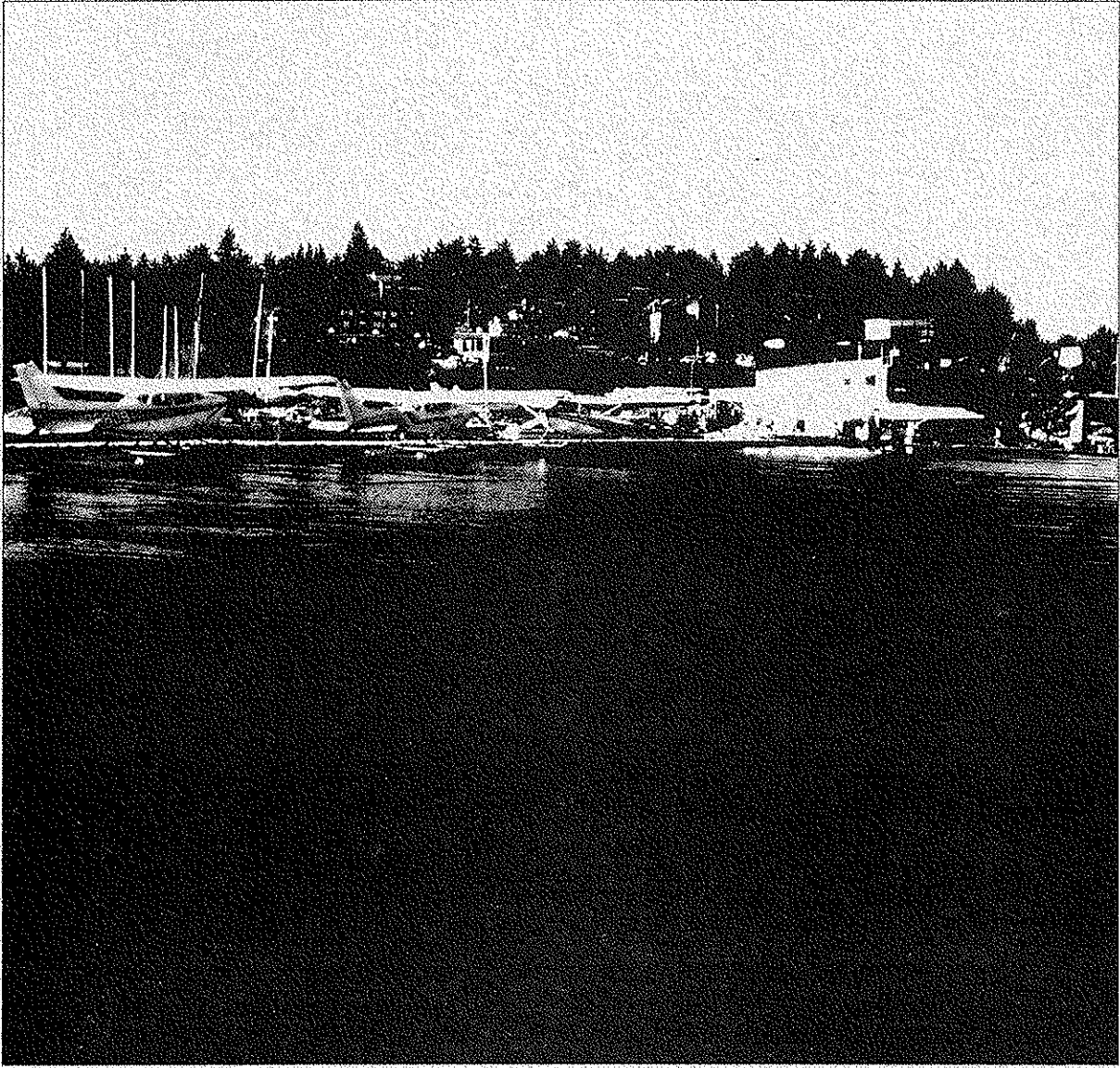
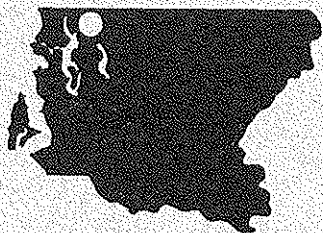


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**Executive Proposed**



# Northshore

**Community Plan Update  
Final Environmental Impact Statement**



King County Planning and  
Community Development Division

# Final EIS Executive Proposed Northshore Community Plan Update

Prepared for  
King County Department of Parks, Planning and Natural Resources

Prepared by:  
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Date of Issue December 7, 1992

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# Fact Sheet

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## PROPOSED ACTION

Adoption by the King County Council of the Northshore Community Plan Update and associated Area Zoning document. Upon adoption, the plan will become official King County policy guiding future decisions regarding land use, housing, utilities, and transportation within the 25,000 acres comprising the Northshore planning area.

The planning area is bounded by Lake Washington and 56th Avenue N.E. on the west; N.E. 132, 124th and 116th Streets on the south; approximately 180th Avenue on the east; and the Snohomish County line on the north. The Cities of Bothell, Kirkland, and Redmond border or are within the planning area's boundaries.

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LICENSES/PERMITS REQUIRED

Adoption of the Northshore Community Plan Update and Area Zoning by the King County Council.

LOCATION OF BACKGROUND DATA

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# I. Summary

## The Proposed Action

The Proposed Action is adoption of the Executive Northshore Community Plan and Area Zoning. When adopted by the King County Council, the plan will establish policies for development of the Northshore area over the next 6 to 10 years, consistent with the King County Comprehensive Plan. The area zoning will determine permitted uses and establish requirements for future development proposals. The Northshore Community Plan Update will replace the Northshore Revised Community Plan, adopted in 1981, and plan amendments adopted in 1986.

The Executive Proposed Northshore Community Plan and Area Zoning, accompanied by a Draft EIS, was transmitted to the King County Council for review in May, 1991. On May 20, 1991, the County Council referred the proposed plan to a review panel, consisting of a committee of the Council. The committee considered the plan between March, 1991 and September 1992 and recommended several changes to the Executive Proposed Plan including the following:

## Plan Map Amendments and Land Use/Zoning Changes

**Hollywood Hill** -- rezoned 2,700 acres from low density Urban to Rural Area;

**Interim Urban Reserve** -- rezoned approximately 2,700 acres from outright Urban to Growth Reserve; the Council will reexamine conditions in the planning area in 1994 to determine if underlying Urban zoning can be realized;

**Woodinville** -- in recognition of the recent incorporation of Woodinville, a 900-acre Growth Reserve area is established;

**Redmond** -- a portion of the Redmond Urban Growth area was rezoned to outright low density Urban, while another small portion was rezoned from Growth Reserve to Rural;

**Kenmore** -- numerous zoning changes are proposed, generally to more intensive residential classifications and to mixed-use zones;

**Bothell West Hill** -- potential urban single-family zoning was added to the Growth Reserve area;



**160th Interchange** -- Growth Reserve zoning on the east and west sides of the intersection was changed to potential multifamily; and

**Norway Hill** -- approximately 230 acres was rezoned from Growth Reserve to outright urban residential zones.

## Policy Amendments

The majority of policy amendments recommended by the panel are intended to clarify wording and intent. Significant changes generally include:

- o Designation of a single Urban Growth Area; potential annexation areas for each adjacent city will occur as part of Growth Management Act implementation;
- o More specific criteria for review of proposed annexations and for actualization of potential zoning;
- o Revision of interim P-suffix conditions for clearing and grading, design, landscaping, neighborhood street improvements, transportation improvements, lands adjacent to Agricultural Production Districts, and natural resources; and
- o Revision of policies and P-suffix conditions for the Kenmore Activity Center.

In addition to responding to comments received on the Draft EIS, this Final EIS responds to examines the environmental impacts of the changes to the Executive Proposed Plan recommended by the Council review panel.

After holding additional public hearings, the Council will adopt the plan by ordinance. Following adoption, it will be used by the King County Council, Executive, various agencies and departments and private property owners as a guide in making decisions about growth management, land use, infrastructure, and other issues for the Northshore planning area.

Northshore is one of 13 community planning areas defined in unincorporated King County. Within these areas, local residents assist County staff to develop 6-10 year plans for the future growth of their communities. Consistent with the countywide Comprehensive Plan, community plans establish policies for land use, environmental protection, transportation, and a range of essential public services and facilities, such as parks and open space, sewer and water. The plans also contain recommendations for capital improvement projects. An areawide zoning map is developed along with the plan; land within the planning area is rezoned in conjunction with the designations and policies of the adopted plan. When adopted by the County Council, the community plan and area zoning amend the County's Comprehensive Plan and official zoning map, and serve as a guides for future land use decisions in the area.

The Northshore planning area is 39 square miles in size and is bounded by the Snohomish County line on the north; approximately 180th Avenue Northeast on the east; Northeast 116th Street and the incorporated boundaries of the cities of Kirkland and Redmond on the south; and by Lake Washington and 55th Avenue Northeast of the west. Portions of the Cities of Bothell, Kirkland, and Redmond also lie within planning area boundaries.

The planning area is a "maturing urban area" which reflects the predominantly urban density single-family residential development that currently exists, and the infilling that has taken place over the last 10 years. In general, the western two-thirds of the planning area is urban in character and consists primarily of relatively dense (averaging six homes per acre) single-family residential development. The eastern one-third of the planning area is more suburban in character and consists primarily of low-density single-family residences, rural areas, farms, pastures, and woodlands. Non-residential uses are generally located along major transit

corridors and in and around the activity centers of Woodinville and Kenmore. Urban level services are generally available in the western and central portions of the planning area, in the eastern portion in Woodinville, and in a small area located in the southeast corner of the planning area. Between 1980 and 1990, the Northshore area was one of King County's fastest growing planning areas; population is expected to reach 123,200 by the year 2000 (King County, 1990).

## Plan Concept

Major features of the Proposed Northshore Community Plan include the following concepts and land use designations:

**Urban Growth Areas:** The Executive Proposed Northshore Update directs future growth to Urban Growth Areas. Urban Growth Areas include lands that are currently characterized by urban development and those areas which can support urban populations and development because of the availability (or planned extension) of essential services and facilities in the future. Identified Urban Growth Areas have been coordinated with the boundaries, annexation/expansion areas, and service capacities of the adjacent cities of Bothell, Kirkland, and Redmond. The potential incorporation of Woodinville is also recognized.

**Urban Areas:** The Executive Proposed Northshore Update applies urban land use designations to established residential and commercial areas. Established neighborhoods in the western and central portions of the planning area would generally be developed more intensely and with a broader range of uses; these include the neighborhoods of Kenmore, Inglewood, Inglemoor, Juanita, Finn Hill, Norway Hill, Kingsgate and Woodinville. Over the 6-10-year life of the plan, these neighborhoods would accommodate additional growth at densities similar to present development patterns. Single-family urban areas would generally have densities ranging from 3 to 8 dwelling units per acre. The Executive Proposed Plan also proposes 4 multifamily areas located along major arterials.

Low density urban residential areas are located in the eastern third of the planning area and would be zoned for 1 dwelling unit per acre. These areas are currently developed at low densities and do not have the full range of urban services (i.e. sewer service) needed to support more intensive growth.

The Executive Proposed Plan generally promotes redevelopment of existing commercial centers with mixed uses (i.e. multifamily residential and commercial) and intensification of existing retail and service space. Seven neighborhood centers are designated throughout the planning area. The Kingsgate Shopping Center is designated as a community-scale center, and appropriate for a mixture of retail, service and multifamily uses.

An industrial area is sited along Woodinville-Redmond Road between Woodinville and the St. Michelle Winery; a smaller industrial area is designated along N.E. 124th Street and Willows Road, bordering the City of Redmond. These designations would continue existing uses of these areas. An existing industrial area, located south of Bothell along Juanita-Woodinville Road, would be redesignated to Future Urban.

The Cities of Kirkland, Redmond, and Bothell function as the Urban Activity Centers for the planning area. Consistent with the King County Comprehensive Plan, high density residential development and most commercial/industrial development is directed to these cities based on the presence of, or efficiency of, providing necessary urban services.

**Unincorporated Activity Centers:** Kenmore and Woodinville are designated as activity centers and are intended to accommodate a substantial amount of future growth. Redevelopment in Kenmore would emphasize its marine location and would enhance pedestrian linkages between high density housing (average 18 dwelling units per acre and higher in mixed use development) and the commercial office core. Plan policies for Kenmore also encourage rezoning commercial property between 68th and 73rd Avenues to multifamily uses to provide additional housing opportunities and to achieve a balance between residential and commercial uses.

The Woodinville sub-area plan seeks to maintain the residential character of the area by encouraging the intensification of existing commercial and manufacturing areas within the Woodinville center. The commercial core of Woodinville is envisioned to develop into a compact pedestrian-oriented center characterized by a mixture of higher density residential, commercial and employment uses.

The Executive Proposed Plan recommends development of Woodinville with a mix of uses, including retail stores, offices, recreational and entertainment facilities, distribution centers, manufacturing sites, high density multifamily housing (18-24 dwelling units per acre), mixed-use (residential/commercial) developments, and general commercial facilities. A defined downtown business core would focus future commercial development within areas currently zoned for commercial use. One-half of the Citizen's Advisory Committee (CAC) members concurred with this recommendation. The other half of the CAC members recommended policies that would expand the existing commercial area and locate multifamily housing on the periphery of the commercial/office core and along major arterials.

**Future Urban Areas:** Four locations in the eastern portion and two in the central portion of the planning area -- totalling approximately 1,463 acres (of which almost one-half is considered unconstrained and available for development) are designated for Future Urban use. While potentially suitable for urban development, these areas are not currently served by adequate services. The plan would apply interim Growth Reserve zoning to maintain low densities. Urban-level development could occur only when the necessary public services and facilities are or can be provided and only after thorough environmental review to assure compatibility with adjacent areas and actual site conditions. Achievement of urban densities for the Future Urban areas is also contingent on annexation by the adjacent cities.

**Rural Areas:** Portions of the eastern one-third of the planning area are designated for rural residential use and for agriculture. These areas are presently characterized by low density rural development patterns and natural resources, such as Daniels Creek. An agricultural production district is located adjacent to the Sammamish River, generally bounded by Woodinville on the north and the Redmond city limits on the south. Several public parks are also within this area.

Low density rural residential designations (ranging from 1 dwelling unit per 2.5 to 5 acres) are generally proposed adjacent to agricultural lands, environmentally sensitive areas, and within sparsely developed portions of the planning area. These land use designations are intended to maintain the existing rural character of the area, maintain significant resource areas, maintain appropriate service levels, and provide a buffer between the Sammamish River agricultural production district and surrounding urban uses. The Magnolia Dairy Farm, located west of Bothell and east of Swamp Creek would be designated for Agricultural use. At the same time, some land currently designated for agricultural use on the perimeter of the Sammamish Valley that does not meet the County's criteria for agricultural lands, would be changed to rural use or urban separator.

## Major Policies

The Executive Proposed Northshore Community Plan's major policies are summarized below.

**Urban Growth Areas:** The Executive Proposed Northshore Community Plan Update designates urban growth boundaries for cities (Redmond, Kirkland, and Bothell) and unincorporated activity centers within the planning area. Lands within the growth boundary are considered appropriate for annexation to one of these cities, and are planned for urban densities and services. Areas that are not fully served with adequate infrastructure are designated Future Urban and must annex before higher densities can be achieved.

**Residential Development:** The updated residential development policies are designed to promote a pattern of higher density infill development in appropriate portions of the planning area, i.e., where sensitive areas are not present, where services and facilities are adequate and where compatible with adjacent development. In areas where services and facilities are deficient, or where natural resources and environmentally sensitive areas constrain development, density is limited accordingly.

The plan allocates a range of housing types and residential densities to Northshore neighborhoods. Densities of greater than 8 dwelling units per acre are permitted in activity centers where adequate transportation facilities and services are available. Residential densities of 3 to 8 dwelling units per acre are applied throughout the urban areas. Low urban densities (one dwelling unit per acre) are applied where service levels are currently deficient (e.g. the lack of sewer service). Rural densities would range from 1 unit per 2.5-5 acres to preserve rural character, buffer agricultural uses and protect environmentally sensitive areas.

In general, urban levels of development are directed toward urban activity centers -- Kenmore, Woodinville, Bothell, Redmond, and Kirkland -- identified in the King County Comprehensive Plan. More intensive development in these areas must be integrated with the surrounding community and the natural environment. The Executive Proposed Northshore Area Zoning contains numerous conditions to ensure compatible infill development, such as retention of trees, performance standards for the bulk and scale of new multifamily development, and requirements for pedestrian circulation and transportation demand management.

**Kenmore Activity Center:** The Executive Proposed Northshore Community Plan Update includes a number of policies specific to the Kenmore activity center. The overall direction of the policies is to encourage a diversity of uses within Kenmore to enhance employment, housing, commercial, and recreational opportunities. Future development would be designed to encourage pedestrian activity, create a sense of identity for Kenmore, reduce reliance on the automobile, and foster the area's marine orientation. The Plan Update identifies a major redevelopment opportunity area along the Kenmore waterfront. Designated as a mixed-office, residential and commercial area, development of this property would require significant road and transit improvements, shoreline rehabilitation, public amenities, and other mitigation identified in the Update. Other new development would also be contingent on future traffic improvements. The plan also supports development of specific urban design guidelines to enhance Kenmore's appearance and function.

**Woodinville Activity Center:** The Executive Proposed Northshore Community Plan Update includes numerous policies specific to the Woodinville activity center. The overall policy direction is to encourage a diversity of uses within the Woodinville center to enhance employment, housing, commercial, and recreational opportunities. Future land uses within the activity center would provide both jobs and housing. To help maintain the residential character of the area and to encourage more efficient use of existing commercial, office, and manufacturing land use opportunities, additional commercial development would occur through the use or redevelopment of existing commercially designated land; additional commercial areas outside of the Woodinville activity center would not be allowed. Some large, undeveloped parcels in the Woodinville center are designated for multifamily uses to provide a balanced mix of housing.

**Commercial/Industrial Development:** The Update's proposed commercial/industrial policies are intended to focus most future growth in designated activity centers. Existing centers are encouraged to expand and diversify and to include mixed uses. Special design criteria are recommended for industrial development.

**Transportation:** Two major transportation issues are identified in the Plan Update: 1) The need to provide adequate transportation facilities to accommodate projected growth within the planning area, and; 2) The need to identify regional transportation solutions for the substantial pass-through traffic that affects Northshore. The Executive Proposed Plan Update seeks to develop a balanced transportation system, provide improvements to the system to solve existing problems, tie future developments to the provision of an adequate transportation network, and maintain options for regional solutions such as High Occupancy Vehicle travel or High Capacity Transit. Policies are proposed regarding roadway and transportation demand management, non-motorized vehicles, and needed improvements.

**Utilities:** All of Northshore is designated a water service area and is within the East King County Critical Water Supply Service Area. Any new development in the area would be required to be served by public water systems, consistent with the coordinated water supply plan. The existence of public water service in rural areas would not justify higher residential density than anticipated in the Northshore plan. Water purveyor comprehensive plans and facilities planned for rural areas must be consistent with rural densities and

development standards; expansion cannot require increased densities to finance planned facilities. Public sewers are the preferred method of wastewater treatment in urban growth areas, which are included in the Sewer Local Service Area. When soil conditions support their use, on-site sewage disposal systems are recognized as the long-term management solution for wastewater disposal in low density urban areas (1 d.u. per acre), rural areas, and environmentally sensitive areas such as Swamp Creek and Norway Hill.

**Agricultural Lands:** Executive Proposed policies relating to agriculture are designed to maintain existing agricultural uses and activities, to prevent land use conflicts (especially for lands bordering agricultural areas), and to avoid establishment of incompatible uses.

**Natural Resources:** This group of policies is designed to protect Northshore's varied natural resources and environmentally sensitive areas, including wetlands, streams and drainage channels, steep slopes, and wildlife habitat. Clearing restrictions are proposed for the winter months to reduce erosion.

**Parks and Open Space:** The Executive Proposed Plan Update's park and recreational policies emphasize the creation of a system of active and passive open spaces, recreation areas, parks, trails, and scenic areas throughout the Northshore area.

**Cultural Resources:** The Executive Proposed Plan Update encourages King County to coordinate with other jurisdictions to identify, preserve, and nominate as landmarks significant historic resources located within the urban growth area.

## Major Issues

The environmental issues addressed in this EIS, as identified in the SEPA scoping process, include:

**Earth** - probable impacts to earth resources including geology, soils, unique physical features, and on identified erosion/sedimentation, seismic, steep slope and landslide hazard areas.

**Air Quality** - potential effects of intensity and type of development on the overall air quality in the planning area.

**Water** - potential impacts on surface and groundwater quality and quantity, potential for flooding and increased flows, and impacts to wetlands, and critical drainage areas.

**Plants and Animals** - general effects on fish and wildlife habitat, and plant communities.

**Energy and Natural Resources** - relative impacts on the rate and efficiency of energy and natural resource utilization.

**Environmental Health** - potential sources, locations, and magnitudes of expected noise increases from automobile traffic, and airplane and industrial sources; potential for failure of septic tank systems in unsewered areas.

**Land and Shoreline Uses** - potential indirect and cumulative impacts associated with changes in land use; relationship of proposal to plans and policies; potential impacts on population and housing, agricultural lands and open space, and historic resources.

**Transportation** - probable impacts on vehicular traffic, the transportation system, and traffic hazards.

**Public Services and Utilities** - potential impacts of fire and police services, schools, parks and recreation facilities, water and sewer systems, storm drainage, energy resources, and solid waste.

## Alternatives Considered

In addition to the Executive Proposed Northshore Community Plan Update, 4 broad alternative land use concepts for growth in the Northshore planning area over the next 6 to 10 years are analyzed in the Draft and Final EISs and described below. In general, the alternatives provide a range of possible courses of action for the Northshore planning area. The EIS evaluates the general range of environmental impacts resulting from implementing the different land use patterns, uses, and densities associated with each alternative. The alternatives address the general location and density of single- and multifamily residential uses, and the density of commercial development in existing centers. The alternatives differ in the degree to which residential development and infill would be concentrated or dispersed, and the timing of that development.

### No Action Alternative (Existing Plan and Area Zoning)

The No Action alternative assumes that the 1981 Northshore Community Plan and adopted area zoning would continue in effect through the next 6 to 10 years. No significant intensification of housing densities would occur. A greater proportion of the planning area (relative to the other alternatives) would be subject to low density urban development (generally at densities of 1 dwelling unit per acre); less land would be designated and zoned for higher urban densities (either multifamily or single-family).

Existing Agricultural Production Districts would retain their agricultural zoning and would be adjacent to areas zoned for urban densities. Existing King County programs and ordinances, such as the Sensitive Areas Ordinance, would limit development on or near identified sensitive areas.

There is little available unconstrained acreage for mixed use designations. However, some redevelopment of existing commercial centers (Woodinville and Kenmore) could take place. This alternative would provide the most opportunities for industrial uses.

The population capacity of the No Action alternative, based on existing zoning designations, could range from approximately 91,000 to 93,000 people (assuming that 40 - 60 percent of partly developed land redevelops in the future). This represents an additional population of approximately 18,000 to 21,000 people over existing levels.

