for mining or operating under an approved Unclassified Use Permit (those with Quarrying/Mining zoning, Mineral Extraction zoning, or an approved Unclassified Use Permit). The Comprehensive Plan also designates Potential Mineral Resource Sites which are properties on which King County expects some future mines to be located. (See Chapter Six, Natural Resource Lands, page 10)

Mitigation Bank

A mitigation bank is a property approved by the appropriate county, state and federal agencies for restoration, creation, or enhancement to compensate for adverse impacts to wetlands caused by the development of public agency facilities and utility facilities.

Mitigation Payment System

This system establishes a requirement that new growth and development pay a proportionate share of the cost of supporting needed transportation improvements. The proportionate share is that portion of the cost of transportation facility improvement that is related to the service demands and needs of the new development. (See Chapter Nine, Transportation)

Mixed Use

This term refers to a development with combined commercial and residential uses.

Mode Split

Mode split is the percentage of all trips using non single occupant vehicular forms or modes of travel. Modes of travel include single-occupant vehicles, transit, carpooling, bicycling, walking, and other modes.

Multifamily

Multifamily housing structures are those with more than one unit. Multifamily housing includes duplexes, apartments and condominiums.

Natural Resource Lands

The Growth Management Act requires cities and counties to designate natural resource lands which include the following: 1) agricultural lands that have long-term significance for the commercial production of food or other agricultural products; 2) forest lands that have long-term significance for the

commercial production of timber; and 3) mineral resource lands that have long-term significance for the extraction of minerals. The Comprehensive Plan designates Agricultural Production Districts, Forest Production Districts, and Mineral Resource Sites. (See Chapter Six, Natural Resource Lands)

Neighborhood Business Centers

These are shopping areas offering convenience goods and services to local residents. They primarily contain retail stores and offices. (See Chapter Two, Urban Land Use).

New Growth

New growth is growth that occurs subsequent to pipeline development for which no application is currently pending review/approval in the King County permitting process, but which is forecasted to occur over the next 20 years in this Comprehensive Plan.

Non-degradation

Non-degradation means to prevent the decline to a lower state; to keep from reducing the complexity, functions, or integrity of ecological processes or values.

Non-Motorized Transportation

This refers to pedestrian, bicycle, and equestrian travel, and the facilities needed to make it safe and convenient.

Non-point Pollution

Non-point pollution is pollution which enters any waters of the State from any dispersed land-based or water-based activities, including but not limited to atmosphere disposition, surface water runoff from agricultural lands, urban areas, or forest lands, subsurface or underground sources, or discharges from boats or marine vessels.

Open Space

The Growth Management Act requires cities and counties to identify open space corridors within and between urban growth areas which include lands useful for recreation, wildlife habitat, trails, and connection of critical areas. Open space lands, as designated by the Comprehensive Plan, include federal, state and locally owned parks and wilderness areas, developed parks and areas left in a natural state so they can sustain sensitive ecosystems, community identity and aesthetics and links between important environmental or recreational resources. (See Chapter Ten, Parks, Recreation and Open Space)

Particulate Matter

Particulate matter is solid or aerosol particles dispersed in the air including dust, soot, and oil. The major sources are industrial activities, fugitive road dust, motor vehicle emissions, and woodsmoke.

Pipeline Development

These are land use development applications, whether vested or unvested, that were submitted prior to adoption of King County Comprehensive Plan and are pending review/approval in the permitting process.

Point Pollution

Point pollution is pollution that enters any waters of the State from an identifiable source such as a pipe.

Potential Annexation Area

A Potential Annexation Area is an area in unincorporated King County adjacent to a city that is expected to annex to the city and to which that city will be expected to provide services and utilities within the next two decades. (See Chapter Two, Urban Land Use Technical Appendix L)

Priority Needs Process

Because there are many transportation needs that cannot be funded, the priority needs process rates each improvement project and assigns it a score. High score projects are funded first.

Protect

Protect means to keep from harm, attack, injury, or destruction; to maintain the integrity of, especially through environmental care.

Public Benefit Rating System

This is a current use taxation program whereby the reduction in property taxes is determined using a scoring system related to the numbers and quality of open space resources located on all or portions of the property.