By the Year 2010 under the No Action alternative, the total trips generated in Northshore would increase by 85 percent, from 38,100 PM peak period trips in 1988 to 70,500 in 2010. This represents the lowest total increase in traffic volumes of all the alternatives. Under the Executive Proposed Plan, total PM peak period trips during this same time period would increase by 96 percent, to 74,800. Compared to No Action, the Executive Proposed Plan would generate approximately 6 percent more PM peak period trips (4,300 trips) in the Year 2010.

### Alternative 1 - Concentrated Growth

Alternative 1 is the most intensive of the conceptual land use alternatives and would have the greatest capacity to accommodate future growth. Most higher density development would be concentrated adjacent to or within existing mixed-use activity centers and along major arterials. There would be a total of 11 neighborhood and community centers (compared to 8 in the Proposed Action), where multifamily housing would occur in conjunction with appropriately scaled retail and service uses.

Existing low-density single-family neighborhoods (1 dwelling unit per acre) would continue to develop under similar densities and lot patterns. The majority of the planning area would be designated for single-family urban densities. This alternative provides the greatest opportunities for multifamily and single-family rural

developments, as well as mixed use developments. Alternative 1 would also provide the most opportunities for office uses and the fewest for commercial development.

Alternative 1 would apply low density rural zoning (1 dwelling unit per 2.5-5 acres) to buffer designated agricultural resource lands from higher density development. A portion of the existing industrial land use designation would be removed and converted to low density rural to serve this same objective. An existing industrially zoned area along Juanita-Woodinville Road would also be rezoned to high density multifamily. Alternative 1 could accommodate an additional population of between 46,000 and 55,000 people. Total population capacity would range from approximately 119,000 to 128,000.

By the year 2010, Alternative 1 would generate approximately 84,500 PM peak period vehicle trips, or 9,700 more peak period trips than would occur under the proposed plan and 14,000 more than would occur under No Action. This represents the largest total increase in traffic volumes of all the alternatives.

### **Alternative 2 - Phased Growth**

Alternative 2 emphasizes the concept of phasing future growth with the provision of services and utilities. It employs a "growth reserve" designation and zoning, primarily in the eastern portion of the planning area, as a phasing tool. The majority of the eastern portion of the planning area would be designated as Growth Reserve. This area would receive an interim low density zoning designation of 2.5 - 5 acres per dwelling unit. In the future, when additional land was needed for growth and when public services and facilities were adequate, Growth Reserve areas could be rezoned to urban densities. This would probably occur in the next planning cycle.

Land uses and densities in the western portion of the planning area would be similar to the Proposed Action. However, the highest range of single-family densities (7-8 dwelling units per acre) would not occur. The existing industrial area along Juanita-Woodinville Road would be redesignated to high density multifamily residential use. Existing agricultural resource lands would be preserved and buffered from potentially incompatible land uses by the establishment of low density rural zoning (2.5-5 acres per dwelling unit). Alternative 2 would also provide the most opportunities for commercial development.

Alternative 2 could accommodate between 39,000 and 47,000 additional people at buildout, assuming realization of the urban potential of the proposed growth reserve areas. At buildout, assuming rezoning, population capacity of the planning area would range from approximately 112,000 to 119,000 people.

By the year 2010, Alternative 2 would generate approximately 77,600 PM peak period vehicle trips, or 2,800 more peak period trips than would occur under the proposed plan and 7,100 more than would occur under No Action. Traffic impacts associated with Alternative 2 would be lower than those associated with Alternative 1 due to generally lower development densities.

### **Alternative 3 - Urban Separators**

Alternative 3 would designate low density residential uses (2.5-5 acres per dwelling unit) in the areas bordering the agricultural production districts on the east and west. These designations would be intended to buffer existing resource lands and to maintain a low density greenbelt to separate more intensely developed portions of the planning area. Additional lands would be designated for rural uses, generally to the east of the existing agricultural area.

Alternative 3 would also designate 2 new sewered urban areas adjacent to Woodinville, in the Leota-Wellington neighborhood, and adjacent to Redmond. Neighborhood and community mixed-use centers would be the same as in the Proposed Action.

Approximately one-half of the planning area would be designated for single-family urban densities. Multifamily developments adjacent to single-family neighborhoods would primarily be low-density, while higher density multifamily developments would be permitted in urban centers. This alternative provides more opportunities for mixed uses than existing zoning, and the fewest opportunities for office uses.

Alternative 3 could accommodate between 35,000 and 43,000 additional people by full buildout. Total population capacity of the planning area would range from approximately 108,000 to 116,000.

By the year 2010, Alternative 3 would generate approximately 78,100 PM peak period vehicle trips, or 3,300 more peak period trips than would occur under the proposed plan and 7,600 more trips than would occur under No Action. Traffic impacts associated with Alternative 3 would be similar to those associated with Alternative 2.

### **King County Council Panel Recommendations**

Major changes to the Executive Proposed Plan recommended by the Northshore Review Panel include: designating the Hollywood Hill area Rural with residential densities of 2.5 acres per dwelling units); applying Growth Reserve zoning (with urban potential zoning) as an interim measure to help phase growth with the provision of adequate services and facilities; increasing densities somewhat in Kenmore and other developed areas; and increasing the number of multifamily units. With the exception of the new Rural area, the overall land use pattern would be substantially the same as the Executive Proposed Plan; most other features of this alternative would also be identical to the proposed action.

## **Executive Proposed Northshore Community Plan: Impacts And Mitigating Measures**

The Proposed Action is adoption of a plan and zoning designations and would not, in itself, directly affect the natural or built environment. The impacts identified in this EIS would generally be associated with future growth and development pursuant to the proposed plan and zoning. Supplemental environmental reviews would occur for specific development proposals.

### **Earth**

Impacts: Clearing and grading would occur in connection with development proposals approved pursuant to the Plan. The primary risk of earth impacts from future development would be associated with erosion, sedimentation, landslide, and seismic hazards. The extent of such impacts would be significantly reduced from those occurring under the existing land use plan. While major changes in the area's landforms or topography would occur, the adoption of zoning conditions to reduce hazards associated with erosive slopes would limit erosion and ravine formation in some areas. This would, in turn, reduce impacts to water quality and aquatic habitat in downstream areas as well as reducing property damage.

Mitigation Measures: The Plan is intended to mitigate potential impacts through appropriate land use designations, policies, and zoning conditions. The Proposed Action would generally apply low intensity land use and zoning designations to areas with potentially high erosion, landslide, and seismic hazards. The plan would also include specific P-suffix conditions to regulate development in geologically sensitive areas. This is intended to minimize the risk of damages to public and private property. Clearing and grading limitations are proposed during the winter months of November through April. This will help moderate surface water runoff and potential erosion during the wet season. Requirements for Drainage Master Plans for new development would also help reduce potential erosion impacts. King County's Sensitive Areas Ordinance would also



provide protection for areas with erosion, landslide, and/or seismic hazards, and would require special studies to demonstrate that hazardous areas are protected.

## **Air**

Impacts: The proposed action would lead to increases in total suspended particulates (TSP) emissions as a result of dust from construction activity, increased vehicle traffic, and greater use of wood stoves and fire places. Development policies would focus future urbanization in the Woodinville and Kenmore sub-areas, both of which are located in topographically depressed river valleys. This relatively concentrated development would tend to concentrate TSP levels, particularly from wood stove and fire place emissions, in localized depressions. Carbon monoxide (CO) levels would also increase in localized areas due to traffic increases associated with the proposed action. Locations most likely to experience elevated CO levels would be congested intersections, particularly in and around commercial centers, and where traffic funnels through the I-405 corridor. Road improvements required for future developments would reduce CO increases at congested intersections.

Mitigation Measures: The Proposed Action includes several transportation policies that would help improve the flow of traffic, and thus reduce concentrations of CO in the Northshore planning area. Location of intensive land uses in designated activity centers near major transit facilities, and increased transit use, would help reduce CO concentrations. Restrictions placed on clearing may help reduce the amount of TSP by limiting exposure of soils, and therefore, limiting potential erosion. Road improvements completed in conjunction with development of the planning area would minimize congestion and adverse air quality impacts.

## **Water**

Impacts: The general kinds of water impacts that are likely to occur from future development include non-point pollution of surface and groundwaters resulting from clearing and construction operations, an increase in impervious area, and continued urbanization; erosion of streambanks, increased flooding, loss of riparian vegetation, increased water temperatures, and nutrient loading resulting from agricultural and forest practices; and the introduction of bacteria and organic chemicals from failing on-site septic systems.

Juanita Creek, North Creek, and Little Bear Creek are likely to suffer the greatest impacts from implementation of the Proposed Action. Stormwater runoff would increase with a concomitant decrease in groundwater recharge in the North and Little Bear Creek basins. Indirect impacts to water quality and quantity in wetlands are likely because of increases in stormwater runoff. Wetlands' ability to temporarily store flood waters could be reduced, increasing the risk and magnitude of downstream flooding. Development activities in areas near or hydrologically connected to wetlands could interrupt water infiltration. This could result in reduced groundwater inflows to wetlands and indirect effects comparable to the draining of wetlands (e.g., changes in wetland size, vegetation composition, and quality). Kenmore's aquatic location will be emphasized, which could accelerate recreational boating activities and marina growth, and could result in increased water quality impacts.

Mitigation Measures: Proposed plan policies regarding natural drainage systems, zoning densities, and special P-suffix conditions would help mitigate water quality impacts of future development. Existing King County programs and policies would also help mitigate water quality impacts associated with future development. These programs and policies include the Sensitive Areas Ordinance, Surface Water Drainage Manual, special drainage requirements, Critical Drainage Basin designations, and Natural Resource Protection Areas designations. The multi-use plan for the Sammamish River will also include measures for improving water quality. Mitigation measures protecting Big Bear Creek Basin will also be provided by the Bear Creek Basin Plan, which was adopted in August, 1992.

## Plants And Animals

Impacts: Future development pursuant to the Proposed Action would lead to a reduction in total acreage of natural vegetation, particularly in upland areas that are unconstrained by such sensitive areas as steep slopes and landslide hazards. The proposed plan would result in a higher overall development intensity than No Action; however, the additional development would be concentrated in already urbanized areas rather than in those areas still retaining high percentages of undisturbed vegetation in the planning area. Direct impacts of development on plants and animals include elimination of habitat and loss of resident wildlife populations. Loss of wetlands, riparian areas and adjacent agricultural fields and loss of instream fish habitat diversity, can affect overall numbers and variety of wildlife and waterfowl in the planning area. Loss of riparian vegetation could also disrupt some habitat and wildlife travel corridors and eliminate migration routes for some species. Habitat values of the planning area's many creeks, streams and wetlands would be at risk due to potential increases in runoff and sedimentation. Impacts to the quality and quantity of the area's water could also adversely affect fish populations.

Mitigation Measures: Protection and enhancement of aquatic, riparian, and upland habitats in the planning area is required by the proposed plan's policies, and would be implemented by special zoning conditions and application of the King County Sensitive Areas Ordinance. Special conditions will require the retention of 15 percent of significant vegetation in all new development proposals. Street trees will be required of all new development to offset the loss of vegetative functions and character. Existing parks in the Finn Hill area and the steep slopes facing the Sammamish River valley, which encompass large acreages of upland forest habitat, would be maintained and protected through low density zoning designations. The low density and agricultural land use designations proposed in the Swamp Creek and Daniels Creek basins and in the Sammamish River valley, would reduce the potential impacts to plants and animals in those areas.

## Energy And Natural Resources

Impacts: Residential and commercial energy demands would increase with population growth and development; if recent trends continue, most residential energy will be used for space and water heating and transportation. Generally, as traffic congestion increases with development, more energy would be consumed. New households projected for Northshore by the year 2000 would consume approximately 213.4 million additional kWh per year (approximately 83.8 million kWh per year greater than would be consumed under existing zoning). Proposed low density, dispersed development in the eastern portion of the planning area is generally not efficient in terms of energy consumption; mixed use development around neighborhood and community shopping centers would promote higher densities and a more energy efficient land use pattern. This concentrated pattern of development would allow for increased use of public transit, which would increase efficiency of the public transit system.

Mitigation Measures: Future site planning in the area should consider the potential for solar access, use of vegetation as wind breaks, and similar factors. The proximity of nearby neighborhood and community commercial shopping centers and employment opportunities in Redmond, Kirkland, Bothell and unincorporated activity centers could result in relatively shorter drives and less consumption of transportation energy.

## Environmental Health

Impacts: Future development and population growth in the Northshore area will result in increased noise levels, primarily from temporary construction and increased vehicle traffic on local roads. On-site noise increases would tend to be concentrated in areas with the highest residential or employment densities in and adjacent to retail shopping areas, and adjacent to major arterials. Total noise emissions would be greatest in urban activity centers and near neighborhood and community shopping centers. The eastern portion of the planning area, which is designated for low density rural use, would generally experience lower noise levels and lower increases in noise as a result of future growth.

Mitigation Measures: Future development under the Proposed Action would primarily be concentrated in existing developed areas. This pattern of development would buffer agricultural and low density rural areas from more intense development and associated noise levels. Planned traffic improvements would also help reduce traffic congestion and traffic noise.

## Land Use

Impacts: Under proposed area zoning, the Northshore area would continue to be characterized primarily by urban density single-family residential uses. Approximately 48 percent of the planning area (primarily the western and central portions) would be designated single-family urban, zoned for 3 - 8 dwelling-units per acre. Approximately 30 percent of the planning area (primarily the eastern portion) would be designated as single-family low urban (19 percent), single-family rural (6 percent), and agricultural production districts (5 percent).

Multifamily residential uses would continue to be located in neighborhood community and activity centers. Approximately 3 percent of the planning area would be zoned to accommodate low- and high-density multifamily developments (ranging from 18 - 24 units per acre), compared to 2 percent in the existing plan. Non-residential land uses, including commercial, office, and industrial uses, would decrease by approximately 189 total acres. Intensification of these areas is proposed. Kenmore and Woodinville have been designated as sub-area activity centers, where a substantial amount of growth would occur. To accommodate future growth, approximately 1,463 total acres in the planning area have been designated as future urban areas.

Based on proposed zoning, Northshore is estimated to reach its population holding capacity between 2000 and 2010. The area's ability to accommodate growth could be limited in the near- and long-terms, however, by deficiencies in Northshore's road system. This situation could have land use implications for cities adjacent to Northshore and for other portions of unincorporated King and Snohomish Counties. Infrastructure limitations could place greater pressure on Bothell, Kirkland, Redmond and Snohomish County to accommodate greater increments of growth. These areas could become more intensely developed and more urban in character. Some public services and facilities might need to be upgraded or expanded. Residents in these areas could, in turn, experience impacts associated with denser urban development, including increases in traffic, air and noise pollution, and perceived changes in neighborhood character or quality of life.

Limited growth capacity in Northshore could generate greater development pressures in other unincorporated communities, such as Bear Creek, Shoreline, East Sammamish, Soos Creek, and possibly the Snoqualmie Valley. To the extent that these areas have sufficient vacant land available, and could accommodate additional growth consistent with their adopted land plans and policies and infrastructure capacity, significant land use impacts might not result. On the other hand, a shifting of growth between jurisdictions or community plan areas could accelerate growth rates, place greater strains on existing infrastructure, and increase pressure for further intensification of land uses.

As a result of growth being limited in Northshore due to infrastructure limitations, King County may need to reexamine the land use assumptions of other community plans. It is possible that densities could be increased in other areas with adequate land and infrastructure capacity to offset any deficiencies in Northshore. Overall, this situation would place more pressure on other urban and possibly rural areas of unincorporated King County.

Mitigation Measures: The proposed plan generally encourages an intensification of land use in cities, activity centers and existing developed areas as the most efficient way to accommodate future growth. Areas within the identified urban growth boundary would be appropriate for annexation to one of these cities or activity centers; areas that are not appropriate for urban growth or are not anticipated to provide the full range of urban services would be located outside the urban growth boundary. Several locations in the central and eastern portions of the planning area have been designated as future urban areas. These areas would be down-zoned

in the short term, and designated for higher densities when necessary services and facilities can be provided. Low-density zoning would be applied in the eastern portion of the planning area to mitigate potential impacts on environmentally sensitive areas and the Sammamish River agricultural production district.

Potential mitigation measures could also include intensification of development adjacent to corridors with excess road capacity; encouraging greater amounts of growth at higher densities in and near cities and in other unincorporated planning areas with adequate road capacity; placing greater emphasis on transportation demand management programs and capacity improvements (beyond those identified in the Executive Proposed Northshore Plan Update); and modifying road adequacy standards to allow increased congestion to create disincentives to single-occupancy vehicle use.

## Population And Housing

Impacts: Under the Executive Proposed area zoning, the planning area could accommodate an additional 31,248 to 36,544 people at buildout (assuming that 40 to 60 percent of unconstrained vacant and partly developed land develops to the proposed densities). Given the current population of 72,400, total population at buildout would be 103,648 to 108,944. Based on the County's year 2000 and 2010 population projections (97,100 and 117,300, respectively), it is anticipated that the planning area would reach capacity between 2004 - 2007.

Population and housing capacity estimates for the proposed plan assume ultimate realization of urban densities for lands designated as Future Urban. In the near term, if these densities were not realized because of inadequate infrastructure or other reasons, population capacity would be reduced. Using Growth Reserve designations as an indicator of near-term potential, overall capacity of Northshore would be approximately 95,541 to 99,602 people and the planning area could reach capacity as early as the end of 2000 or possibly by 2002 (given the County's year 2000 and 2010 population projections of 97,100 and 117,300, respectively).

The planning area could accommodate 4,962 - 5,953 more housing units than existing zoning. Given the planning area's existing stock of housing (assumed to be 24,700 units), the total supply of housing by full buildout would be 36,654 - 38,667 units. If urban densities are not realized for lands designated as Future Urban, the planning area could accommodate 33,572 - 35,115 total housing units, or approximately 1,880 - 2,401 units more than existing zoning.

In general, the Executive Proposed Area Zoning would provide increased opportunities for higher density single- and multifamily development. In general, greater availability of multifamily units -- and, to some extent, single-family housing on small lots -- could provide increased opportunities for relatively affordable units, and could help meet some of the demand for affordable housing in the Northshore area.

Mitigation Measures: Growth would be encouraged to take place in areas that could provide adequate levels of public services and utilities. Proposed policies encourage infill development throughout the planning area in ways that would be compatible with the overall character of existing neighborhoods. Environmentally sensitive areas would be protected through the King County Sensitive Areas Ordinance and appropriate P-suffix conditions. However, development under the Proposed Plan, even given sufficient infrastructure, would not accommodate anticipated growth.

In view of potential limitations of population growth due to infrastructure limitations (primarily roads), King County should identify selected areas within Northshore where excess capacity exists or where additional growth capacity can be provided cost effectively; this is unlikely to off-set the likely population shortfall, however. The County should also work with neighboring cities and Snohomish County to encourage them to increase densities where feasible.

To enable King County to implement its overall policy of accommodating growth, some increment of future population and housing may need to be allocated from Northshore to other areas of the county (either

incorporated or unincorporated) where vacant land and infrastructure capacity exists or can be provided. This could be accomplished most effectively on a countywide basis; where feasible and appropriate, some adopted community plans could be revised to accommodate additional growth. To deal with potential regional reverberations of Northshore's inability to accommodate forecast growth, King County (in cooperation with other jurisdictions) should undertake a review of zoning and infrastructure capacity in other community planning areas; this would help to identify areas with the capacity to accommodate additional growth.

The Policies of the Proposed Northshore Community Plan update are aimed at providing a mix of housing types and accommodating a range of incomes. Higher density housing and multifamily housing is likely to be relatively more affordable than what would be developed under No Action.

## Resource Lands

Impacts: Continued growth in the Northshore Planning area, especially as it approaches development capacity, is likely to increase land use conflicts between urban uses, open space, historical resources, and agricultural uses.

If development pressures increase as expected, existing preservation tax incentives would probably be inadequate to prevent conversion of historic resources to more economic uses. Unprotected historic sites located in the portions of the planning area that are proposed for urban residential, industrial, or commercial uses would likely come under strong development pressure and be converted to other uses. Future construction could also result in the destruction of sites not yet identified by the County.

Mitigation Measures: The proposed plan's park and recreational policies emphasize the creation of a system of active and passive open spaces, recreation areas, trails, and scenic areas throughout Northshore. The plan also contains criteria for granting density bonuses for the provision of public benefits, such as open space and parks; clustered development is also encouraged to help preserve open space.

The proposed plan encourages the County to coordinate with other jurisdictions to identify, preserve, and nominate as landmarks, significant historic resources located within the urban growth area. Agricultural policies are intended to preserve the agricultural uses in the Sammamish River Valley.

## Transportation

Impacts: By the Year 2010, total PM peak period trips would increase by 96 percent, to 74,800. The most significant trip generation impact would be a 100 percent increase (compared to 1988 levels) in PM peak period origin trips; peak period destination trips would increase by about 57 percent. Most of the increased trips, about 50 percent, would be internal trips. The highest concentrations of internal trips would occur in the Bothell area (14 percent), Kenmore (5 percent), and Woodinville (4 percent). In terms of total PM peak period trips, the Proposed Plan would have less impact than the other alternatives.

The roadways most affected by growth would include SR 522, Juanita-Woodinville Road, and Northeast 124th Street. The central SR 522 area, north Northshore, and the Juanita-Kenmore area would also experience substantial increases in traffic under all scenarios. Roadways with the greatest increase in volume would be NE Woodinville-Duvall Road, 140th Avenue NE, NE 171st Place, and 156th Avenue NE.

The highest levels of congestion (volume to capacity ratio greater than 1.5) would occur along the following roadway corridors: SR 522, Simonds Road, N.E. 132 Street, SR 202, and Willows Road N.E. Even with implementation of recommended improvements, most of the planning area's arterials would be operating at a volume to capacity ratio of one or greater.

Implementation of the Executive Proposed Plan could encourage nonmotorized transportation throughout the planning area. To be effective supplements to a balanced transportation system, bicycling and walking require short trip distances and a mix of residential and commercial/employment uses in activity centers. Proposals for both the Kenmore and Woodinville areas would help to create this environment.

Land uses in the Port of Kenmore could undergo significant change under the Proposed Plan. Mixed-use development on the Kenmore Premix site would replace industrial shipping demand with the potential for less industrial uses, such as another marina and passenger-only ferry service. The Kenmore Air Harbor is intended to be an integral part of the Port of Kenmore. Mixed-use residential development could also result in increased complaints over noise related to take-offs and landings.

Railroad activity in Northshore would be affected by possible road construction and land development within the Sammamish River Valley. There would be increased demand for railroad crossings with the recommended extensions of Willows Road and Northeast 132nd Street as well as development of the industrial area north of Northeast 145th Street.

Mitigation Measures: The Executive Proposed Plan supports recommendations from the Eastside Transportation Program (ETP) that identify HOV operational improvements and new facilities to help ease congestion levels on. The Plan also recommends strategies to encourage modes of travel other than the single occupant vehicle (SOV). These strategies include changes in transit service and supporting the Transportation Demand Management (TDM) Ordinance being developed by King County and Metro to manage transportation demand.