Puget Sound Regional Council (PSRC)

The PSRC is the designated metropolitan planning organization for our area and is responsible for regional growth management and transportation planning in the four county region which includes King, Pierce, Snohomish and Kitsap Counties. PSRC's General Assembly includes mayors, county executives, and council commission members from the four counties. The Council also includes as

members the ports of Everett, Seattle and Tacoma and the State Department of Transportation and Transportation Commission. The PSRC prepared Multi-county Planning Policies for the four-county region.

Regionally Significant Resource Area (RSRA)

RSRAs are those portions of watersheds that contribute to the resource base of the entire Puget sound region by virtue of exceptional species and habitat diversity and abundance when compared to aquatic and terrestrial systems of similar size and structure elsewhere in the region. RSRAs may also support rare, threatened or endangered species or communities. (See Chapter Seven, Natural Environment)

Regional Transit Authority (RTA)

State legislation of 1992 allowed the creation of a new agency in King, Snohomish and Pierce Counties. The RTA was formed in 1993. Its board is made up of local elected officials from the three counties and the State Department of Transportation Secretary. The RTA has the responsibility to collect and distribute new tax revenues for regional rail transit, to build and to operate a regional rail transit system. The RTA would also distribute funds to local transit agencies to provide feeder services for the rail system. Its funding depends on local voter approval of a regional high capacity transit plan and funding. (See Chapter Nine, Transportation)

Regional Transit Project (RTP)

The RTP is a combined planning effort of Metro, Pierce Transit, Community Transit, Everett Transit, Sno-Tran and the State Department of Transportation to analyze various high capacity transit alternatives. (See Chapter Nine, Transportation)

Regional Transit System Plan (RTSP)

The RTSP is the regional vision for increasing the three county investment in public transportation. It recommends levels and types of services and facilities to meet regional transit needs. It recommends areas to be served by rail with specific routes, station locations and other supporting facilities to be decided after more detailed study. (See Chapter Nine, Transportation)

Regional Wastewater Services Plan

The King County Metropolitan Services Department is preparing this plan to examine four areas: wastewater treatment facilities, combined sewer overflow control, wastewater reuse, and biosolids management. Scheduled to be completed by the end of 1995, the Plan will seek answers to questions of where new facilities will be built, type of technology to use and the future of reclaimed water and biosolids. Short term needs through 2006 will be specified, and long-term alternatives to the current Metro system will be identified.

Restore

Restore means to return land and water resources from a disturbed or totally altered condition to an approximation of their condition prior to disturbance or alteration. Restoration projects are conducted by public agencies through capital improvement projects and by developers as a means to mitigate adverse impacts of their proposals. (Restoration of land is not required of developers when they protect land and water resources according to King County regulation.) (See Chapter Seven, Natural Environment)

Rezones

Rezoning is the term that refers to the process of individual requests and applications to change the zoning classification of the current zone.

Rural Area (See also Rural Zoning)

The Growth Management Act requires that counties designate a rural area in order to conserve the rural character and quality of the existing rural lands in Washington. King County's Rural Area contains very low-density residential development, commercial and industrial development, farms, forests, watersheds crucial for both fisheries and flood control, mining areas, small cities and towns, historic sites and buildings, archaeological sites and regionally important recreation areas. (See Chapter Three, Rural Land Use)

Rural Cities

King County's rural cities are incorporated areas within the Rural Area whose local governments are involved in the region's planning processes on an equal legal basis with the suburban cities and Seattle. The incorporated rural cities are Black Diamond, Carnation, Duvall, Enumclaw, North Bend, Skykomish and Snoqualmie. (See Chapter Three, Rural Land Use)

Rural Farm and Forest Districts

These are districts within the Rural Area where farming and forestry are to be encouraged and expanded through incentives and additional zoning protection. According to the Countywide Planning Policies, King County is to designate and zone these districts by December 31, 1995. (See Chapter Three, Rural Land Use)

Rural Growth

Rural Growth refers to residential, commercial, and industrial growth that is scaled to be compatible with, and maintains the traditional character of the Rural Area. Rural growth typically does not require urban governmental services except in the case of some rural towns and to protect the environment as provided in this Comprehensive Plan. The basic elements of "Rural Character," as defined by the King County Countywide Planning Policies, are natural features, resource-based

industries, rural towns, rural neighborhoods, rural infrastructure and services, open space system, rural housing, rural economy, and rural cities.