Projects recommended in the Proposed Plan contain design elements that would allow greater access and safety for bicyclists, pedestrians and equestrians. Major new road improvements are identified for Woodinville, the Sammamish Valley, and Kenmore. New roadways in and around Woodinville involve bypasses for the north and south parts of the business district and segments of an internal grid system. Road improvements in the Sammamish Valley include the extension of Willows Road north and NE 132nd Street east. In Kenmore, new roads would include relocation and improvement of NE 175th Street and an extension of NE 185th Street. All these new road projects are designed to improve circulation and provide relief to congested areas.

Other road and transit facility projects have been identified for the Kenmore business district during the Northshore Community Plan update process. The Executive Proposed Plan also identifies the need for improved neighborhood circulation, including the Hollywood Hill area and Wellington neighborhood. While some improvements are identified in the plan, development of detailed neighborhood circulation guides is acknowledged for these areas. These guides is essential to mitigate the effects of growth in these areas.

Major components of the Executive Proposed Plan include a transit, rideshare, transportation demand management element and a nonmotorized transportation element. Strong programs are critical to achieving a more balanced transportation system and alleviating traffic congestion due to growth and facility limitations.

As growth continues and facility needs are realized, dependence on the mitigation payment system (MPS) to help fund needed improvements will be significant. The Executive Proposed Plan establishes policies emphasizing the use of MPS. Where state facilities are excluded from MPS, the plan attempts to identify state needs for consideration. The plan also calls for adherence to RAS and concurrency requirements, encouraging strict requirements to be included in proposed RAS revisions to be considered by the County Council in 1993.

Supplemental mitigation could also be provided through three alternative land use and transportation scenarios. The scenarios involve varying emphasis on a range of land use and transportation measures aimed at limiting growth, implementing transportation demand management programs, and increasing road system capacity. A summary of the measures provided in each scenario is presented below.

*Scenario 1:* Near-term actions would be aimed at identifying and permitting levels of growth that did not overburden area roads while simultaneously planning and implementing road system improvements to support planned growth. Development would be phased with the concurrent provision of necessary

facilities. For example, temporary downzones could be used to provide time for affected jurisdictions and transportation agencies in the region to identify, plan and program appropriate transportation facilities. Upzones would occur concurrent with the ability of the road system to accommodate additional density (i.e., as improvements are programmed).

*Scenario 2:* Scenario 2 focuses on a system of transportation-oriented incentives and disincentives designed to encourage increased use of transit, carpools and other demand management techniques, and to discourage use of single-occupant vehicles. Land use actions involve modifying adopted land use plans to create incentives for higher development densities along HOV (and potential light rail) routes. As part of this strategy, congestion levels could be allowed to increase on some or all corridors to further discourage driving. A portion of these roadways could also be designated for HOV use, creating additional impetus for single drivers to find alternative routes or change their commuting behavior.

*Scenario 3:* Scenario 3 would emphasize an aggressive capital improvement program (beyond currently identified King County Transportation Program and Eastside Transportation Program projects) to expand the capacity of the road system. This could include major widening of existing roads with identified problems, or construction of new arterials. The location of any new corridors would, to the extent possible, reflect the land use plans of participating jurisdictions. Future land uses could also be modified in response to an expanded road system. In the interim -- while road improvements were being identified, designed and constructed -- concurrency provisions would assure that near-term development proposals were phased with existing capacity.

## **Public Services And Utilities**

### **Fire**

Impacts: Increased demand for fire protection and emergency medical services and need for additional facilities, equipment, fire flows, and personnel would result from projected population growth in the Northshore area.

Mitigation Measures: Future development under the Executive proposed plan would result in a more concentrated, higher density pattern of development that could be easier, faster, and less expensive to serve than a lower density, more dispersed pattern of growth. Road construction and traffic improvements should provide adequate access for emergency vehicles. Commercial and residential buildings should be planned and designed to facilitate fire prevention. Tax revenues generated by future development would be available to finance additional staff and equipment requirements; other appropriate mitigation should be identified through SEPA review of individual projects.

### **Police**

Impacts: Anticipated population growth will place increased demands (over existing levels) on the police department for patrol, investigative, and other law enforcement services. As a result, development under the Executive Proposed Plan and Area Zoning would require additional police personnel and equipment to maintain existing service levels and would likely increase police service costs.

Mitigation Measures: Specific impacts of future development proposals should be assessed and appropriate mitigation measures imposed through the County's SEPA authority. Building and site designs that would reduce opportunities for crimes to occur should be encouraged and measures should be taken during construction to provide on-site security. Adequate street lighting should be provided for residential and commercial developments. In general, a more concentrated, higher density pattern of development could be easier and less expensive to serve than a lower density, more dispersed pattern of growth. Tax revenues

generated as the result of development and future population growth would be available to finance additional staff and equipment requirements of the County.

## **Schools**

Impacts: New and expanded school facilities will be needed to accommodate the growing numbers of Northshore families with school-age children.

Mitigation Measures: Under the Proposed Plan, the magnitude, type, and location of growth will be more predictable than under existing growth and development patterns; thus, school districts will be better able to plan for and accommodate new students. Transportation costs could also be lower to serve a more concentrated and higher density area. Any new facilities should be located where transportation costs can be minimized and public services are available. Additional revenues derived from the local school levy (resulting from increases in the property tax base due to future development) and additional State funding for school operations could help fund school program expansion. Affected school districts could propose special levies to raise additional funds for school expansion or new school construction. Affected school districts and King County should cooperate to implement King County's school impact fee ordinance to help mitigate the impacts of future development on school facilities.

## **Parks and Recreation**

Impacts: Population growth in the Northshore area will increase the demand for new park and recreational facilities. Use of existing County, state, and nearby city facilities would also increase, as would park maintenance requirements and costs. Since a significant portion of Northshore's population is and will continue to be concentrated in the western two-thirds of the planning area, there would be a greater need for neighborhood and community parks to serve this area.

Mitigation Measures: The Executive Proposed Northshore Community Plan Update contains a number of policies encouraging parks, open space, and trails throughout the planning area. The Proposed Plan includes provisions for a trail and open-space system with existing primary trails and provisions for secondary trails where possible. The County may consider a system of impact mitigation fees pursuant to the Growth Management Act, to provide additional park and recreation facilities needed to serve new growth and development. The County should use its existing SEPA authority to mitigate impacts on park and recreation services/facilities caused by new development proposals.

## **Water**

Impacts: Population growth associated with the Executive Proposed Plan would increase consumptive uses and would place increased demands on existing water supplies and facilities. Increased development densities in the eastern portion of the planning area (relative to existing zoning densities), could result in greater impacts to the Woodinville Water District due to the potentially larger number of connections that would have to be installed. In order to meet increased demands, existing facilities will have to be upgraded and expanded. Necessary system improvements include increased storage, construction of additional pump stations and distribution lines, and development of new sources of supply. These improvements have been identified in each purveyor's comprehensive plan and implementation, in some cases, is already underway. It is anticipated that system improvements planned by the Seattle Water Department, the Northeast Lake Washington Sewer and Water District, and the Woodinville Water District would be adequate to meet the water needs of the projected population in the Northshore area through the year 2000. (In general, existing water district plans do not address specific year 2010 needs or facility requirements).

Mitigation Measures: Executive Proposed Plan policies would require that water system improvements be designed, located, and constructed to avoid significant adverse environmental impacts and to protect valuable environmental resources. New development within Northshore should be required to be served by public water systems in a manner consistent with the water system plan for the area. In designated rural areas, water



system improvements would be limited to a rural level of service. Purveyors' comprehensive plans must state that system improvements in rural areas will not require increased densities to finance planned facilities. Residential and commercial developments should be designed to reduce fire flow requirements and should also be required to use the most up-to-date methods for water conservation. Connection and user fees should help to cover the capital and operating costs associated with new development. The County could consider adopting landscaping requirements for new development that would reduce the amount of water consumed for irrigation.

## **Sewer**

Impacts: Under the Proposed Northshore Plan, the eastern one-third of the planning area would be designated primarily for single-family low urban and rural densities and would be outside the sewer local service area and would require on-site disposal systems. Without proper maintenance, septic system failures could occur and could lead to both surface and groundwater quality degradation. Widespread on-site disposal use could have significant cumulative impacts on surface and groundwater quality, as well as human health. Sludge removed from septic tanks would have to be disposed of at one of Metro's sewage treatment plants. Additional solids-handling capacity may be needed to handle septic wastes generated by Northshore's future population. Much of the commercial development and higher density urban development in the western two-thirds of the planning area would require sanitary sewers. Specific impacts to the local sewer districts and Metro could include increases in volume of flow and peak demand.

Mitigation Measures: Executive Proposed Northshore Plan policies limit on-site sewers to low density urban areas (1 dwelling unit per acre), rural and resource areas, and certain areas that cannot be served by public sewers because of severe environmental constraints. Extensions of the Local Service Area would be permitted in these areas if on-site system failures occurred and only after septic tank management or alternative methods of sewage disposal were considered. The County should initiate a consumer education program dealing with proper operation and maintenance of on-site septic systems to help prevent on-site system failures. The County should also implement a program of regular inspection of on-site systems. Identified improvements to Metro facilities should provide adequate capacity to accommodate the expected increase in flows through the year 2030. No current or near term deficiencies in capacity are apparent. In addition, the comprehensive planning process undertaken by the individual sewer districts and Metro should identify any future capacity problems and allow sufficient time to plan for system improvements and financing. Fees collected from developers and individual homeowners for connection to the existing wastewater system, late comer fees and user fees should help to offset the capital and operating costs associated with new developments.

## **Stormwater Drainage**

Impacts: Future development in the Northshore planning area will result in increased runoff, flooding, erosion, sedimentation and related problems. The need for effective stormwater drainage facilities will increase as the result of higher density and infill development and greater amounts of impervious surfaces.

Mitigation Measures: The Executive Proposed Northshore Community Plan Update contains a number of policies designed to reduce the impacts of stormwater runoff. Natural vegetation would be protected in order to moderate surface water runoff and erosion. Natural drainage systems including wetlands and streams should remain undisturbed or be restored and enhanced to control surface water runoff and protect water quality. New commercial and residential developments should be designed to minimize the amount of impervious surface that they create. Master drainage plans should be developed for new commercial and residential developments where appropriate. Construction is limited for all new development to avoid significant clearing from November through April. During construction, temporary erosion and sedimentation control measures should be submitted for approval by the County. Lands that are identified as Erosion Problem Areas shall provide increased detention as identified in the plan.

## Energy

**Impacts:** Residential and commercial energy demands would increase with population growth and development.

**Mitigation Measures:** Both Washington Natural Gas and Puget Power are in the process of developing long range facilities plans. It is anticipated that this planning process will enable both energy providers to meet projected needs. Puget Power has a number of substations and line changes planned for the Northshore area to serve existing and projected loads. It is expected that customer fees would cover the cost of service expansion. The Growth Management Act requires that the location of proposed utility corridors, including electricity and natural gas transmission lines, be identified. The County should identify any proposed utility corridors in order to enhance long range planning efforts for electricity and natural gas needs. Energy saving features should be included in the design and construction of residential and commercial developments.

## Solid Waste

**Impacts:** The Northshore planning area could generate approximately 12,874 - 15,056 additional tons of garbage per year by full buildout, which is approximately 5,302 - 6,377 more tons than could be generated under the No Action Alternative. Commercial and industrial development would augment the waste stream. Additional wastes will reduce existing landfill capacity at the Cedar Hills Landfill, and ultimately shorten its useful life. The 1990 King County Comprehensive Solid Waste Management Plan indicates that transfer facilities serving Northshore are currently operating above design capacity. Future growth will exacerbate this problem and add to the need for additional solid waste facilities.

**Mitigation Measures:** Development at relatively higher densities would concentrate routes and could increase the cost-effectiveness of garbage collection. It is anticipated that fees charged for collection services would be used to recover the cost of disposal fees. Increased recycling efforts in commercial and residential developments would help reduce the impacts of increased wastes on existing facilities. At the County (or state) level, energy recovery programs could help extend the useful life of existing landfill sites.

## Unavoidable Adverse Impacts

**Earth:** Growth in the Northshore planning area and attendant development activity, with or without the proposed action, will result in increased erosion and sedimentation, as well as potential landslide and seismic damage in some areas.

**Air:** Increased growth and development activity in Northshore under the proposed action will lead to higher emissions and concentrations of air pollutants in the area, particularly TSP/PM10 and CO.

**Water:** The volume of surface water runoff will increase, which will cause increases in stream flows and extend peak flows. Surface water quality will decrease because of sedimentation, pollution, nutrients, and the duration of temperature increases. Groundwater resources will be adversely affected by reduced infiltration and introduction of pollutants.

**Plants and Animals:** Wildlife habitat and native vegetation will be lost as a result of population growth and development in the planning area. A reduction in habitat will result in decreased abundance or local extinction of species dependent on the habitat.

**Energy and Natural Resources:** More energy would be consumed as population of the Northshore area grows, with or without the Proposed Action. Timber would be cut as land is prepared for development or converted to residential uses.

**Environmental Health:** Noise levels in the area will increase as a result of future population growth, development and traffic.

**Land Use and Zoning:** Vacant and partly developed land will be developed, primarily for single-family residential uses, to accommodate projected population growth in the Northshore area. The area will become more urban in character.

**Population and Housing:** Population in the Northshore area will increase with or without adoption of the Executive Proposed Community Plan. As a result, more resources will be consumed. Land developed for residential and commercial uses will be unavailable for other uses. If sufficient infrastructure is unavailable to accommodate projected Northshore population growth, neighboring cities such as Bothell and Kirkland, other planning areas such as Shoreline and Bear Creek, and areas in Snohomish County will more than likely experience increased pressure for additional population growth.

**Resource Lands:** Population growth and development would increase pressure for the conversion of open space to more intensive urban uses and would increase pressure for redevelopment and reuse of historic sites. Conflicts between agriculture and residential uses are likely to occur.

**Transportation:** Population growth in Northshore under any of the alternatives will result in increased vehicle trips and congestion.

### **Public Services and Utilities**

Fire: Increased development and population growth would increase the demand for fire protection and emergency medical services from fire districts in the Northshore planning area. Resources will have to be expended to meet these demands.

Police: Future population growth and development activity will increase the need for police protection services in the Northshore Planning Area. Resources will have to be expended to meet these needs.

Schools: As new development occurs and the number of area families with school-age children increases, the demand for school services will increase. Land developed or set aside for school facilities would be unavailable for other uses.

Parks and Recreation: Future population growth will place increased demands on existing parks and recreational facilities and programs, and will contribute to the demand for additional parks and recreation programs. If additional acquisitions are not made, existing deficiencies would be exacerbated. Costs for improvements, and operation and maintenance would rise. Future development of the planning area will result in a net loss of existing open space.

Water: Population growth and development will increase consumptive uses and place increased demands on existing water sources and facilities. Greater demands on existing regional water supplies could increase the cost of both present and future water development. To meet the demands of the projected population, new sources of water supply will have to be developed. Water consumed in residential and commercial developments is unavailable for other beneficial uses.

Sewer: Increased development in areas designated for on-site disposal systems will increase the potential for septic system failures. Increased septic system failures could result in surface and groundwater quality degradation as well as human health effects. Increased quantities of treated sewage would be discharged to Puget Sound.

Stormwater Drainage: Future development will result in increased stormwater runoff and related problems in the Northshore planning area. Increased stormwater runoff would contribute to increased sedimentation, flooding, loss of fish habitat in streams and decreased water quality.

**Energy:** Additional natural gas and electricity will be consumed in connection with future growth. Land required for transmission facilities (including transmission or pipeline corridors) and sub-stations would be unavailable for other uses.

**Solid Waste:** Increased quantities of solid wastes will be produced as a result of population growth in the area, with or without the Proposed Action. Additional wastes will require increased handling capacity on the part of refuse collectors, as well as increased costs at the landfill. Because of the potential for waste reduction through recycling, the actual amount of solid waste generated as the result of population growth is uncertain. Additional landfill capacity will be consumed.



## **II. Alternatives, Including The Proposed Action**

### **Description Of The Proposal**

#### **Northshore Community Plan Update**

Northshore is one of 13 community planning areas defined in unincorporated King County. Within these areas, local residents assist County staff to develop 6-10 year plans for the future growth of their communities. Consistent with the countywide Comprehensive Plan, community plans establish policies for land use, environmental protection, transportation, and a range of essential public services and facilities, such as parks and open space, sewer and water. The plans also contain recommendations for capital improvement projects. An areawide zoning map is developed along with the plan; land within the planning area is rezoned in conjunction with the designations and policies of the adopted plan. When adopted by the County Council, the community plan and area zoning amend the County's Comprehensive Plan and official zoning map, and serve as a guides for future land use decisions in the area.

As depicted in Figure 1, the Northshore planning area encompasses 39 square miles. It is bounded by Lake Washington and 56th Avenue N.E. on the west; N.E. 132nd 124th, and 116th Streets on the south; approximately 180th Avenue N.E. on the west; and the Snohomish County Line on the north. The Cities of Redmond, Kirkland, and Lake Forest Park border the planning area, while the City of Bothell is located within Northshore's boundary.

Unincorporated Northshore has grown rapidly. The 1990 population is estimated at 72,400, a 24% increase since 1980. By the year 2000, population is projected to increase by 34% to 97,100 (King County, 1990). The nearby Cities of Kirkland, Redmond and Bothell have also grown rapidly over the recent decade, as has the adjacent Bear Creek Planning Area.

Land use in Northshore is generally characterized by a predominance of urban/suburban neighborhoods and some significant resource uses/areas. The primary land use pattern consists of low and medium density residential development; densities are generally urban/suburban in the western portion of the planning area and suburban or rural in the eastern portion. Several activity centers -- including Woodinville, Kenmore and the Cities of Bothell, Kirkland and Redmond -- are located within or adjacent to the planning area and are characterized by more intensive development. Similarly, the neighborhoods of Kenmore, Inglemoor, Juanita, Kingsgate, Norway Hill, Finn Hill and Woodinville generally contain concentrations of higher density residential development. Operating farms, wooded lots, and significant environmental resources are also found in parts of the planning area, particularly adjacent to the Sammamish River.

The Northshore Community Plan, originally adopted in 1977, generally directed urban development to nearby cities, where services were present or could be extended efficiently. The Plan recognized Woodinville and Kenmore as suitable for urban development in the future, when services and facilities became available. Low density (generally 1 acre) zoning was applied to agricultural lands and environmentally sensitive areas throughout the planning area. The remainder of Northshore was designated for a range of residential densities.

In June, 1988, the County Executive and King County Council appointed the Northshore Citizen Advisory Committee (CAC) to develop an updated plan for the area. The Committee consists of 14 members. The motion initiating the plan update generally directed the CAC to develop a plan that could accommodate forecast growth consistent with other important county goals and policies, including protecting the environment, preserving resource lands, and providing adequate facilities and services.

A series of neighborhood public meetings were held over the two-year planning period to describe the community planning process and to solicit residents comments and views about the future of the community. Based on this input, the committee and staff formulated general goals and objectives to guide the development of a plan concept.

- o providing a variety of housing types;
- o preserving Northshore's unique community characteristics;
- o providing a balance of jobs and shopping opportunities, to help reduce the need for long commutes;
- o recognizing unique environmental conditions; and
- o ensuring necessary public services and facilities are available to support planned growth, including: police and fire protection, schools, parks and recreation, drainage, and transportation systems.

In the summer of 1989, a brochure was mailed to residents describing three alternative land use plans; the alternatives reflected different possible development and density patterns for Northshore. The brochure also contained a questionnaire to help solicit local reaction to the alternatives. The alternatives presented in this brochure all accommodated (approximately) the population growth forecast by the PSCOG for the planning area. After meetings and input on these alternatives, staff and the CAC developed a hybrid alternative as the Proposed Plan. This alternative did not accommodate as much growth as the original alternatives, due to infrastructure constraints such as roads, and public sentiment.

The Executive Proposed Northshore Community Plan and Area Zoning, accompanied by this Draft EIS, will be transmitted to the King County Council for review in April, 1991. After holding a public hearing, the County Council will refer the proposed plan to a review panel, consisting of a subcommittee of the Council. The review will consider the proposed plan in detail and hold additional public meetings; the Council will then make recommendations to the full County Council. After holding additional public hearings -- and following issuance of a Final EIS which responds to comments on the Draft EIS and analyzing any changes recommended by the Council -- the Council will adopt the plan by ordinance. Following adoption, it will be used by the King County Council, Executive, various agencies and departments and private property owners as a guide in making decisions about land use, infrastructure, and other issues for the Northshore planning area.

## **Proposed Northshore Plan Concepts and Policies**

### **Proposed Plan Concept**

The land use concept contained in the Executive Proposed Northshore Update allocates future development and population growth based on the following general characteristics of the planning area:

- o Established neighborhoods and urban development patterns in the western and central portions of the planning area;
- o Productive agricultural areas and rural development patterns in the eastern portion of the planning area;
- o Significant forecast population growth and growing development pressure;

SHORELINE

**NORTHSHORE  
COMMUNITY  
PLANNING AREA  
NORTHSHORE**

BEAR  
CREEK

EASTSIDE

EAST  
SAMMAMISH

SNOQUALMIE

SEATTLE  
SEATTLE

NEWCASTLE

EAST KING COUNTY

HIGHLINE

VASHON

GREEN

SOOS CREEK

TAHOMA  
RAVEN HEIGHTS

RIVER

FEDERAL WAY

VALLEY

EAST KING COUNTY

TACOMA

ENUMCLAW



# Northshore Community Planning Area

Source: King County Department of Parks,  
Planning and Resources



- o The presence of environmentally sensitive areas and valuable natural resources;
- o Currently limited infrastructure capacity, especially roads, to support substantial additional growth; and
- o Demands for urban levels of service in rapidly developing rural areas;

The challenge to the Northshore Community Plan Update is to balance these factors consistent with the policies of King County's Comprehensive Plan and implementing ordinances, and to accommodate the needs of the regional community. The major features of the proposed plan concept are shown in Figure 2 and include the following:

**Urban Growth Areas:** Consistent with the Washington Growth Management Act (RCW 36.70A), and with the King County Comprehensive Plan, the Executive Proposed Northshore Update directs most future growth to areas that are characterized by urban development and which can support urban growth because the availability (or planned extension) of essential services and facilities. Identified Urban Growth Areas, and the land use designations proposed for these areas, have been coordinated with the boundaries, annexation/expansion areas, and service capacities of the adjacent cities of Bothell, Kirkland, and Redmond. King County and the Cities will pursue interlocal agreements to formalize and implement their understanding regarding these areas. Detailed policies are included in the plan to guide the formation of pre-annexation planning agreements.

**Urban Areas:** The Executive Proposed Northshore Update applies urban land use designations to established residential and commercial areas in Northshore. Established neighborhoods in the western and central portions of the planning area would generally be developed more intensely and with a broader range of uses; these include the neighborhoods of Kenmore, Inglewood, Inglemoor, Juanita, Finn Hill, Norway Hill, Kingsgate and Woodinville. Over the 6-10-year life of the plan, these neighborhoods would accommodate additional growth at densities similar to present development patterns. Single-family urban (SFU) areas would have densities ranging from 3 to 8 dwelling units per acre, depending on actual site conditions and potential compatibility with adjacent development. The Executive Proposed Plan also proposes 4 multifamily (MF) areas located along major arterials at neighborhood centers.