Rural Growth Target

The Countywide Planning Policies require King County to adopt a rural growth target. King County's unincorporated 20-year household growth target range is 5,800 to 8,200 dwelling units in the Rural Area. The Rural Area employment growth target range is 1,300 to 2,700 jobs. (See Chapter Three, Rural Land Use)

Rural Neighborhoods

Rural neighborhoods are small commercial developments, or in some cases, historic towns or buildings, that are too small to provide more than convenience shopping and services to surrounding residents. They generally do not have services such as water supply or sewage disposal systems any different from those serving surrounding rural residential development. (See Chapter Three, Rural Land Use)

Rural Towns

Rural towns are unincorporated towns governed directly by King County. They provide a focal point for community groups such as chambers of commerce or community councils to participate in public affairs. The purposes of rural town designations within the Comprehensive Plan are to recognize existing concentrations of higher density and economic activity in rural areas and to allow modest growth of residential and economic uses to keep them economically viable into the future. (See Chapter Three, Rural Land Use)

Rural Zoning

The rural zone is meant to provide an area-wide, long-term, rural character and to minimize land use conflicts with nearby agricultural, forest or mineral extraction production districts. These purposes are accomplished by: 1) limiting residential densities and permitted uses to those that are compatible with rural character and nearby resource production districts and are able to be adequately supported by rural service levels; 2) allowing small scale farming and forestry activities and tourism and recreation uses which can be supported by rural service levels and which are compatible with rural character; and 3) increasing required setbacks to minimize conflicts with adjacent agriculture, forest or mineral zones.

Satellite System Management

When large water utilities oversee the operations of smaller water systems, not connected to their own system, it is called satellite system management. The satellite system manager is hired by the smaller system to operate and maintain the system in accordance with local, state and federal health regulations.

Sensitive Areas Map Folio

The folio displays the location of environmentally sensitive areas in unincorporated King County. It identifies sensitive areas for wetlands, streams, flood hazards, erosion hazards, landslide hazards, seismic hazards, and coal mine hazards.

Sensitive Species

Sensitive species means any species which is likely to become an endangered species within the foreseeable future throughout all or significant portion of its range and which has been designated as such in regulations issued by the U.S. Fish and Wildlife Service or the Washington State Department of Fish and Wildlife.

Service Areas:

Full Service Area

These areas have water and sewer services in place or these services can be provided in the next six years. The County will invest in road needs for new growth in these areas. To be considered as having adequate water and sewer services, the following conditions must be met:

a. Approval of comprehensive water and sewer system plans identifying planned service to the area;

b. Approval by the Boundary Review Board for either annexation of the area to the district for both water and sewer service or ability to serve the area outside incorporated boundaries for both water and sewer service;

c. Water and sewer availability certificates with all conditions met; and

d. If the utility extensions are to be privately funded, signed developer extension agreements for both water and sewer service.

(See Chapter two, Urban Land Use)

Full Service Area with Transit Priority

These areas have water and sewer services in place or these services can be provided in the next six years. The County will invest in transit and road improvements that support transit in these areas, until there is both water and sewer availability. (See Chapter Two, Urban Land Use)

Service Planning Areas

These areas do not have all the services necessary to support development. Water supplies or public sewers may be deficient to support development at planned densities. King County will invest only

in road improvement needs for existing and pipeline development in these areas, (See Chapter Two, Urban Land Use).

Sewer Availability

Sewer availability means the presence of sewers now or within six years through extensions included in adopted sewer comprehensive plans. In the case of Urban Planned Development, 1) the capacity to intercept and treat waste water as evidenced by a King County approved sewer system plan or a Metro utility plans, 2) a firm commitment to serve an area with sewer as evidenced by either a sewer availability certificate, utility extension agreement, or an approved sewer system plan and 3) a firm financial commitment to provide sewer, as evidenced by either a capital improvement program or utility extension agreement.

Sewer Tightline

Tightlining of sewers means that a sewer line is designed and sized to only serve a particular structure.

Short Subdivisions

These are subdivisions in unincorporated King County that are limited to four lots or less (nine in some cities), and are approved administratively by King County's Department of Development and Environmental Services.

Significant Adverse Environmental Impact

Significant as used in State Environmental Policy Act means a reasonable likelihood of more than a moderate adverse impact on the environment. Significance involves context and intensity and does not lend itself to a formula or quantifiable text. The context may vary with the physical setting. Intensity depends on the magnitude and duration of an impact. The severity of an impact should be weighed along with the likelihood of its occurrence. An impact may be significant if its chance of occurrence is not great, but the resulting environmental impact would be severe if it occurred.