Low density urban residential areas (SFLU) are located in the eastern third of the planning area and would be zoned for 1 dwelling unit per acre. These areas are currently developed at low densities and do not have the full range of urban services (i.e. sewer service) needed to support more intensive growth.

The Executive Proposed Plan generally promotes redevelopment of existing commercial centers with mixed-use (i.e. multifamily residential and commercial) opportunities and intensification of retail and service space. Seven neighborhood centers (NC) are designated throughout the planning area. Their proposed locations recognize existing concentrations of commercial activity and are intended to provide an appropriate scale of retail commercial services and multifamily uses located in compact centers convenient to residential neighborhoods. The Kingsgate Shopping Center, located on 124th Avenue N.E., is designated as a community-scale center (CC), and appropriate for a mixture of retail, service and multifamily uses.

An industrial area (IND) is sited along Woodinville-Redmond Road between Woodinville and the St. Michelle Winery; a smaller industrial area is designated along N.E. 124th Street and Willows Road, bordering the City of Redmond. These designations would continue existing uses of these areas. An existing industrial area, located south of Bothell along Juanita-Woodinville Road, would be redesignated to Future Urban.

The Cities of Kirkland, Redmond, and Bothell function as the Urban Activity Centers for the planning area. Consistent with the King County Comprehensive Plan, high density residential development and most commercial/industrial development is directed to these cities based on the presence of or efficiency of readily providing necessary urban services.

**Unincorporated Activity Centers:** Kenmore and Woodinville are also designated as activity centers and are intended to accommodate a substantial amount of future growth. Redevelopment in Kenmore would emphasize its marine location and would enhance pedestrian linkages between high density housing (average 18 dwelling units per acre) and the commercial office core. Plan policies for Kenmore also encourage rezoning

commercial property between 68th and 73rd Avenues and to multifamily uses to provide additional housing opportunities and to achieve a balance between residential and commercial uses.

The Woodinville sub-area plan seeks to maintain the residential character of the area by encouraging the intensification of existing commercial and manufacturing areas within the Woodinville center. The commercial core of Woodinville is envisioned to develop into a compact pedestrian-oriented center characterized by a mixture of higher density residential, commercial and employment uses.

The Executive Proposed Plan presents two policy options for land uses within the Woodinville Activity Center. Executive Staff's recommendation (supported by one-half of the CAC) would encourage development of Woodinville with a mix of uses, including retail stores, offices, recreational and entertainment facilities, distribution centers, manufacturing sites, high density multifamily housing (18-24 dwelling units per acre), mixed-use (residential/commercial) developments, and general commercial facilities. A defined downtown business core would focus future commercial development within areas currently zoned for commercial use. The alternative policy option (recommended by half of the CAC) would expand the existing commercial area and locate multifamily housing on the periphery of the commercial/office core and along major arterials.

**Future Urban Areas:** Four locations in the eastern portion and two in the central portion of the planning area -- totalling approximately 140 acres, of which almost one-half is considered unconstrained and available for development -- are designated for future urban use (FU). While potentially suitable for urban development, these areas are not currently served by adequate services. The plan would apply interim, growth reserve zoning to maintain low densities. Urban-level development could occur only when the necessary public services and facilities are or can be provided and only after thorough environmental review to assure compatibility with adjacent areas and actual site conditions.

Achievement of urban densities for the Future Urban areas is also made contingent on annexation by the adjacent cities. (The likelihood of eventual incorporation of the Woodinville activity center is also recognized.) Actual site conditions and an interlocal planning agreement would determine appropriate densities.

**Rural Areas:** Portions of the eastern one-third of the planning area are designated for rural residential use and for agriculture. These areas are presently characterized by low density rural development patterns, including farms, grazing pastures, wood lots and residences. An agricultural production district (AG) is located adjacent to the Sammamish River, generally bounded by Woodinville on the north and the Redmond city limits on the south. Several public parks are also within this area.

Low density rural residential (SFR) designations are generally proposed adjacent to agricultural lands, environmentally sensitive areas, and within sparsely developed portions of the planning area. Low densities (ranging from 1 dwelling unit per 2.5 to 5 acres) are intended to maintain existing rural character and appropriate service levels. Rural land use designations are also used to minimize land use conflicts and provide a buffer between the Sammamish River agricultural production district and surrounding urban uses. An area west of Bothell and east of Swamp Creek would be designated for Agricultural use. At the same time, some land currently designated for agricultural use would be changed to rural use or urban separator.

## Major Plan Policies

Highlights of the Executive Proposed Northshore Community Plan Update are summarized below. This section is a selective summary and paraphrases proposed policy language; the full text of Executive Proposed policies is included in Appendix A.

### Urban Growth Areas

The Executive Proposed Northshore Community Plan Update designates urban growth boundaries for cities and unincorporated activity centers within the planning area. Lands within the growth boundary are considered

appropriate for annexation to either the City of Redmond, Kirkland, or Bothell. Urban growth boundaries were identified using the following criteria:

- o Protection of rural and resource lands;
- o Ability of the land to support future urban densities and services;
- o Location of sewer and water service areas;
- o City designations for future expansion;
- o Absence of topographical or physical barriers to city growth; and
- o Discouraging urban sprawl by including only lands needed to accommodate forecast growth.

Major urban growth area policies include the following:

- o The annexation or incorporation of Kenmore is supported by the plan. (E-6).
- o Extending urban services to environmentally sensitive lands within the Swamp Creek basin is not appropriate; the lack of such services should not preclude annexation to an adjacent city provided that these areas are protected after annexation. (E-7)
- o Annexation of lands within the urban growth boundary are consistent with the 1990 Growth Management Act (ESHB 2929) and are appropriate for annexation subject to the adoption of an interlocal agreement addressing the following criteria: urban levels of service can be provided, including police, fire, schools, transportation, sewer, water and general governmental services; the City has considered levels of service, mitigation standards and environmental regulations that are at least as stringent as King County's; pockets of unincorporated lands are not created; a sub-area land use plan has been adopted by the annexing city; and, a variety of residential types and densities are provided. Cities should also incorporate greenbelts, open space and urban separators in annexation proposals and should preserve the unique character of neighborhoods. King County will not support annexations or incorporations that create or maintain inappropriate low density residential areas (E-8, E-9, E-10, E-11, E-12).
- o The County and the City of Bothell have mutually agreed on a variety of issues pertaining to future annexations. These include:
  - the existence of neighborhood park deficiencies within developed areas;
  - land use designations for urban lands having urban services;
  - the location of lands to be designated as growth reserve until services are adequate to support higher densities (3-8 dwelling units per acre on the west slopes of West Hill, 1-3 dwelling units per acre on the north and east slopes of Norway Hill, and an average density of 10-12 dwelling units per acre around the I-405/N.E. 160th Street interchange, with density stepping down from the core to the perimeter of the area); future densities would be determined based on environmental constraints and other relevant factors, and are contingent on annexation to the City and the provision of adequate services;
  - methods to ensure adequate provision of urban services; and
  - consideration by the City of adopting standards for level of service, environmental protection, and impact mitigation that are at least as stringent as King County. (E-13 through E-21)
- o The County and the City of Redmond have agreed to work together in reviewing and mitigating development in identified "impact areas" that affect the City. (E-22)
- o The County supports the incorporation of Woodinville during this plan cycle as an efficient way to provide the full range of urban services to residents and to address local land use issues. Incorporation should be subject to the criteria and policies of the Northshore Community Plan Update; the future city must be within an Urban Growth Area. An Urban Growth Area for the future city is identified in the Plan based on policies E-23 through E-29. If the new City's boundaries are different than the Northshore Plan Update, then the identified Urban Growth Area will be modified to match the City's boundaries, and King County will anticipate urban services and densities within the modified Urban Growth Area.

- o Pre-annexation planning agreements should be negotiated between the County and the affected City and should address land use, transportation, development standards, surface water drainage, utilities planning, housing supply and need, historic preservation, parks, trails and open space, and environmentally sensitive areas. (E-30 through E-32)
- o King County, Snohomish County, Bothell and Woodinville should work together to resolve issues of mutual concern. (E-33)

### **Residential Development**

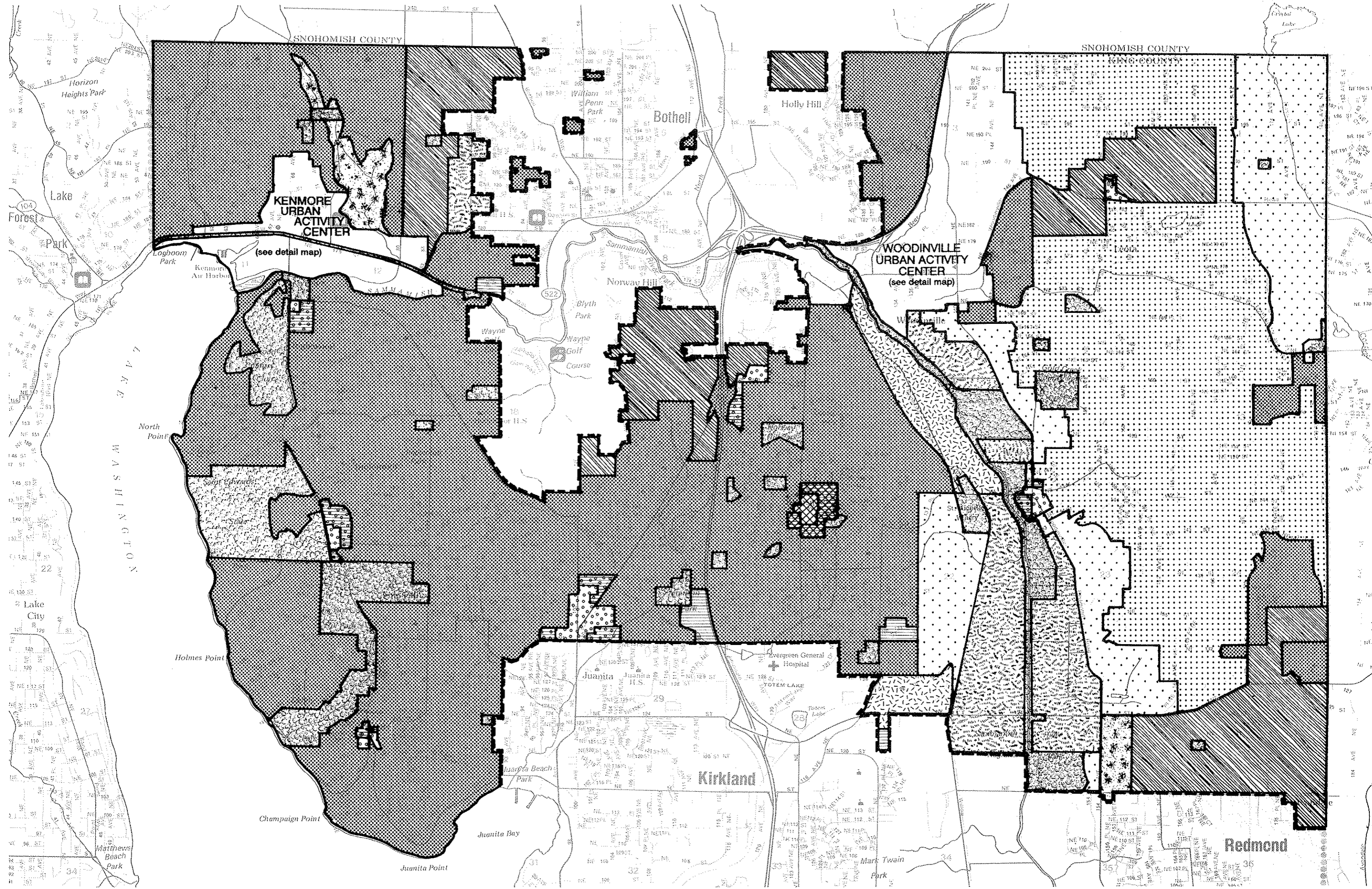
The updated residential development polices are designed to promote a pattern of higher density infill development in appropriate portions of the planning area, i.e., where sensitive areas are not present, where services and facilities are adequate and where compatible with adjacent development. In areas where services and facilities are deficient, or where natural resources and environmentally sensitive areas constrain development, density is limited accordingly.

The plan allocates a wide range of residential densities to Northshore neighborhoods depending on the presence of environmental constraints, the availability of urban services and existing development patterns. Densities of greater than 8 dwelling units per acre are permitted in urban areas and activity centers where adequate facilities and services are available. Lower urban densities are applied in areas with an established low density development pattern, or where service levels are currently deficient. Rural densities would range from 1 unit per 2.5 to 5-acres to preserve rural character, buffer agricultural uses and protect environmentally sensitive areas.

In general, urban levels of development are directed toward urban activity centers identified in the King County Comprehensive Plan or through other County policies -- Kenmore, Woodinville, Bothell, Redmond, and Kirkland. More intensive development in these areas must be integrated with the surrounding community and the natural environment in terms of architectural style and site planning. The Executive Proposed Northshore Area Zoning contains numerous conditions to ensure compatible infill development and intensification of appropriate lands.

Major residential policies include the following:

- o A variety of lot sizes and housing types are encouraged to provide housing for a range of income levels. (R-1, R-2)
- o Agricultural districts should be buffered from encroaching urban development through the maintenance of open space, dedication of sensitive area tracts, lot clustering, and similar techniques. (R-3, R-4)
- o The Daniels Creek Critical Sub-basin should be a rural area to protect the resource. (R-5)
- o Development should be consistent with the County's Sensitive Area's Ordinance. Low density and cluster development should be used to protect natural resources in the Swamp Creek corridor. (R-6, R-7)
- o Land use designations should be compatible with the prevailing land use pattern. Infill development is encouraged where the full range of urban services are available and where it is: compatible with the established land use pattern in terms of scale, density, and uses; and well integrated with the natural and built environment of the surrounding neighborhood. (R-8)



SNOHOMISH COUNTY

SNOHOMISH COUNTY

KING COUNTY

Bothell

Holly Hill

KENMORE  
URBAN  
ACTIVITY  
CENTER

(see detail map)

WOODINVILLE  
URBAN ACTIVITY  
CENTER  
(see detail map)

Norway Hill

Blyth Park

Wayne  
Golf  
Course

Woodinville

North  
Point

Holmes Point

Juanita  
H.S.

Evergreen General  
Hospital

TOTEM LAKE

Kirkland

Juanita Beach  
Park

Juanita Bay

Redmond

Champaign Point

Juanita Point

Mark Twain  
Park

Horizon  
Heights Park

Lake  
Forest  
Park

Logboom  
Park  
Kenmore  
Air Harbor

Lake  
City

Matthews  
Beach  
Park

Brooks  
Golf Co.

# Proposed Land Use

-  Single Family - Rural  
1 unit per 2.5-5.0 acres
-  Single Family - Low Urban  
1 unit per acre
-  Single Family - Urban  
3-8 units per acre
-  Multi-Family
-  Neighborhood Center
-  Community Center
-  Future Urban
-  Industrial
-  Agriculture Production District
-  Urban Separator and Open Space
-  Parks and Recreation
-  Incorporated Areas

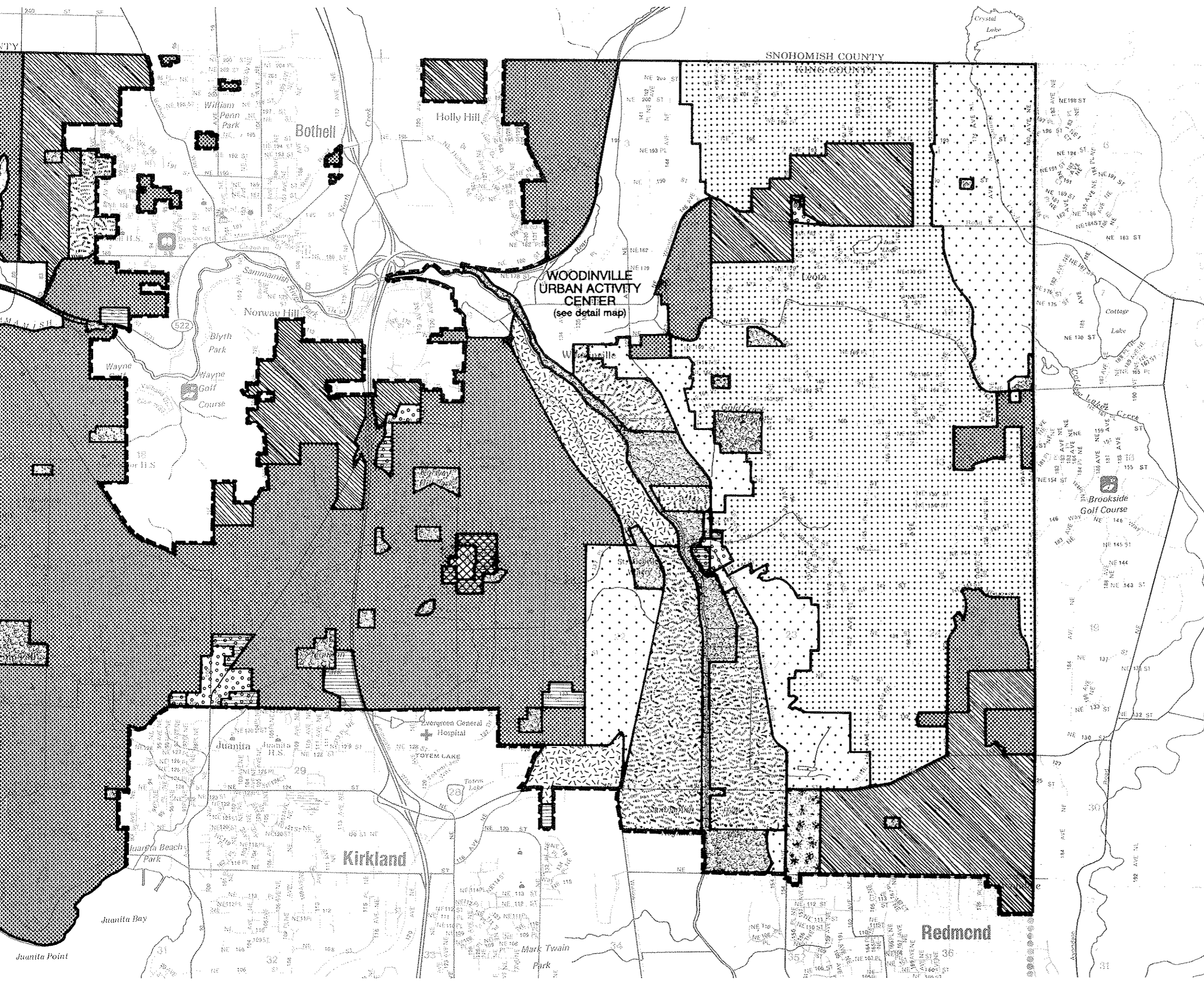
Source: King County Community Planning

## Executive Proposed Northshore Community Plan Update 1991

Northshore Community Planning Area



King County Planning and Community Development Division  
1991



# Kenmore Urban Activity Center

-  Single Family
-  Multifamily
-  Industrial
-  Commercial
-  Community Facility
-  Office
-  Mixed Use
-  Mobile Home Park
-  Parks and Recreation
-  Urban Separator and Open Space

Source: King County Department of Parks, Planning and Resources

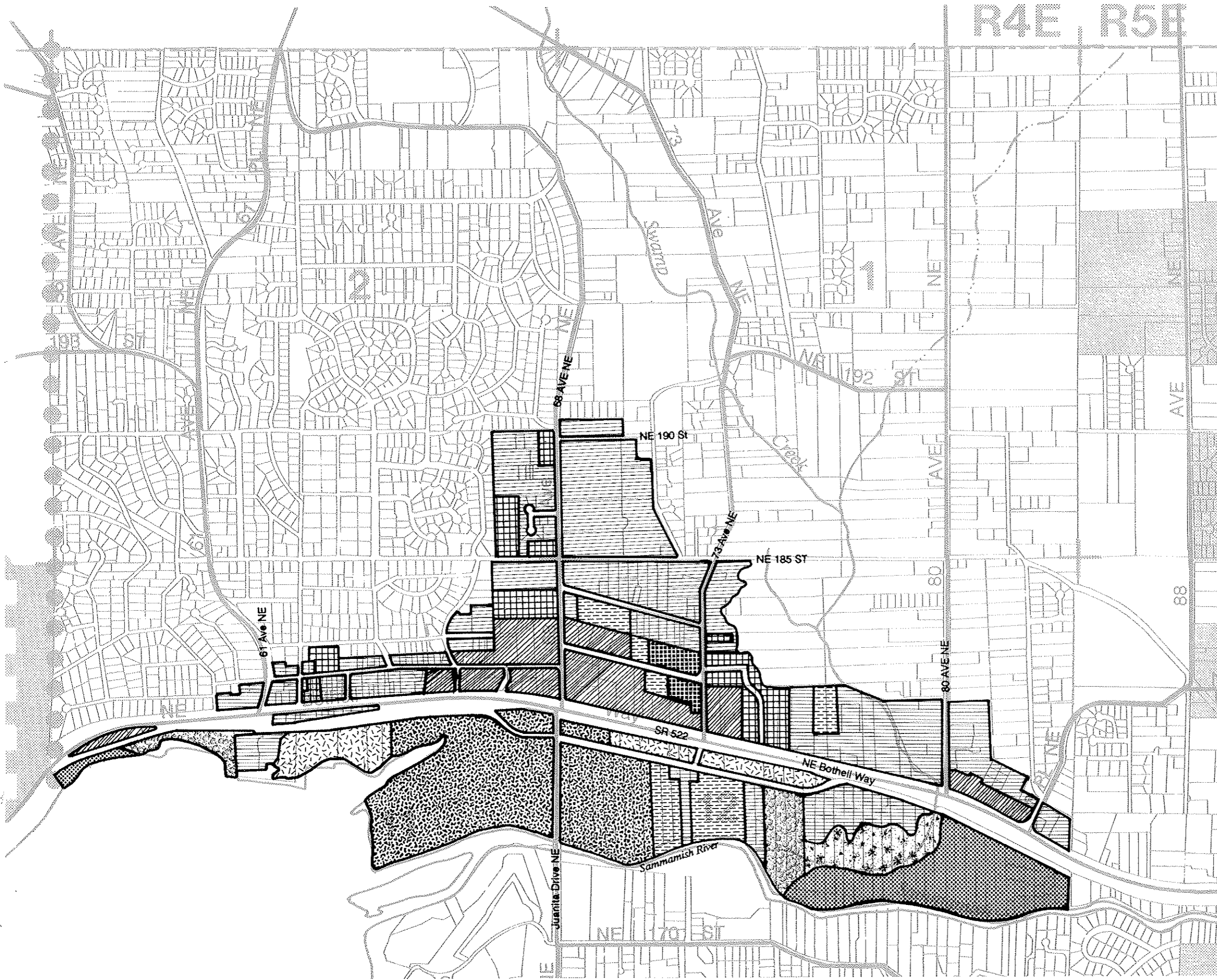
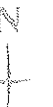
**Executive Proposed Northshore Community Plan Update 1991**

Northshore Community Planning Area



 King County Planning and Community Development Division  
1991

1600 0 1600 Feet



Snohomish County  
King County

# Woodinville Urban Activity Center

- Single Family
- Multifamily
- Industrial
- Commercial
- Community Facility
- Office
- Mixed Use
- Mobile Home Park
- Parks and Recreation