Single Family

Single family housing units are individual structures including conventional houses and mobile homes.

Subarea Planning

This level of planning brings the policy direction of the Comprehensive Plan to a smaller geographic area. Subarea plans are meant to provide detailed land use plans for local geographic areas. These plans are meant to implement the King County Comprehensive Plan and be consistent with the County's Comprehensive Plan's policies, development regulations, and Land Use Map.

Subdivision

A subdivision is land that has been divided into legal lots, or is the process of dividing land into lots.

Transportation Adequacy Measure (TAM)

The Transportation Adequacy Measure is the County's methodology for measuring the level-of-service performance of its transportation system. Transportation Adequacy Measure is a calculated index of the quality of transportation experienced by travelers. It is based on two components; a system-wide average ratio of traffic volumes to traffic capacities; (the lower this weighted average, the better the transportation adequacy) and the volume to capacity rates of certain roads that are critical to system performance (critical links). The TAM applies to discrete land areas (zones) in the County and is the basis for transportation level-of-service standards. (See Chapter Nine, Transportation)

Transportation Facilities and Services

These are the physical assets of the transportation system that are used to provide mobility. They include roads, transit, bridges, traffic signals, ramps, buses, bus garages, park and ride lots and passenger shelters.

Transportation Certificate of Concurrency

An official notice given to a property owner by the Department of Public Works or its successor that indicates whether there is capacity on the transportation system to accommodate new growth. A Transportation Certificate of Concurrency is required to show that adequate transportation facilities are available to service growth as part of the development review process.

Transportation Demand Management (TDM)

TDM is a strategy for the reduction of automobile trips, particularly trips taken in single-occupant vehicles. TDM encourages public transportation over automobile use and specifically refers to policies, programs and actions implemented to increase the use of high-occupancy vehicles (public transit, car-pooling and van-pooling) and spread travel to less congested time periods through alternative work hour programs (See Chapter Nine, Transportation).

Transportation Needs for New Growth

These are road improvements and transit services needed to support growth that has been planned for the next 20 years in this Comprehensive Plan and is not in the permitting process yet. (See Chapter Two, Urban Land Use)

Transportation Needs Report (TNR)

The TNR is a comprehensive list of recommended County transportation needs through the year 2012 needed to implement the land use element. It includes transportation needs for unincorporated King County, and some city, state, and adjacent County projects. It does not include transit service or capital needs. (See Chapter Nine, Transportation)

Unclassified Use Permit

Land uses under this classification need a discretionary land use approval. This has been replaced by Title 21A, which uses a regional use permit, as of the end of 1994. (King County Code, Title 21)

Unemployment Rate

The unemployment rate is the percentage of the civilian labor force that is unemployed and actively seeking employment.

Unincorporated Areas

Unincorporated areas are those areas outside any city and under King County's jurisdiction.

Unincorporated Activity Centers

These are the primary locations for commercial and industrial development in urban unincorporated King County. The designated Unincorporated Activity Centers are Kenmore, Aurora/Richmond, Kingsgate, White Center and Covington. (See Chapter Two, Urban Land Use page 16)

Unique Wetland

The term unique wetland refers to bogs and fens which have unusual and sensitive water chemistries.

Urban Centers

These are centers of concentrated employment and housing located within the Urban Growth Area designated by the Phase II Countywide Planning Policies. Urban Centers are to be serviced directly by high-capacity transit and are to contain a wide variety of land uses, including retail, recreational, cultural and public facilities, parks and open spaces. Urban Centers include the central business districts of Federal Way, Bellevue, Seattle, Renton, SeaTac, Kent, Redmond and Tukwila. Other Urban Centers are Kirkland Totem Lake, Redmond Overlake, Seattle Center, Seattle First Hill/Capital Hill, Seattle University District and Seattle Northgate. (See Chapter Two, Urban Land Use)

Urban Centers Subcommittee

This is the abbreviated name for the Urban Centers, Population and Employment Subcommittee comprised of staff from all King County planning jurisdictions. This subcommittee recommended Urban Centers and household job targets to the Growth Management Planning Council.