Source: King County Department of Parks, Planning and Resources

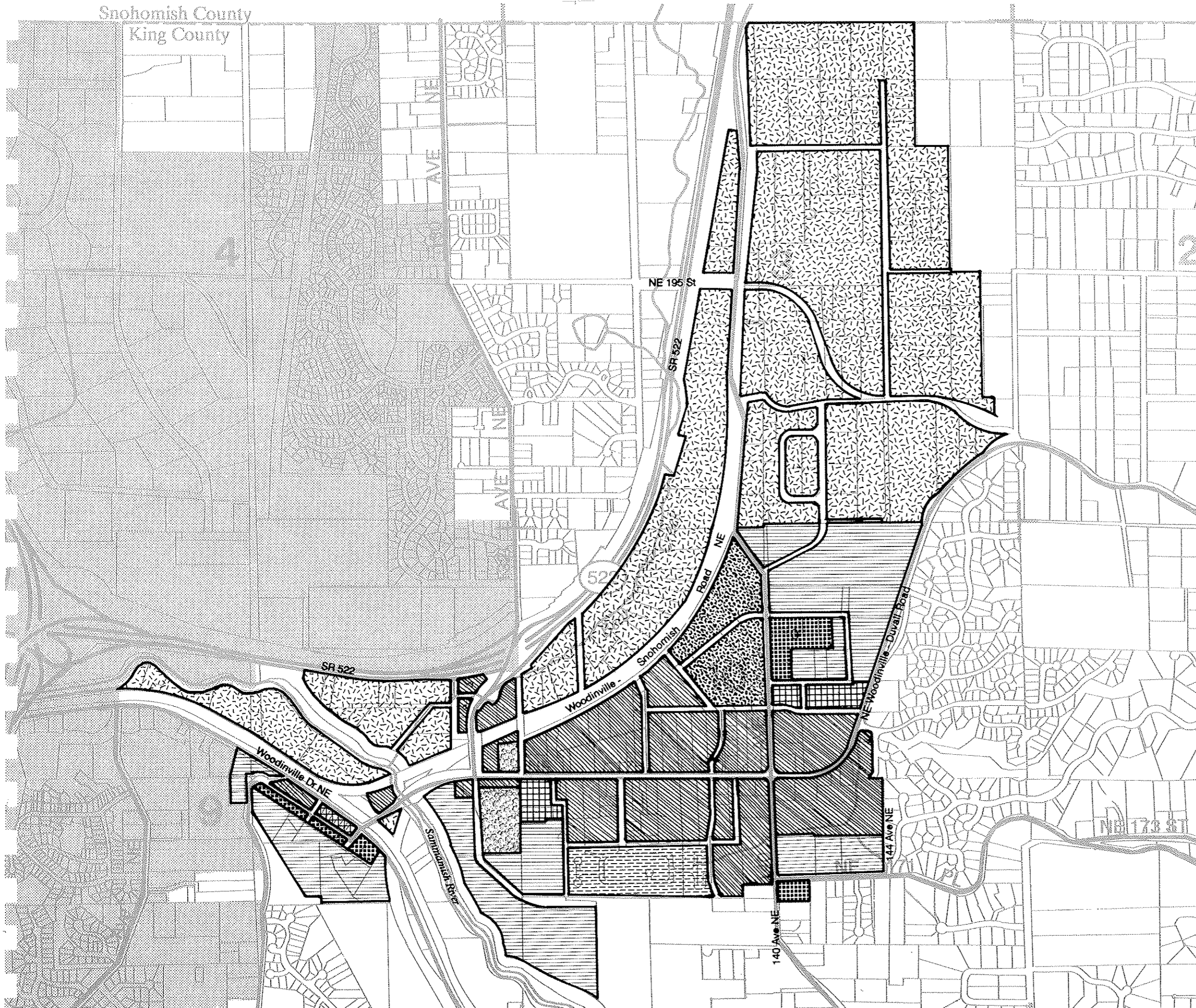
Executive Proposed Northshore Community Plan Update 1991

Northshore Community Planning Area



King County Planning and Community Development Division  
1991

1000 0 1000 Feet





- o The prevailing density for infill development in urban residential areas should be 8 dwelling units per acre in single-family residential areas that are not environmentally sensitive, have adequate services and facilities, and are adjacent to an arterial street. Neighborhoods already platted and developed will be designated accordingly (generally 6 units per acre). Environmentally sensitive areas in the urban area will be designated with lower residential densities of 2-4 units per acres. Deficiencies in infrastructure should be identified through SEPA review of new development proposals and mitigated. (R-9, R-10)
- o Future urban areas (i.e., those that do not meet the criteria for urban or rural areas) will not be appropriate for higher density development until all necessary services and facilities are available. These areas are within the identified Urban Growth Areas of adjacent cities and centers. For incorporated cities, higher densities can be achieved only through annexation, subject to conditions (E-8 through E-12). For the unincorporated activity center of Woodinville, potential zoning designations can be actualized only after thorough SEPA review of proposals, and provisions are made for the necessary level of water, sewer, police, fire, schools, and road service. (R-11)
- o Where infrastructure constraints provide barriers, single-family densities are designated at 1 unit per acre. Neighborhoods with existing low density urban (one-acre) lot patterns that are outside the sewer local service area and the designated urban growth area should not be served with sewers unless an identified health hazard is present. (R-12)
- o High urban densities (greater than 8 homes per acre) should be located in designated urban activity centers and neighborhood centers. Adequate services and facilities must be present for urban densities to be achieved. New development at high urban densities must be compatible with the surrounding neighborhood, based on consideration of architectural style, site design and layout, and provision of design features such as open space and recreational amenities. Pedestrian links to off-site trails, schools, transit, surrounding neighborhoods and community facilities should be provided. A percentage of existing vegetation should be preserved and augmented where necessary to encourage pedestrian linkages and to define common open space areas. (R-13 through R-20)
- o Mobile home parks are recognized as a viable means of providing affordable housing. The County-owned site at N.E. 190th Street should be designated for mobile homes (through a Special Recommendation). Mobile home parks within the planning area are recognized with appropriate zoning.

### **Commercial/Industrial Development**

The Update's proposed commercial/industrial policies are intended to focus most future growth in designated activity centers. Existing centers are encouraged to expand and diversify and to include mixed uses. Special design criteria are recommended for industrial development.

- o Bothell, Kirkland, Redmond, Kenmore, and Woodinville are the primary urban activity centers for the Northshore Planning area; commercial and industrial uses should be located in these centers. (CI-1)
- o To provide a more efficient land use pattern, existing commercial centers should be expanded to allow mixed use development in conjunction with new retail/commercial space. Expansion is allowed to the maximum permitted under the zoning regulations but should focus on redevelopment and intensification. Strip commercial development is prohibited. (CI-2, CI-3, CI-8)
- o Encourage future commercial development to incorporate on-site design features that promote the use of transit and allow for the safe and efficient movement of pedestrians, vehicles, and bicycles. (CI-4a-c)
- o Commercial and industrial developments with 10 or more employees should develop Transportation Management Plans to promote car pooling and transit use. (CI-5)

- o Commercial development should occur concurrently with necessary public facilities and services. Site plan review for industrial projects should ensure that local impacts are mitigated. (CI-7, CI-9)
- o New industrial development adjacent to the Sammamish River and Bear Creek corridors should provide for stream bank rehabilitation, and protection of fish and wildlife habitat. Dedication of lands to complete the Sammamish River trail, and access to it from SR 202, should also be required. Public access to the river should be provided selectively. (CI- 13, CI-14, CI-15, CI-17)
- o Building heights should be limited for industrial properties adjacent to the Sammamish River and agricultural lands to protect views and to minimize aesthetic impacts. Landscaping should be used to visually screen industrial properties and to soften aesthetic impacts. Special design criteria (for landscaping, open space, and building design) should be applied to industrial areas in the Woodinville activity center. (CI-16, CI-18)
- o Use limitations and design criteria should be developed for non-agriculture uses adjacent to the Sammamish agricultural area.
- o The Kingsgate Shopping Center is designated as a community center and will be allowed to expand to the limits of its present zoning. (CI-19)
- o Seven locations are designated as neighborhood centers:
  - 68th Ave. N.E./N.E. 170th Street;
  - Juanita/NE 141st Street;
  - Juanita/NE 123rd Street;
  - Juanita-Woodinville Way/100th Ave. N.E.;
  - 116th Ave. N.E./N.E. 160th Street;
  - Hollywood Hill (N.E. 145th St/148th Ave. N.E.); and
  - Woodinville-Duvall Rd./156th Street (potential center).
- o Four existing commercial areas are not designated as neighborhood centers because they do not meet Comprehensive Plan policies (CI-20-22). Existing uses will be allowed to continue.

## Transportation

Providing adequate transportation facilities to accommodate projected growth is a major issue in the Northshore planning area. The Executive Proposed Plan Update seeks to develop a balanced transportation system, provide improvements to the system to solve existing problems, and tie future developments to the provision of an adequate transportation network. Policies are proposed regarding roadway and transportation management, non-motorized vehicles, and needed improvements.

Major transportation policies include the following:

- o Locate intensive land uses in designated activity centers near major transportation facilities (T-3)
- o All future development would be required to mitigate identified traffic impacts pursuant to King County's Road Adequacy Standards ordinance and mitigation payment system (MPS). Depending on projected LOS, future development proposals would be required to pay a fair share portion of the cost of roadway and intersection improvements affected by the projects (LOS D), and/or to implement transportation demand management solutions (LOS E). The creation of additional LOS F should not be allowed. Where LOS F would result, required facility improvements necessary for LOS E, or better, must have an awarded contract and must have an approved transportation management program concurrent with final development approval. Where LOS F cannot be avoided, proposals should be modified to reduce traffic impacts or denied. (T-4, T-6, T-7, T-8)

- o The Northshore Plan recognizes that congestion on SR 522 will continue into the future. Future projects that have an impact on SR 522 (and on other identified planning area roadways that are near LOS F), and where significant improvements do not appear feasible, would be required to participate in implementation of transit and transportation management alternatives as well as identified capital projects. (T-5)
- o Criteria are established for the required transportation improvements needed to activate the potential zoning in designated Future Urban Growth Areas. In general, these require maintaining LOS E or better, payment of a fair share of required improvements, and implementation of transportation system management techniques. (T-8)
- o Where necessary, additional right-of-way should be identified and/or acquired as soon as possible to allow road improvements necessary to accommodate the traffic generated by planned growth. Right-of-way decisions and design of road improvements should emphasize protection of natural resources, adequate storm water runoff and treatment, and buffering of residential areas. (T-11, T-12)
- o East-west circulation patterns should be improved to provide relief for the congested Kingsgate and Totem Lake areas. North-south circulation should be improved across the SR 522 corridor from Bothell to Lake Forest Park. Improvements should be focused in existing corridors in areas currently experiencing significant traffic volumes. (T-13, T-14)
- o Missing portions of neighborhood collectors should be identified and completed; the grid system for Woodinville should be implemented; and, improvements for circulation patterns should consider pedestrians, equestrians, bicycling, and motorized vehicles. New development should pay the proportionate fair share to construct these improvements. (T-16, T-17, T-18)
- o Travel through neighborhoods should be restricted and/or discouraged. (T-19)
- o Increasing the use of transit and alternatives to the single-occupancy vehicle is important in reducing overall traffic congestion in Northshore. The Plan Update promotes the use of car/van pools and incentives for ride sharing and transit use. Transportation System Management policies should be applied to appropriate properties through P-suffix conditions (T-21, T-22, T-23)
- o The County should work with the development community, WSDOT, Eastside cities, and METRO to support and provide: HOV lanes on I-405 and SR 522; high capacity transit; park-and-ride lots; more frequent transit service; and improvements to bus facilities, including a transit center in central Northshore. (T-24, T-25, T-26, T-27, T-28, T-29, T-30)
- o Transportation projects should recognize the important role of pedestrian, bicycle, and equestrian travel in the design of an overall transportation system. Designing safe facilities for non-motorized means of travel, and correcting existing safety problems and conflicts, should be a priority in system-wide transportation facilities. (T-33 through T-39)
- o New development shall participate in the funding of roadway and transit improvements listed in the Northshore Community Plan. (T-40)

## Utilities

- o King County and affected utility providers should plan to provide urban levels of service in designated urban growth areas. Planning should include location of utilities in non-sensitive areas. (U-1, U-2)

- o All of Northshore is designated a water service area and is within the East King County Critical Water Supply Service Area. Any new development in the area should be required to be served by public water systems, consistent with the coordinated water supply plan. (U-3)
- o The existence of public water service in rural areas shall not justify higher residential density than anticipated in the Northshore plan. Water purveyor comprehensive plans and facilities planned for rural areas must be consistent with rural densities and development standards; expansion cannot require increased densities to finance planned facilities. (U-4)
- o Public sewers are the preferred method of wastewater treatment in Urban growth areas; when soil conditions support their use, on-site sewage disposal systems is recognized as the long-term management solution for wastewater disposal in low density urban areas (1 d.u. per acre), rural areas, and environmentally sensitive areas such as Swamp Creek and Norway Hill. Alternatives to sewers should be considered in areas with septic tank failures; if sewers are necessary, tight lines should be used and other connections prohibited. (U-5, U-6, U-7, U-8)
- o A school impact mitigation system is supported. (U-9)

### **Agricultural Lands**

Executive Proposed policies relating to agriculture are designed to maintain existing agricultural uses and activities, to prevent land use conflicts, and to avoid establishment of incompatible uses.

- o Productive agricultural areas within designated Agricultural Production Districts, and lands with development rights purchased under the County's Farmland Preservation Program should have zoning that allows parcel sizes no smaller than 10 acres and densities no greater than 1 unit per 10 acres. (A-1, A-2, A-3)
- o New development adjacent to Agricultural Production Districts should be rural density as a means to minimize potential land use conflicts. (A-4)
- o New recreational facilities within Agricultural Production Districts shall be prohibited, although completion of the Sammamish River trail shall be allowed. (A-5)
- o Wineries within the Sammamish Valley are recognized as being economically important but should be located outside the boundaries of the Agriculture Production District. (A-6, A-7, A-8)
- o Infrastructure expansion with Agricultural Production Districts should be limited to existing corridors, except when consistent with agricultural policies and beneficial to agricultural activities. (A-9)

### **Natural Resources**

This group of policies is designed to protect Northshore's varied natural resources and environmentally sensitive areas, including wetlands, streams and drainage channels, steep slopes, and wildlife habitat. Major natural resources policies include the following:

- o King County should prevent land development that would pose hazards to life, property, important ecological function or environmental quality. Due to severe natural limitations, steep or erodible slopes, wetlands, wetland buffers and stream corridors should remain undeveloped and undisturbed. (NR-1, NR-13)
- o Clearing, grading operations and vegetation removal during construction should be minimized, and avoided in sensitive areas. Clearing, as part of site preparation, should occur between May and November and limited to roads and drainage facilities until building permits are approved. Cleared areas should

be revegetated with native vegetation within 15 days. Retention of natural vegetation sufficient to moderate surface water runoff and erosion should be required through special zoning conditions. (NR-2, NR-3, NR-4, NR-5)

- o Development which reduces the storage capacity of the floodplain should be prohibited. Increased on-site retention/detention in areas with steep and erosive slopes should be required as special zoning conditions. (NR-6, NR-7, NR-8)
- o Natural drainage systems and riparian vegetation of the Sammamish River, Swamp Creek, Juanita Creek, Daniels Creek, Little Bear Creek, North Creek, other creeks and sub-basins should be restored, maintained and enhanced, as appropriate, to protect water quality and preserve existing aquatic habitat. Rural residential densities should be adopted for these areas. Special zoning conditions should be adopted to protect identified wildlife habitat. (NR-9, NR-10, NR-11, NR-12)
- o Special zoning conditions and mitigation requirements should be imposed to assure that public improvements and new development maintain the viability of stream systems, fisheries, and wildlife dependant on them. All new development should preserve an undisturbed corridor wide enough to maintain the natural biologic and hydrologic functions of streams by use of native growth protection tracts or other appropriate mechanisms. New development should rehabilitate degraded stream banks, channels and wetlands. Streams should not be placed in culverts. Bridges should be used for property access. (NR-14, NR-15, NR-16, N-17, N-24)
- o No net loss of wetland area or function should be permitted in developments. Any permitted wetland alteration should have required monitoring to assure the success of mitigation measures. Wetlands shall have identified, protected buffers defined during the development review process. Restoration of wetlands and monitoring should be required of new development to assure the success of mitigation. (NR-18, NR-19, N-21)
- o Unique or significant wildlife habitat and corridors connecting important habitat areas should be identified and preserved; this may result in reduced development densities. Ground water recharge areas should be identified and protected as sensitive environmental resources subject to protection under King County's Sensitive Areas Ordinance. (NR-22, NR-23)
- o Public access to shorelines of the state should be provided during the shoreline permit process. (N-25)

### **Parks and Open Space**

The Executive Proposed Plan Update's park and recreational policies emphasize the creation of a system of active and passive opens paces, recreation areas, parks, trails, and scenic ares throughout the Northshore area.

Major parks and open space policies include the following:

- o Park and recreation facilities should be provided for a broad spectrum of the population and should protect unique natural features where possible. (P-1)
- o Park facilities should support existing and projected growth in the planning area. King County funding decisions should give high priority to providing additional play areas, tennis courts, and lighted athletic fields to meet existing and projected demands. (P-2)
- o King County planning actions should emphasize the acquisition of land for park sites while it is still available. The level of funding should for park facilities should assure adequate maintenance. (P-3, P-4)

- o St. Edward's State Park is recognized as a significant recreational opportunity for both passive and active recreation in the Northshore area. (P-5)
- o Creation of a community-wide trail system that safely serves a broad range of users, avoids environmentally sensitive areas, and connects to the regional system should receive high priority for acquisition and development. Route selection should consider connecting residential areas with parks; incorporating areas with special features or historic or cultural interest; and providing access to public shorelines, including the Sammamish River, and to schools and activity centers. (P-6, P-7, P-8, P-11, P-12)
- o Easements or right-of-way for potential trail use should be obtained along utility corridors and former transportation corridors. Public access, right-of-way or easements for trail use should be provided in connection with property development and should connect existing and proposed schools, parks, riding stables, and neighborhoods. Public access to the Sammamish River should be maintained and increased. (P-9, P-10, P-12)
- o King County should work with other jurisdictions and entities to assure coordination of park and open space planning efforts. (P-11, P-15)
- o An open space system should be created consistent with the Park and Open Space Plan. Park mitigation should be required for all development. Park preservation or protection techniques that should be considered or required include: lot clustering; creation of linkages between open spaces; and provision of density bonuses or other incentives. (P-16)

### **Cultural Resources**

The Executive Proposed Plan Update encourages King County to coordinate with other jurisdictions to identify, preserve, and nominate as landmarks significant historic resources located within the urban growth area. This would be accomplished, in part, by:

- o Using the development review process to protect archaeological sites and incorporating preservation incentives into the Northshore Area Zoning. Land use designations should encourage preservation and adaptive reuse to the greatest extent possible. (HP-3, HP-4, HP-8)
- o Historic resources should be retained and integrated into development plans for parks and recreational facilities; interpretive programs to increase public awareness should be developed. (HP-6, HP-7)

### **Kenmore Activity Center**

The Executive Proposed Northshore Community Plan Update includes 27 policies specific to the Kenmore activity center. The overall direction of the policies is to encourage a diversity of uses within Kenmore to enhance employment, housing, commercial, and recreational opportunities (K-1). To achieve this objective, future development should be designed to encourage pedestrian activity, create a sense of identity for Kenmore, reduce reliance on the automobile, and foster the area's marine orientation (K-2). Major new development would be contingent on future traffic improvements (K-3). The plan also supports development of specific urban design guidelines to enhance Kenmore's appearance and function (K-19, K-20).

Other major policies for the Kenmore Activity Center include the following:

- o New commercial development should be centered around the 68th Avenue N.E./SR-522 intersection. Outlying commercial property should convert to multifamily uses; strip commercial development along SR-522 should be discouraged. A better balance between residential and commercial land use should be achieved. (K-4, K-5)

- o Wherever feasible, commercial development should front on the street with parking located in the rear. New commercial projects should be compatible with the existing scale of development; pedestrian and landscaping improvements should be required. (K-6, K-7)
- o Office uses should be located at the intersection of 73rd Avenue N.E. and N.E. 181st Street near the library, fire station, park-and-ride lot, and police station. (K-8)
- o Water dependant industrial uses should be retained along Lake Washington; redevelopment of the area should allow for mixed uses and both active and passive public use. (K-9, K-10)
- o Multifamily uses at average densities of up to 18 units per acre should be allowed in the commercial/office core. Vacant and partly-developed single-family property adjacent to the activity center should be considered for low density multifamily use. Low income elderly housing, at densities of up to 25 units per acre, may be allowed when consistent with applicable plans and policies. (K-11, K-12, K-13)
- o Existing mobile home parks are recognized as consistent with County policy; these areas should be given an appropriate zoning redesignation. (K-15)
- o Mixed use projects are recognized as a viable component of the redevelopment of the Kenmore area. Fifteen performance standards and design criteria are established for mixed use developments. (K-16, K-17, K-18)
- o New development adjacent to Lake Washington, the Sammamish River, Swamp Creek, and other sensitive areas should be designed to and sited to protect these features. (K-21)
- o Transportation improvements should promote the creation of a pedestrian-oriented downtown core. (K-25, K-26)
- o King County should work with the Port of Seattle and other agencies to develop a passenger ferry demonstration project. (K-27)

### **Woodinville Activity Center**

The Executive Proposed Northshore Community Plan Update includes 19 policies (plus 4 alternative policies) specific to the Woodinville activity center. Similar to the plan's approach to Kenmore, the overall policy direction is to encourage a diversity of uses within Kenmore center to enhance employment, housing, commercial, and recreational opportunities (W-1). To achieve this, future land uses within the activity center should be designated to provide both jobs and housing (W-2). To help maintain the residential character of the area and to encourage more efficient use of existing commercial, office, and manufacturing land use opportunities, additional commercial development should occur through the use or redevelopment of existing commercially designated land; additional commercial areas outside of the Woodinville activity center should not be allowed (W-3). Major policies for the Woodinville area are summarized below.

- o Multifamily developments with densities up to 18 dwelling units per acre should be allowed in the pedestrian-oriented office/commercial core. Low income elderly housing projects, with densities up to 24 dwelling units per acre, should be permitted consistent with the County's Housing Assistance Plan. (W-4, W-5)
- o Mixed use developments are envisioned as a viable component of the Woodinville activity center, subject to criteria for pedestrian linkages, transportation and transit improvements, and provision of amenities. (W-6, W-7)

- o Existing mobile home parks are recognized a viable means of providing affordable housing, consistent with County policy. An existing County property on Woodinville-Duvall Road should be designated for mobile home park use. (W-9, W-10)
- o Natural features and adjacent agricultural lands should be protected and enhanced. New development proposals should be required to mitigate impacts on these resources. (W-11)
- o Sorenson School should be designated a community facility and recognized for its historical significance. (W-12)
- o Improved access and linkages between the activity center, the Sammamish River trail, other trails, and residential neighborhoods should be developed. (W-13)
- o The property east of the Waterford Apartments, included in the Agricultural Production District, should retain its agricultural zoning of one unit per 10 acres; the potential use of this site as a public park related to agriculture is recognized. (W-14)
- o Building heights in the Woodinville activity center should be limited to a maximum of 3 stories and be required to step down to provide a transition to adjacent single-family areas. P-suffix zoning conditions will be applied to regulate heights, buffering, landscaping and other features. (W-15, W-16)
- o The Plan supports the development of the Woodinville grid system and completion of the north-south bypass system to improve circulation in the central business area. (W-17, W-18)

The Northshore Citizen Advisory Committee was unable to reach a consensus on future land uses with the Woodinville activity center. The above policies reflect staff's recommendations and the opinion of one-half the CAC. Four alternative policies are included in the plan, reflecting the recommendation of the Woodinville Chamber of Commerce, that would expand the commercial area and locates multifamily housing on the periphery of the core and adjacent to agriculture and single-family areas. (W-3A, W-4A, W-4B, W-9A)

The land use and zoning designations contained in the Executive Proposed Northshore Community Plan Update would support a maximum population of between approximately 104,000 and 117,000 people at build-out (varying with the percentage of partly developed land that is assumed to redevelop in the future, and assuming buildout of Future Urban designated areas at their ultimate urban densities). This represents a potential increase of between 32,000 and 44,000 additional people. Compared to recent PSCOG population forecast, the plan would accommodate between 6,000 and 20,000 more people than are forecast to live in the planning area by the year 2000. The Plan would not accommodate the PSCOG population projections for the year 2010. Population for the year 2010 is estimated to be 117,300, which is between 300 and 13,300 persons greater than estimated buildout under the Proposed Plan. Based on forecast rates of growth (1990-2010), buildout could occur some time between 2003 and 2007.

This estimate assumes development of areas designated Future Urban at their ultimate urban densities. In the near-term, however, assuming that development occurs at currently permitted (Growth Reserve) densities, without annexation by the adjacent cities, and without extension of urban services, estimated population capacity of Northshore would be between 18,000 and 28,000 additional people, or a total population capacity of approximately 90,000-100,000. This would range from 10 percent less to 3 percent more than PSCOG's year 2000 population projection, and 15 to 23 percent less than PSCOG's 20-year projection.



# Alternatives To The Proposed Action

## Background

In addition to the Executive Proposed Northshore Update, 4 alternative land use concepts for growth in the Northshore planning area over the next 6 to 10 years are analyzed in this Draft EIS. The alternative land use concepts are depicted in Figures 4 through 7 and are described below. They provide a range of possible courses of action for the Northshore planning area and to depict the environmental and other tradeoffs involved in alternative land use decisions. The Draft EIS evaluates the general range of environmental impacts resulting from implementing the different land use patterns, uses and densities associated with each alternative.

## Major Differences and Similarities

The 4 alternative land use patterns are reviewed in this Draft EIS are: No Action - Existing Plan; Alternative 1 - Concentrated Growth; Alternative 2 - Phased Growth; and Alternative 3 - Urban Separators. The major differences and similarities between the alternatives are highlighted below:

**Land Use Pattern:** Under each alternative, the majority of the central and western portion of the planning area would be characterized by urban development at a variety of densities. Single-family development (generally ranging from 2 to 6 dwelling units per acre) would be the predominate land use. With the exception of the Existing Plan (No Action), each alternative designates Woodinville and Kenmore as sub-area planning areas; this would allow development and application of more specific policies to encourage infill development and a greater concentration of higher density residential uses where urban services are available.

The major difference between the land use alternatives lie in the designations given to the eastern portion of the Northshore planning area. The existing Northshore plan (No Action) designates most of this area for low density suburban-level development (1 dwelling unit per acre); in part, this reflects the dispersed low density development pattern that currently exists in this area. Alternative 1 concentrates new growth within a limited number of areas that are accessible to transit service. Alternative 2 assumes that near-term growth would be focused in the western portion of the planning area; it designates a majority of the eastern area as an urban growth reserve, where growth would occur when services and facilities are provided in phase with growth. (Phasing is also employed in the Executive Proposed Plan, through designation of Future Urban areas and application of growth reserve zoning.) Alternative 3 accommodates most new growth in urban centers separated by areas of low density. The Council Panel's recommended alternative designates the majority of the eastern portion of the planning area Rural, consistent with the Urban/Rural boundary defined by the Countywide Planning Policies.

Another important distinction is in the relative degree of concentration of growth in and around activity centers and mixed-use neighborhood or community centers. Amounts and densities of multifamily housing also vary somewhat between the alternatives.

**Transportation:** All of the alternatives would have the same basic improvements made to the existing transportation system. The type and location of improvements are discussed in the Transportation section of this Draft EIS. Necessary transportation improvements are identified from three sources: the King County Transportation Plan, Eastside Transportation Program, and transportation policies for the Northshore Community Plan area.

Another important similarity among the alternatives is that most of the major roads in the planning area will operate at a Level of Service (LOS) E upon buildout of the planning area. Percentage increases in traffic over existing volumes range from a minimum of 72% for the No Action Alternative to 94% for the Concentrated

Growth Alternative. Traffic volumes resulting from the Proposed Action are expected to be an 82% increase over existing conditions.

Greatest traffic increases result in movements between the east and west portions of the community. Roadways most affected by growth will include SR-522, Juanita-Woodinville Road, and NE 124th Street. Other areas expected to have significant traffic increases include the central portion of SR-522, the northern area as trips between Snohomish County and Northshore increase, and the Juanita-Kenmore area.

Western access to Northshore represents the lowest percentage increase in traffic for all the alternatives, although the area is expected to experience high absolute traffic volumes. The No Action Alternative would result in higher traffic increases in this area than the other alternatives -- 53% as compared to a range of 25% to 29%. The No Action Alternative also results in significant different percentage increases in traffic volumes for the eastern portion of Northshore -- 15% as compared to a range of 55% to 61%.

**Employment Uses:** Numerous (at least 8) commercial centers are recognized in all of the alternatives, including the Proposed Action. In each case, they are located along arterials and have high density multifamily housing located nearby. Industrial uses in the Woodinville and Kenmore sub-areas, near Kirkland on N.E. 124th Street, and along SR 202 are common to each alternative as well. Each land use alternative recognizes Kirkland, Redmond, and Bothell as Urban Activity Centers, where a majority of the employment activities in the planning area would occur.

Each of the action alternatives would establish a neighborhood commercial center at the intersection of I-405 and Juanita-Woodinville Road and would locate multifamily residences around it. The Proposed Action, in contrast, would designate the surrounding area as Future Urban, recognizing it as a logical extension of Bothell. Under No Action, this area is designated for business park/office park use. All alternatives except No Action would also continue the industrial park on both sides of SR 202. Alternative 2, however, would redesignate the area west of the road for high density multifamily housing.

In general, all alternatives assume that existing commercial and industrial lands will be used more intensely and, in some cases, will develop into mixed-use (commercial-residential) centers. The majority of future growth in employment and services will locate in unincorporated Woodinville and Kenmore through infilling, and in the Cities of Bothell, Kirkland and Redmond.

**Agriculture:** Agricultural land use designations are generally comparable in each of the land use alternatives analyzed in the Draft EIS. Each alternative designates a similar area along the Sammamish River and the lands surrounding the intersection of Woodinville-Redmond Road and N.E. 124th Street as agriculture. All alternatives would designate the Magnolia Farm directly west of Bothell as a new agricultural area. The Existing Plan designates the site for single-family residential development. The Proposed Action would designate a portion of the existing agricultural area west of Woodinville-Redmond Road, north and south of 124th Street N.E., as Urban Separator and Rural.

The Council Panel's recommended plan contains additional policies and P-suffix conditions to control uses adjacent to designated agricultural lands.

**Environmentally Sensitive Areas:** All alternatives generally assume that existing King County programs and regulations, such as the Sensitive Areas Ordinance, would limit development on and near identified sensitive areas. In addition, some of the action alternatives use low density land use designations, coordinated with P-suffix zoning conditions, to protect environmentally sensitive lands, such as streams, steep slopes and wetlands. The Council Panel's alternative contains more detailed P-suffix conditions for erosion hazard areas and for wildlife habitat.

**Facilities and Services:** In general, facilities and services under each alternative would be provided at levels to serve planned growth and to address existing capacity problems. Public sewers would be the preferred method of wastewater treatment in urban growth areas; the sewer local service area would be extended to

serve areas planned for urban densities. On-site septic systems are recognized as the long term management solution in low density areas.

Alternative 2 (Phased Growth) and the Future Urban designation in the Executive Proposed Plan attempt to use the phasing concept to ensure that services and facilities are coordinated with new growth. In actuality, numerous County plans, policies and programs (including the Sewerage General Plan, the Road Adequacy Ordinance, and the proposed Road Mitigation Payment System) would help ensure that growth and facilities are coordinated.

## **Description of Alternatives**

### **No Action**

The No Action alternative assumes that the 1981 Northshore Community Plan and adopted area zoning would continue in effect through the next 6 to 10 years. No significant intensification of housing densities would occur.

The Executive Proposed Northshore Update does not propose land uses substantially different than what is currently applied by the existing plan. Most changes are incremental and reflect a moderate increase in density and intensity to enable the planning area to accommodate growth at higher densities in suitable locations; to phase growth with the availability of services and facilities; to provide greater protection to agricultural lands through additional buffering; and to improve the design and functioning of existing activity centers.

Under No Action, a greater proportion of the planning area would be subject to low density urban development, generally at densities of 1 dwelling unit per acre. Conversely, less land would be designated and zoned for higher urban densities (either multifamily or single-family). Land use and zoning designations would not be used to identify and reserve land for future growth or to phase development with the adequacy of services and utilities. Existing Agricultural Production Districts would retain their agricultural zoning but would be less buffered from potential incompatible development; they would be adjoined by areas zoned for urban densities rather than by rural levels of development.

The number and location of neighborhood and community centers would be essentially the same as the Proposed Action. Industrial areas and activity centers (Woodinville and Kenmore) would be somewhat smaller and would not be subject to special, coordinated policies and conditions to make them more functional, attractive and pedestrian-oriented.

Development regulations and general levels of environmental regulations would be the same as the Proposed Action. Existing King County programs and ordinances, such as the Sensitive Areas Ordinance, would apply regardless of which land use alternative is implemented.

The growth capacity of the No Action alternative, based on Existing zoning designations, could vary between approximately 91,000 and 93,000 people (depending on the amount of partly developed land that redevelops in the future). This is between 24,300 to 26,300 people less than the year 2010 population forecast. In general, then, the No Action alternative is not likely to accommodate expected growth, especially in the near term if infrastructure limitations are taken into account.

### **Alternative 1 - Concentrated Growth**

Alternative 1 is the most intensive of the conceptual land use alternatives examined for the Northshore Community Plan Update. Based on the development potential of vacant and partly developed land, it has the greatest capacity to accommodate future growth. At the same time, it shares many land use features of the Proposed Action.

Most higher density development would be concentrated adjacent to or within existing mixed-use activity centers and along major arterials. This is intended to make transit service more attractive and efficient. The increase in population capacity is primarily attributable to an increase in multifamily designated land, relative to the other alternatives. There would be a total of 11 neighborhood and community centers (compared to 8 in the Proposed Action), where multifamily housing would occur in conjunction with appropriately scaled retail and service uses.

Similar to the Proposed Action, Alternative 1 would apply low density rural zoning (1 dwelling unit per 2.5-5 acres) to buffer designated agricultural resource lands from higher density development. A portion of the existing industrial land use designation (north of 145th Street, west of the Sammamish River) would be removed and converted to low density rural to serve this same objective. An existing industrially zoned area along Juanita-Woodinville Road would also be rezoned to high density multifamily.

Alternative 1 could accommodate an additional population of between 46,000 and 55,000 people (depending on the amount of partly developed land that is assumed to develop in the future). The total population holding capacity of the area at buildout would be between approximately 119,000 and 128,000 people. This is between 1,700 and 10,700 (between 1 and 9 percent) greater than the year 2010 population forecast for the planning area.

### **Alternative 2 - Phased Growth**

Alternative 2 emphasizes the concept of phasing future growth with the provision of services and utilities. It employs a "growth reserve" designation and zoning, primarily in the eastern portion of the planning area, as a phasing tool.

The majority of the eastern portion of the planning area would be designated for "growth reserve." This area would receive an interim low density designation (2.5-5 acres per dwelling unit). In the future, when additional land is needed for growth and when public services and facilities are adequate, areas could be rezoned to urban densities. This would probably occur in the next planning cycle.

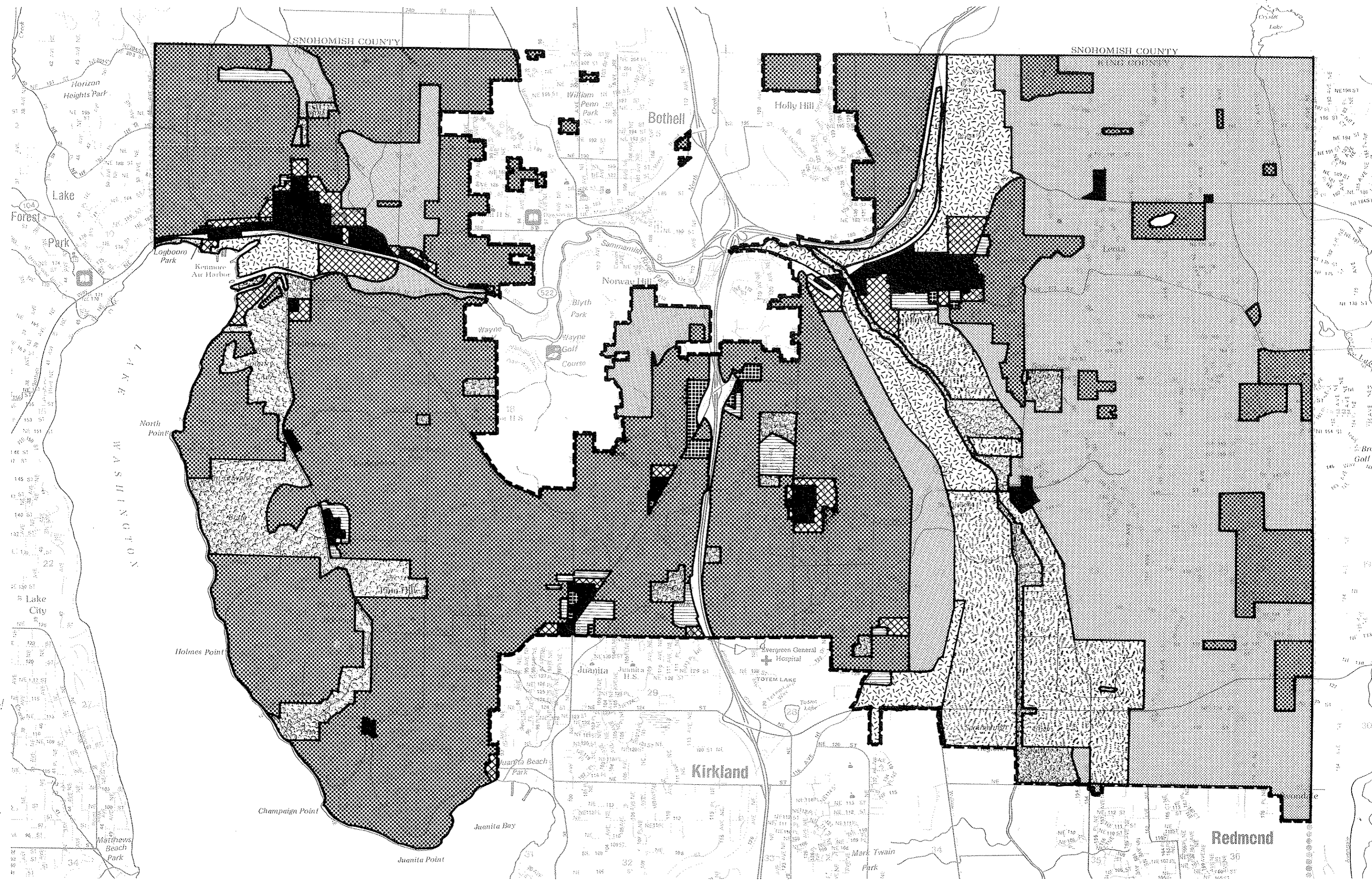
In general, land uses and densities in the western portion of the planning area are similar to the Proposed Action. However, the highest range of single-family densities (7-8 dwelling units per acre) would not be designated. Like Alternatives 1 and 3, the existing industrial area along Juanita-Woodinville Road would be redesignated to high density multifamily residential use.

Similar to the Proposed Action, and most other action alternatives, existing agricultural resource lands would be preserved and buffered from potentially incompatible land uses by the establishment of low density rural zoning (2.5-5 acres per dwelling unit).

Alternative 2 could accommodate between 39,000 and 47,000 additional people at buildout; these figures assume future realization of the urban potential of the proposed growth reserve area. At buildout, assuming rezoning, the holding capacity of the planning area would be between approximately 112,000 and 119,000 people; this is between 4 percent less than and 1 percent greater than the year 2010 population forecast. In the near-term, however, based on proposed growth reserve zoning, population capacity of the Northshore planning area would be between 91,000 and 94,000. Under this alternative, then, Northshore would probably not accommodate its year 2000 forecast population absent substantial rezoning.

### **Alternative 3 - Urban Separators**

Alternative 3 would designate low density residential uses (2.5-5 acres per dwelling unit) in the areas bordering the agricultural production districts on the east and west. These designations would be intended to buffer existing resource lands and to maintain a low density greenbelt to separate more intensely developed portions of the planning area. Additional lands would be designated for rural uses, generally to the east of the existing agricultural area.



SNOHOMISH COUNTY

SNOHOMISH COUNTY  
KING COUNTY

Bothell

Holly Hill

Norway Hill

Blyth Park

Wayne Golf Course

Juanita H.S.

Kirkland

Redmond

Horizon Heights Park

Lake Forest Park

Logboon Park  
Kenmore Air Harbor

North Point

Lake City

Holmes Point

Champaign Point

Juanita Bay

Juanita Beach Park

Juanita Point

Evergreen General Hospital

TOYEM LAKE

Mark Twain Park











Brooksia Golf Course

Cushman Lake

Avonmore

# No Action Alternative

Existing Land Use

-  Single Family - 1 unit per acre
-  Single Family - 2-6 units per acre
-  Low Density Multi-Family/Duplex 7-12 units per acre
-  Medium to Maximum Density Multi-Family 12-24 units per acre
-  Professional Offices
-  Commercial
-  Manufacturing
-  Agriculture
-  Parks & Recreation
-  Incorporated Areas

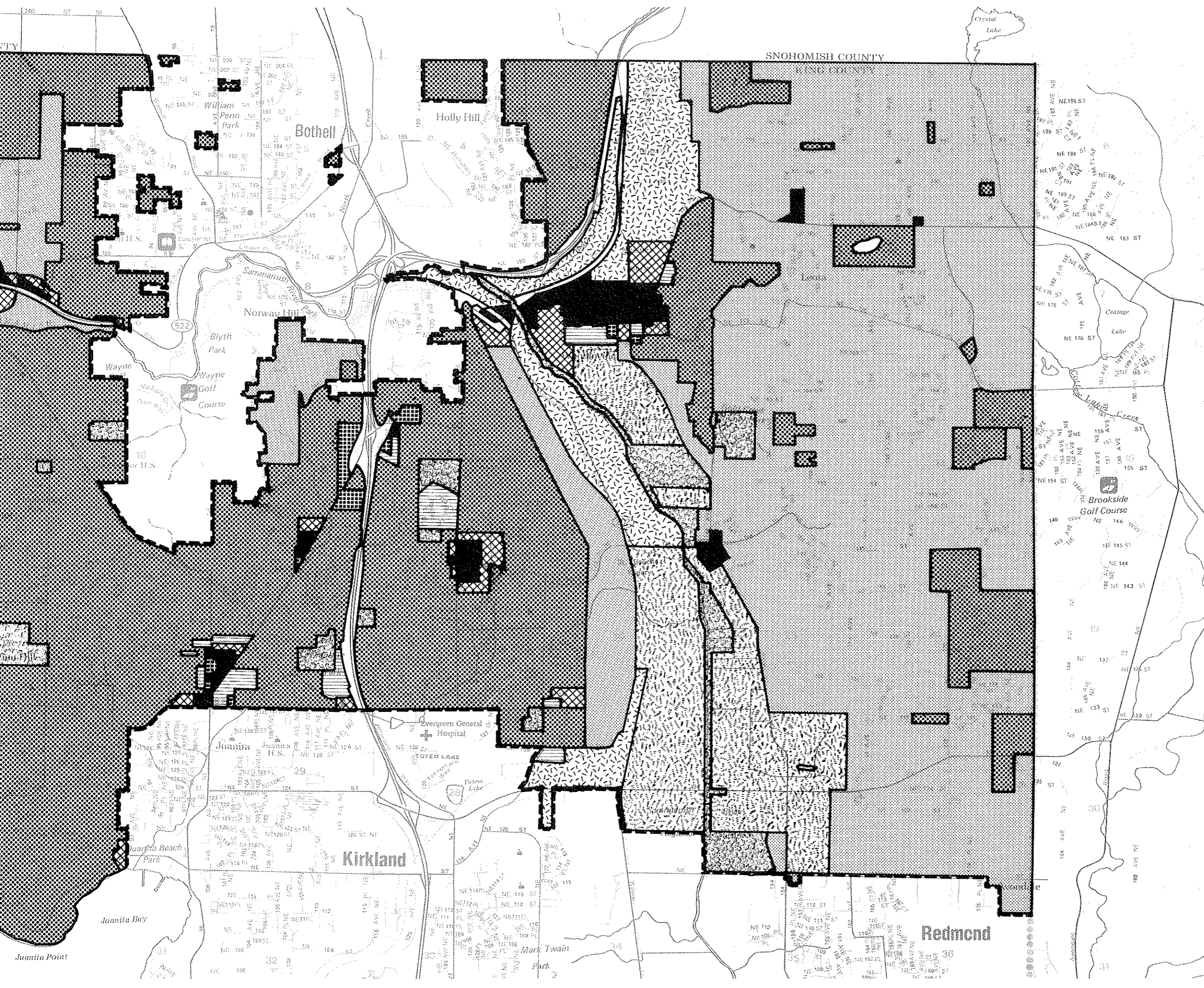
Source: 1981 Northshore Community Plan

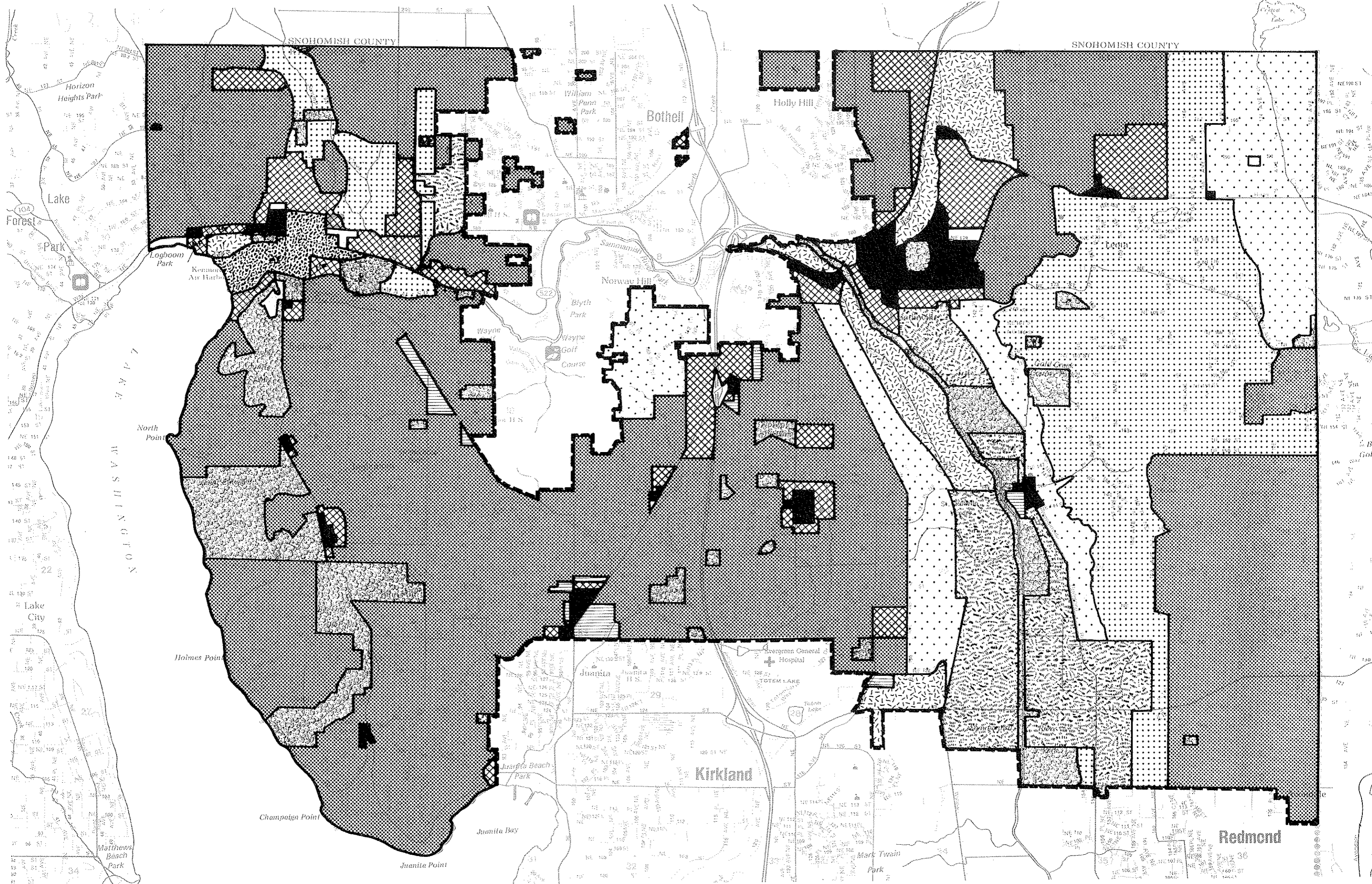
**Executive Proposed Northshore Community Plan Update 1991**