Urban Growth

Urban growth refers to residential, commercial and industrial growth that makes intensive use of land for the location of buildings, structures and impermeable surfaces to such a degree as to be incompatible with the primary use of such land for the production of food, other agricultural products, or fiber, or the extraction of mineral resources. Urban growth typically requires urban governmental services. "Characterized by urban growth" refers to land having urban growth located on it, or to land located in relationship to an area with urban growth.

Urban Growth Area (UGA)

The Growth Management Act requires King County's Comprehensive Plan to designate an Urban Growth Area, where most future urban growth and development is to occur to limit urban sprawl, enhance open space, protect rural areas and more efficiently use human services, transportation and utilities. The Comprehensive Plan designates an UGA which includes areas and densities sufficient to permit the urban growth that is projected to occur in the County for the succeeding 20-year period. (See Chapter One, Plan Vision and Chapter Two, Urban Land Use)

Urban Growth Target

The Growth Management Act and the Countywide Planning Policies require King County and its cities to plan for a 20-year population and employment growth target for each jurisdiction, based on designation of the Urban Growth Area, Urban Centers and the criteria of the Countywide Planning Policies. (See Chapter Two, Urban Land Use)

Urban Separators

The Countywide Planning Policies call for the County and cities to implement Urban Separators. These are low-density areas within the Urban Growth Area that create open space corridors, provide a visual contrast to continuous development and reinforce the unique identities of communities. These areas provide recreational benefits, such as parks and trails, and meet the Growth Management Act's requirement for greenbelts and open space in the Urban Growth Area. (See Chapter Two, Urban Land Use)

Utilities Technical Review Committee (UTRC)

This is an interdepartmental committee with responsibility for ensuring that water and sewer plans comply with County and State health requirements and County land use policies. The committee

reviews the plans of all water and sewer utilities that operate in unincorporated King County and then recommends the plans to King County Executive and the Metropolitan King County Council for approval.

Water Availability

Water availability means the presence of a water source with applicable water rights that can serve the projected demand through the year 2000, as shown by adopted water comprehensive plans. In the case of Urban Planned Developments, water availability is defined as 1) presence of a water source with water rights that can serve the projected average daily demand through the year 2000, 2) a firm commitment to serve an area with water, as evidenced by either a water availability certificate, utility extension agreement or a King County approved water system plan and 3) a firm financial commitment to provide water, as evidenced by either a capital improvement plan or utility extension agreement.

Water Re-Use

Water re-use or wastewater reclamation involves using treated wastewater in place of drinking water for commercial irrigation and industrial processes.

Watershed

A watershed, like a drainage basin, is an area that drains to a common outlet or an identifiable waterbody such as a river, stream, lake or wetland. The six major watersheds in King County are Cedar River, Green River, Skykomish River, Snoqualmie River and White River and the Puget Sound. These watersheds contain a total of 72 individual drainage basins. (See Chapter Seven, Natural Environment)

Water Supply Availability

Water supply availability is the presence of a water source with applicable water rights that can serve the projected demand through the year 2000, as shown by adopted water comprehensive plans.

Water System Classifications

A public water system is defined as any system that has more than one connection. A well serving one house is a private system. Group A water systems have fifteen or more service connections. Group B water systems have two through fourteen service connections.

Well Head Protection

Well head protection is another way that King County can protect its ground water resource. This program directs purveyors to identify 1, 5, and 10 year time of travel to their well(s) to identify contamination sources, and to propose methods to reduce or eliminate contamination sources.

Wetland

The term wetland means those areas that are inundated or saturated by surface or ground water at a frequency and duration sufficient to support, and that under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions. Wetlands generally include swamps, marshes, bogs and similar areas.

Wetland Banking

Wetland banking is a process that allows certain wetlands to be developed if the development is accompanied by the restoration or creation of wetlands in other areas. (See Chapter Seven, Natural Environment)

Wetland Functions

Functions refer to the ecological (physical, chemical and biological) workings or attributes of a wetland regardless of their importance to society. Food chain support or the transport and transformation of chemicals in ecosystems are examples of wetland functions. Water quality maintenance, flood storage, and wildlife habitat are examples of ecological functions to which society attributes a value. (See Chapter Seven, Natural Environment)

Wetland Values

Values are estimates, usually subjective, of the worth, merit, quality, or importance of wetland attributes that are valuable and beneficial to society. Values vary by watershed or human community. Education, research, aesthetics, and recreation are examples of other wetland attributes that may be considered values in that they are beneficial to society.