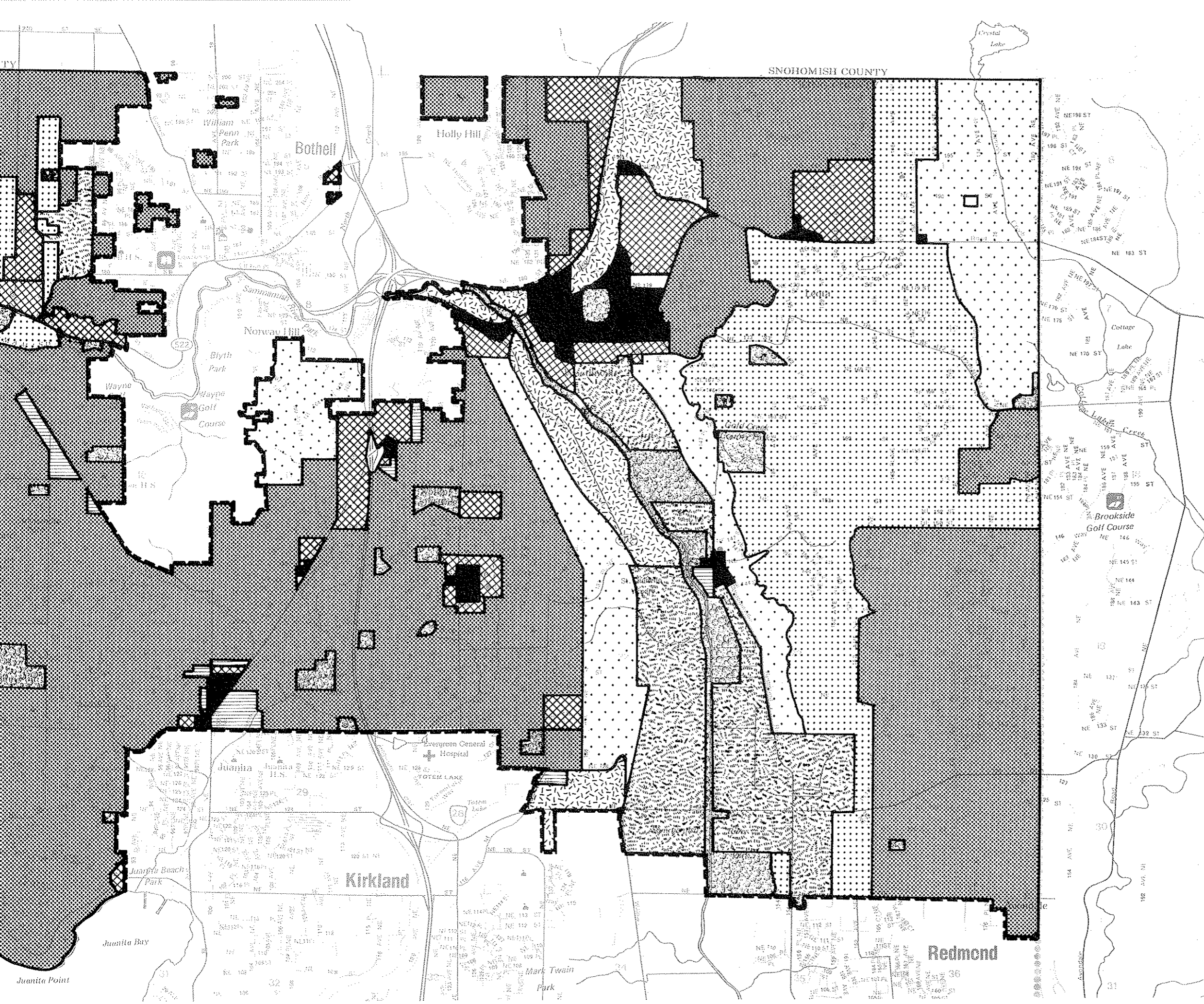
Northshore Community Planning Area



King County Planning and Community Development Division  
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













# Land Use - Alternative 1

Concentrated Growth

-  Single Family - Rural  
1 unit per 2.5-5.0 acres
-  Single Family - Low Urban  
1 unit per acre
-  Single Family - Urban  
2-8 units per acre
-  Multi-Family - Low  
9-12 units per acre
-  Multi-Family - High  
12-24 units per acre
-  Mixed Use
-  Commercial
-  Industrial
-  Agriculture
-  Parks and Recreation
-  Incorporated Areas

Source: King County Department of Parks, Planning and Resources

**Executive Proposed Northshore Community Plan Update 1991**

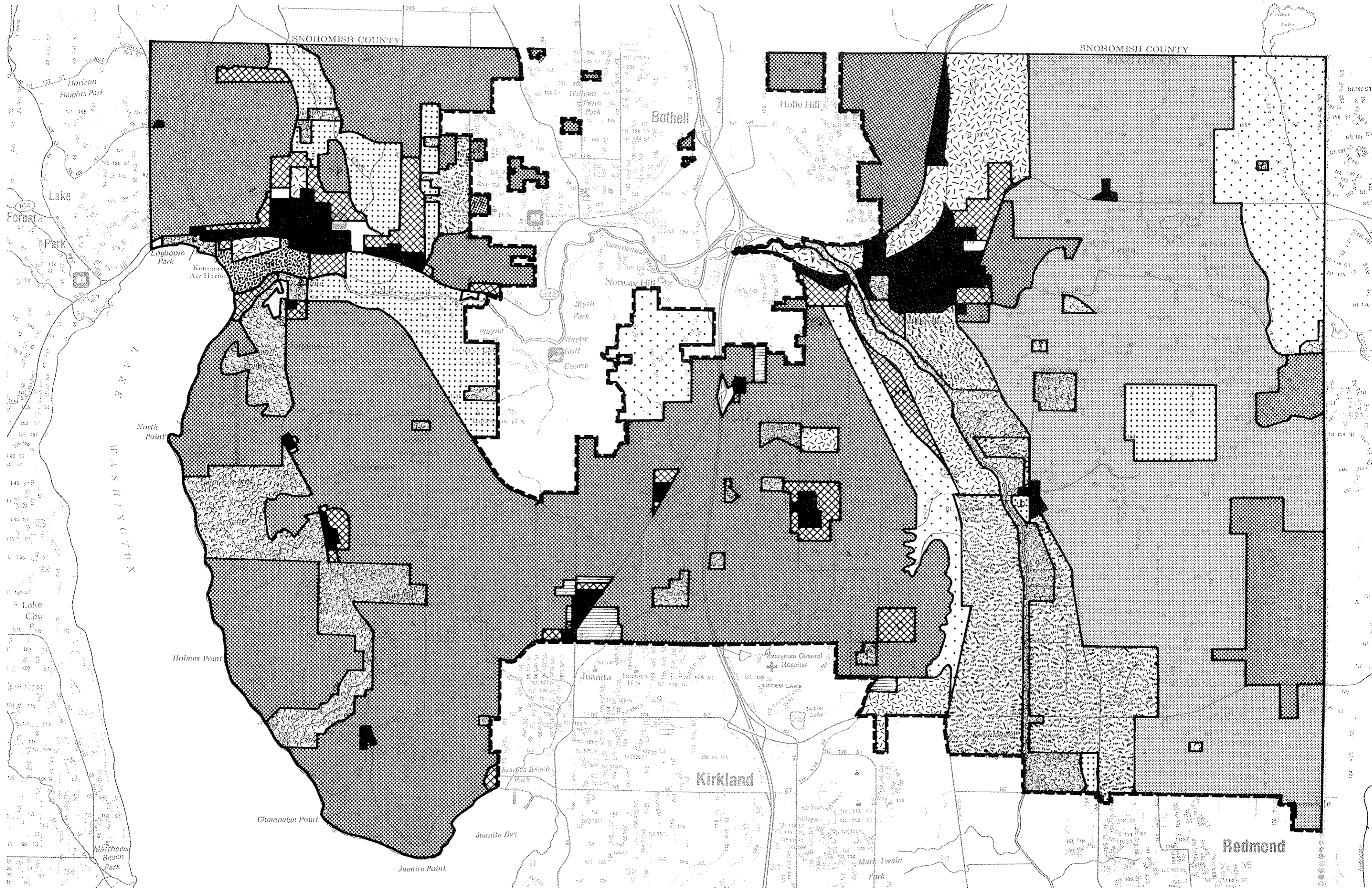
Northshore Community Planning Area



King County Planning and Community Development Division  
1991


















# Land Use - Alternative 2

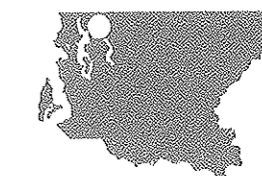
Phased Growth

-  Single Family - Rural  
1 unit per 2.5-5.0 acres
-  Single Family - Low Urban  
1 unit per acre
-  Single Family - Urban  
2-8 units per acre
-  Multi-Family - Low  
9-12 units per acre
-  Multi-Family - High  
12-24 units per acre
-  Mixed Use
-  Commercial
-  Industrial
-  Agriculture
-  Parks and Recreation
-  Incorporated Areas

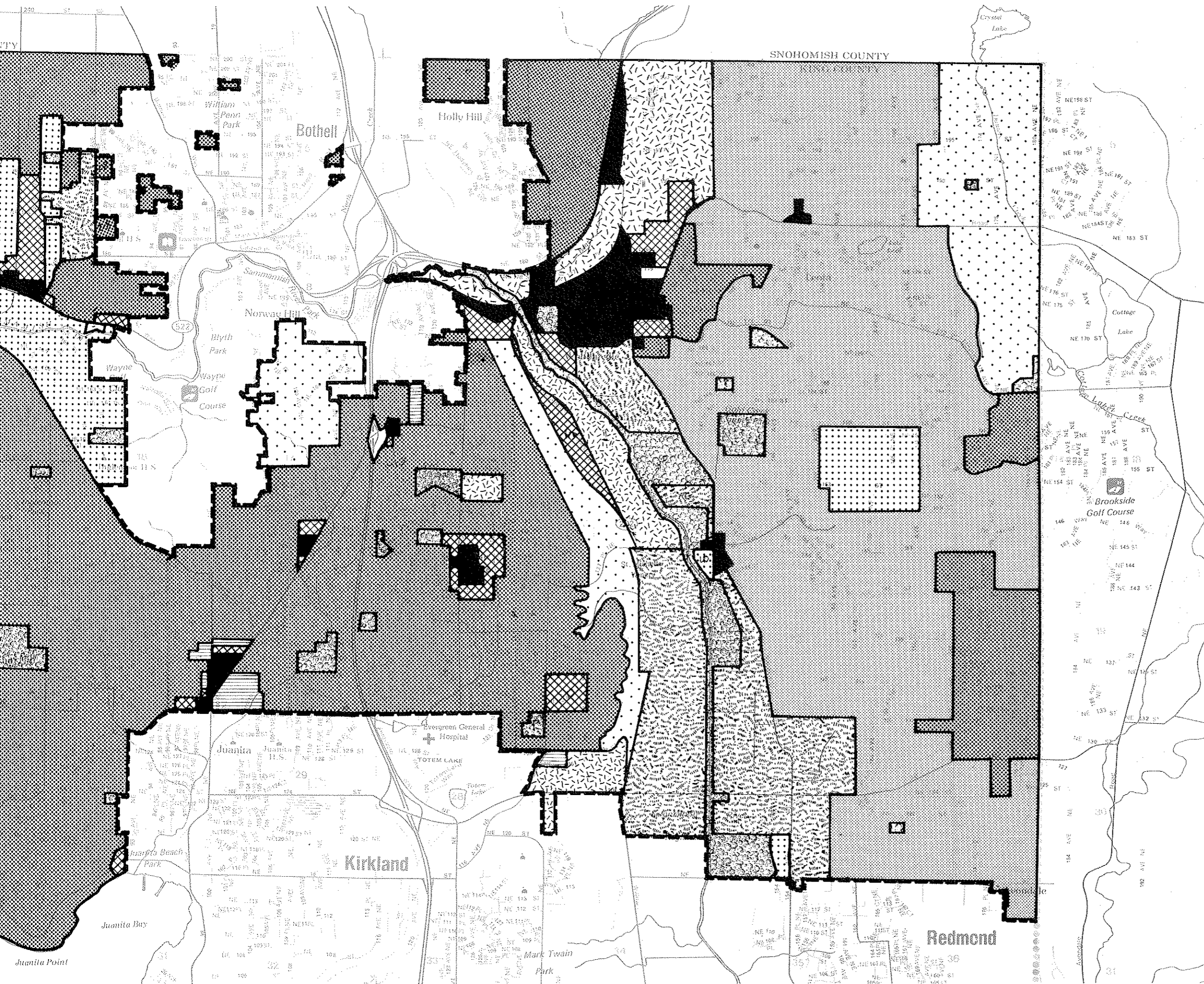
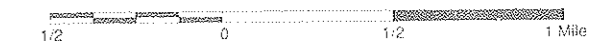
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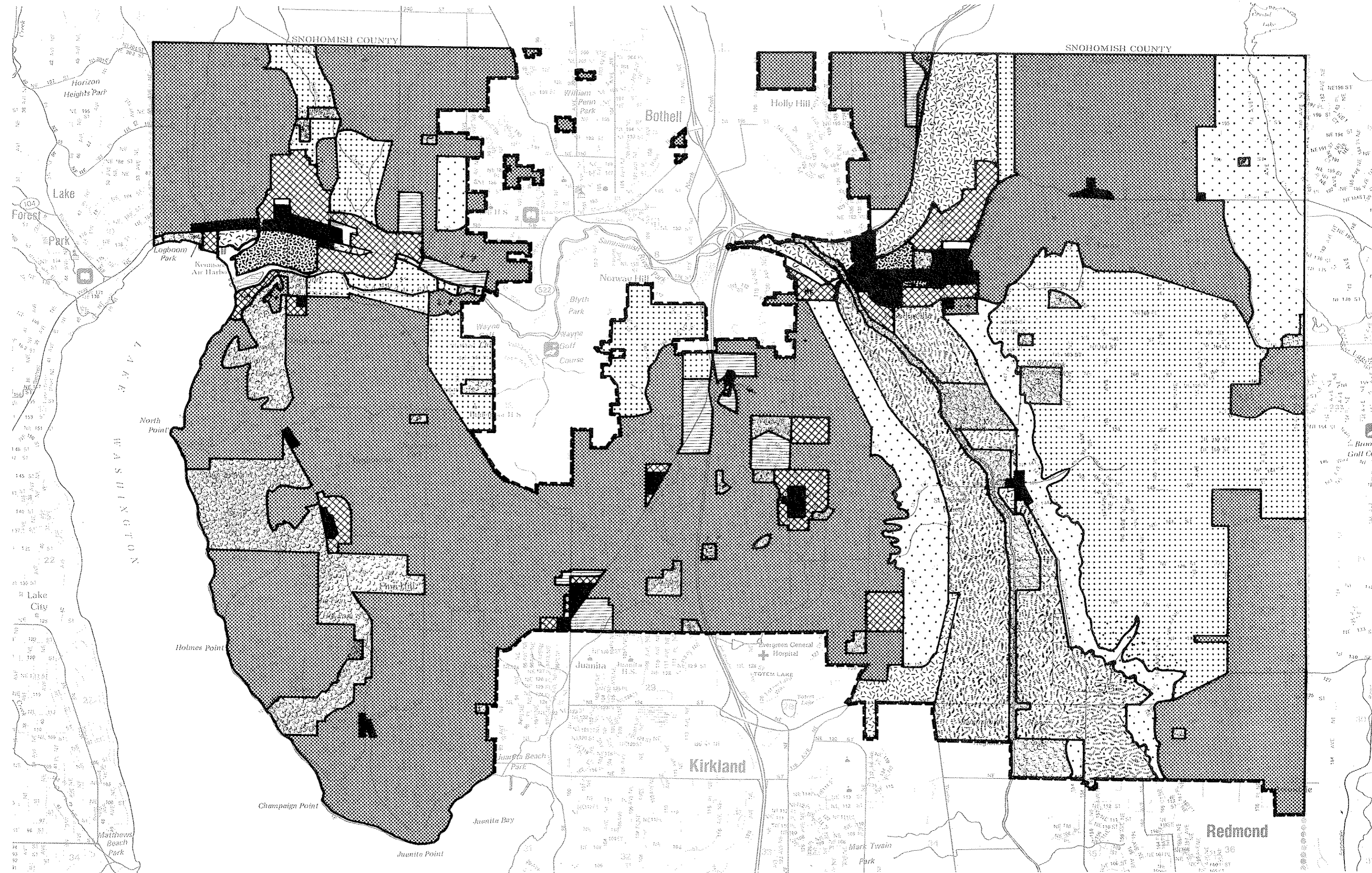
**Executive Proposed Northshore Community Plan Update 1991**

Northshore Community Planning Area



King County Planning and Community Development Division  
1991





SNOHOMISH COUNTY

SNOHOMISH COUNTY

Bothell

Holly Hill

Norway Hill

Juanita

Kirkland

Redmond

Horizon Heights Park

Lake Forest Park

Logboom Park

Kenneth Air Harbor

North Point

Holmes Point

Champaign Point

Juanita Bay

Juanita Beach Park

Evergreen General Hospital

Mark Twain Park

Prestal Lake

Brook Golf Co

# Land Use - Alternative 3

Urban Separators

- Single Family - Rural  
1 unit per 2.5-5.0 acres
- Single Family - Low Urban  
1 unit per acre
- Single Family - Urban  
2-8 units per acre
- Multi-Family - Low  
9-12 units per acre
- Multi-Family - High  
12-24 units per acre
- Mixed Use
- Commercial
- Industrial
- Agriculture
- Parks and Recreation
- Incorporated Areas

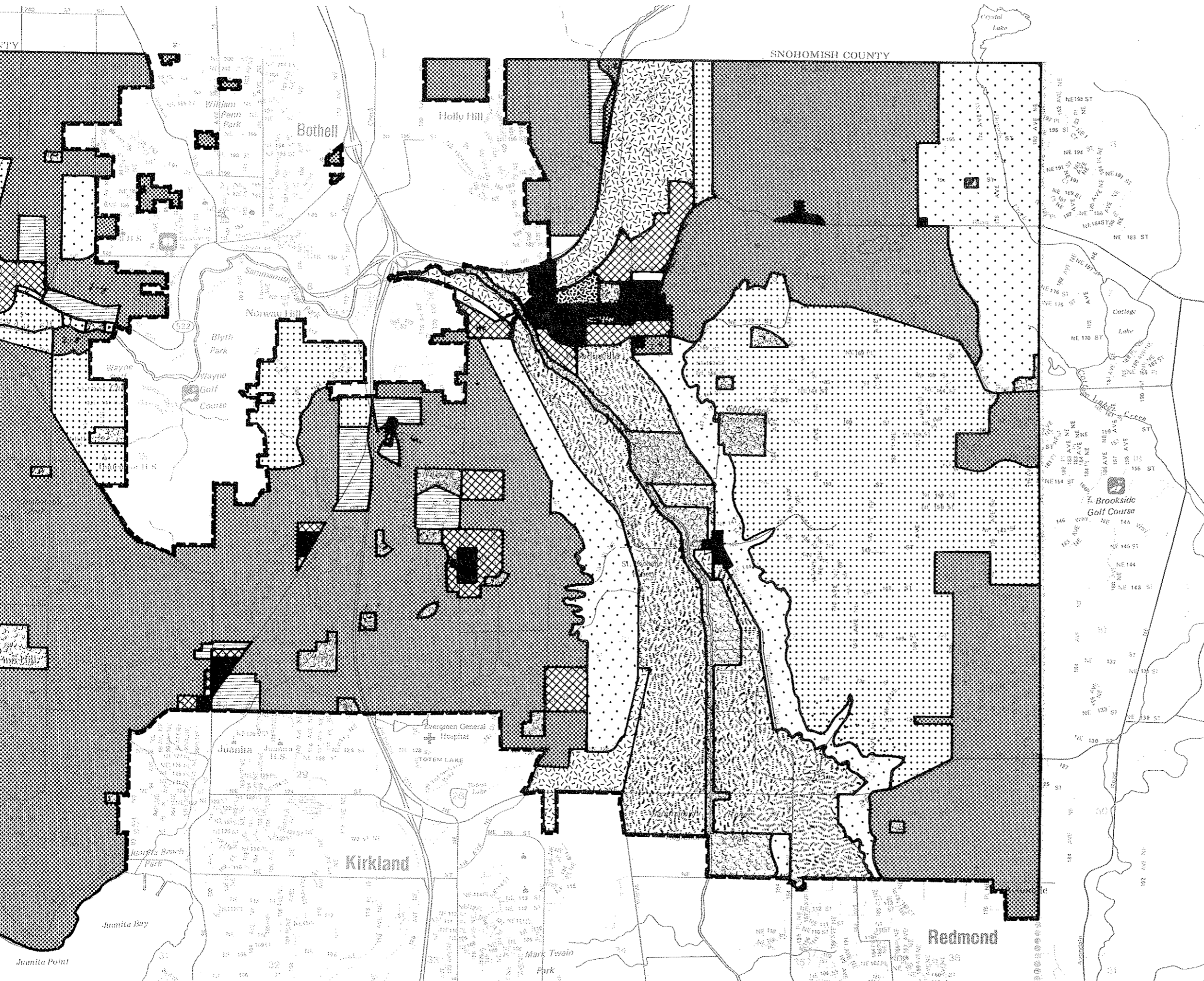
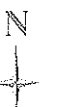
Source: King County Department of Parks, Planning and Resources

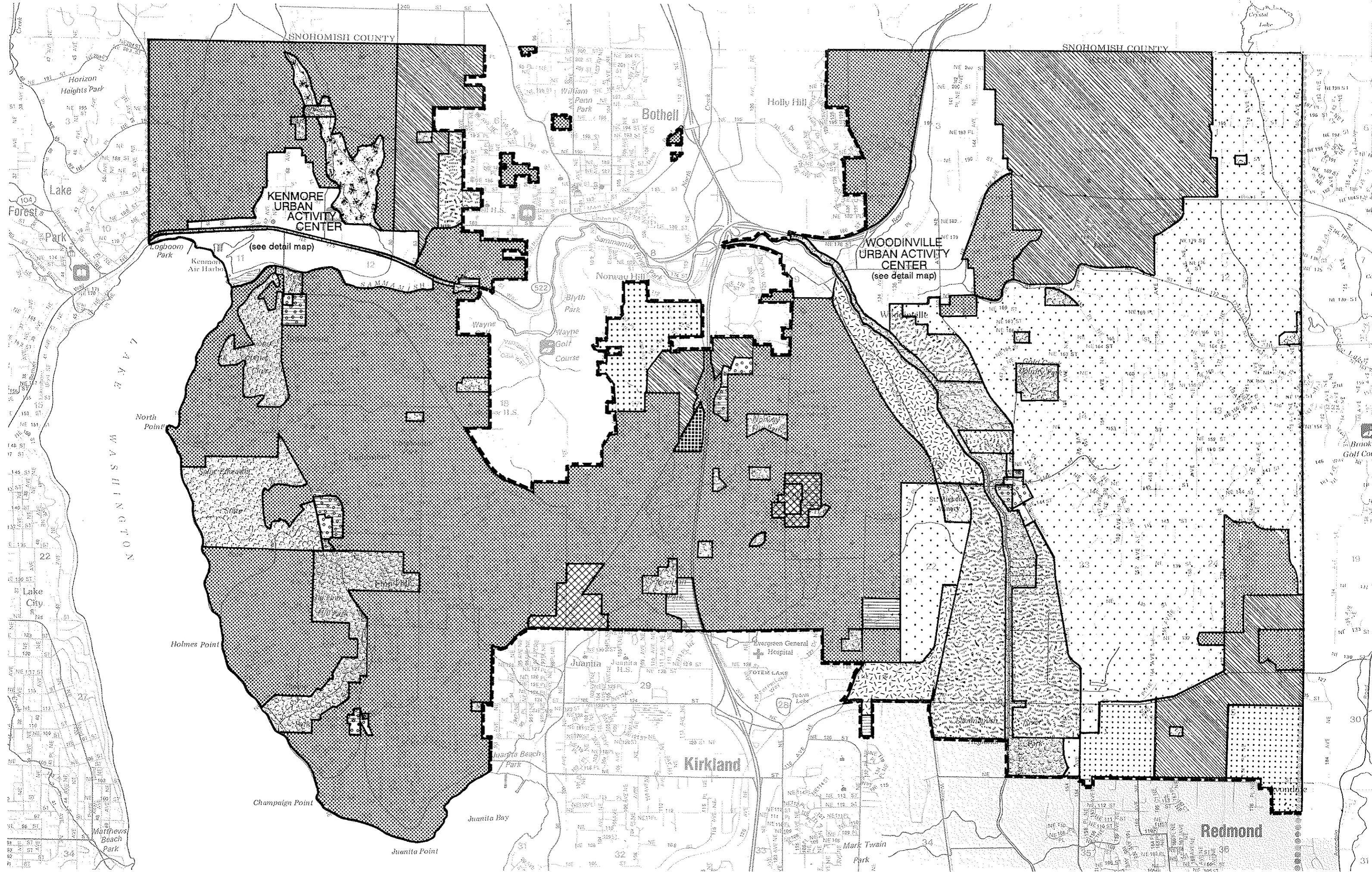
**Executive Proposed Northshore Community Plan Update 1991**

Northshore Community Planning Area
















King County Planning and Community Development Division  
1991





# Council Panel Recommended Land Use

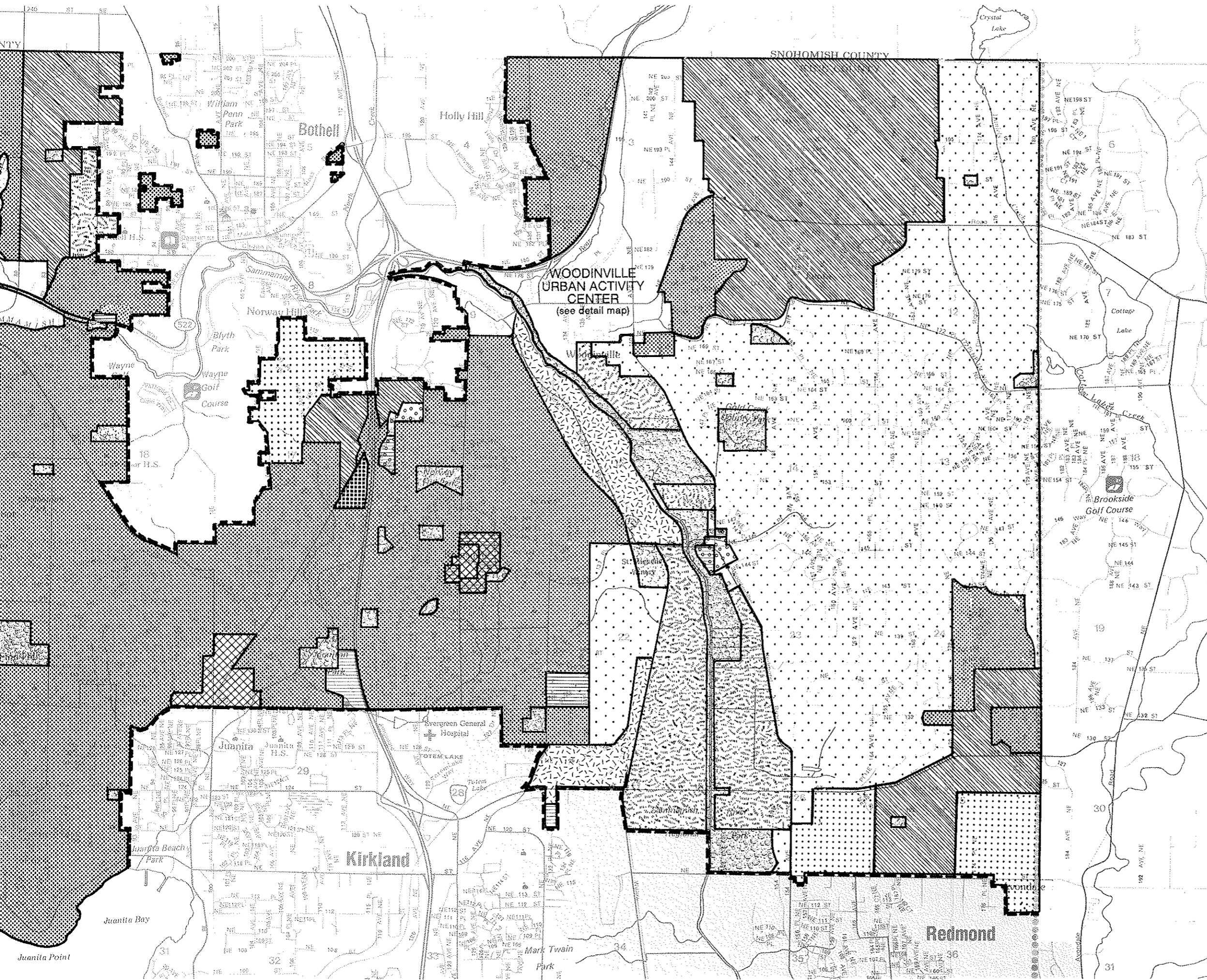
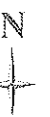
-  Single Family - Rural  
1 unit per 2.5-5.0 acres
-  Single Family - Low Urban  
1 unit per acre
-  Single Family - Urban  
3-8 units per acre
-  Multi-Family
-  Neighborhood Center
-  Community Center
-  Growth Reserve
-  Industrial
-  Office
-  Agriculture
-  Urban Separator and Open Space
-  Parks and Recreation
-  Incorporated Areas

Source: King County Community Planning

Northshore Community Planning Area



King County Planning and Community Development Division  
1991



# Kenmore Urban Activity Center

-  Single Family
-  Multifamily
-  Industrial
-  Commercial
-  Community Facility
-  Office
-  Mixed Use
-  Mobile Home Park
-  Parks and Recreation
-  Urban Separator and Open Space

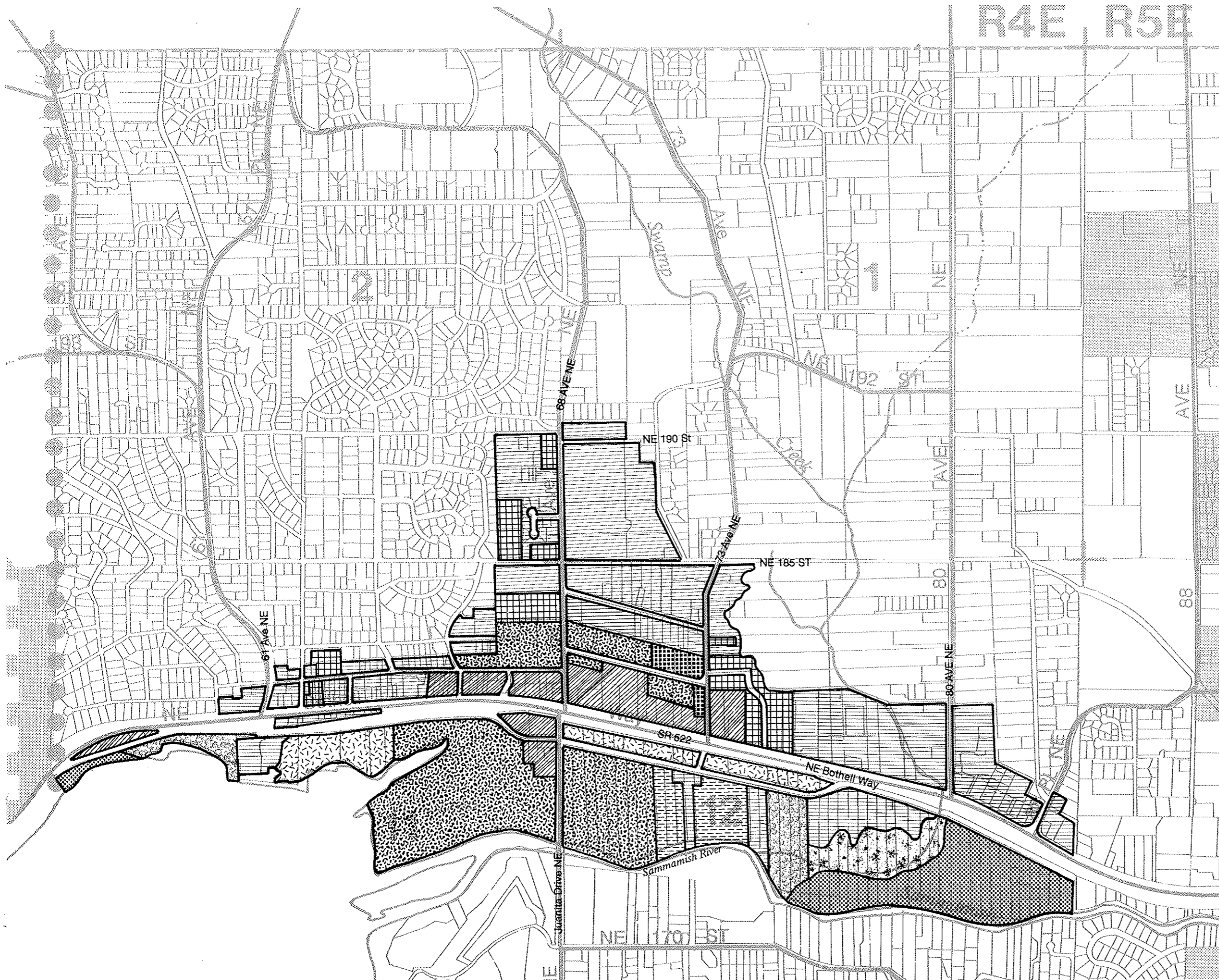
Source: King County Department of Parks, Planning and Resources

Northshore Community Planning Area



King County Planning and Community Development Division  
1991

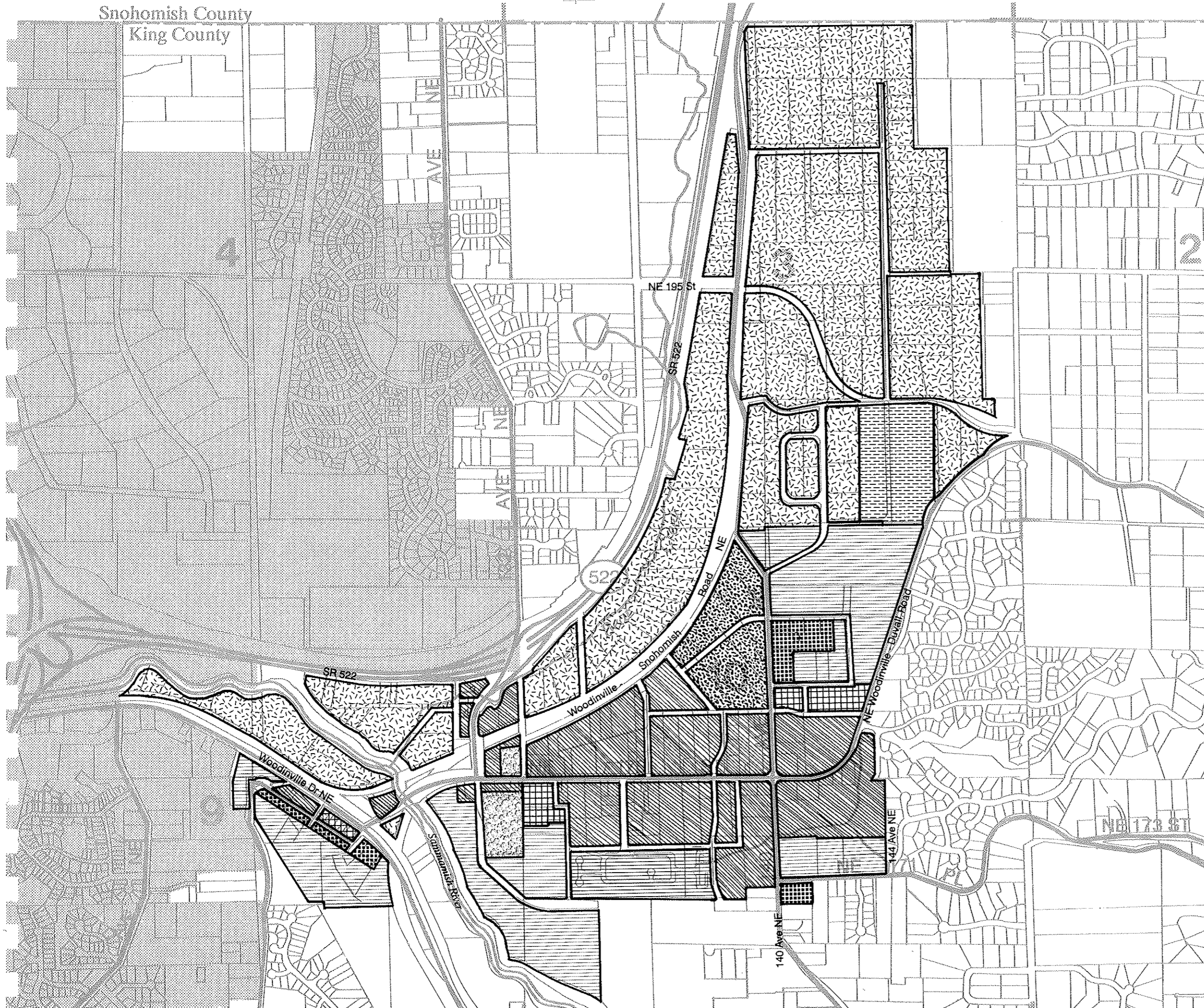
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# Woodinville Urban Activity Center

-  Single Family
-  Multifamily
-  Industrial
-  Commercial
-  Community Facility
-  Office
-  Mixed Use
-  Mobile Home Park
-  Parks and Recreation

Source: King County Department of Parks, Planning and Resources



Northshore Community Planning Area

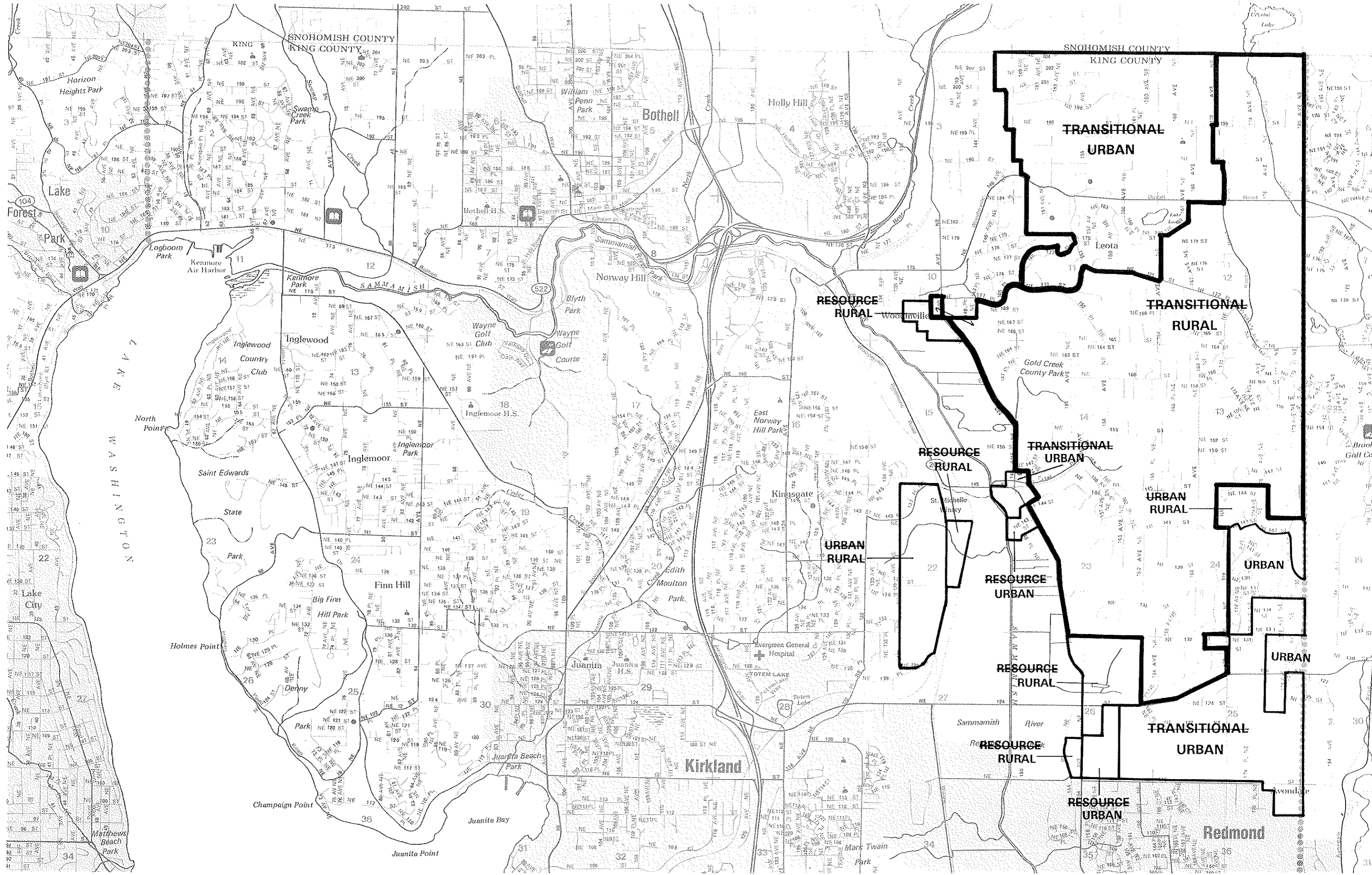


King County Planning and Community Development Division  
1991

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SNOHOMISH COUNTY  
KING COUNTY

SNOHOMISH COUNTY  
KING COUNTY

**TRANSITIONAL  
URBAN**

**RESOURCE  
RURAL**

**TRANSITIONAL  
RURAL**

**RESOURCE  
RURAL**

**TRANSITIONAL  
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**URBAN  
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**TRANSITIONAL  
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**RESOURCE  
RURAL**

**RESOURCE  
URBAN**

**Redmond**

Horizon Heights Park

Lake Forest Park

Logboom Park

Kenmore Air Harbor

Kenmore Park

Inglewood Country Club

North Point

Saint Edwards State Park

Lake City

Holmes Point

Denny Park

Champaign Point

Matthews Beach Park

Juanita Point

Juanita Bay

Kirkland

Mark Twain Park

Swamp Creek Park

William Penn Park

Bothell

Holly Hill

Norway Hill

Blyth Park

Wayne Golf Club

Wayne Golf Course

Inglemoor H.S.

Inglemoor Park

Finn Hill

Big Finn Hill Park

Juanita H.S.

Juanita Beach Park

Kirkland

Evergreen General Hospital

Kirkland

Kingsgate

URBAN RURAL

URBAN RURAL

URBAN RURAL

Kirkland

Mark Twain Park

Gold Creek County Park

TRANSITIONAL URBAN

RESOURCE URBAN

RESOURCE RURAL

RESOURCE RURAL

RESOURCE URBAN

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URBAN RURAL

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Matthews Beach Park

Champaign Point

Juanita Point

Juanita Bay

Kirkland

Mark Twain Park

RESOURCE URBAN

Redmond

Redmond

Redmond

URBAN

URBAN

URBAN RURAL

TRANSITIONAL URBAN

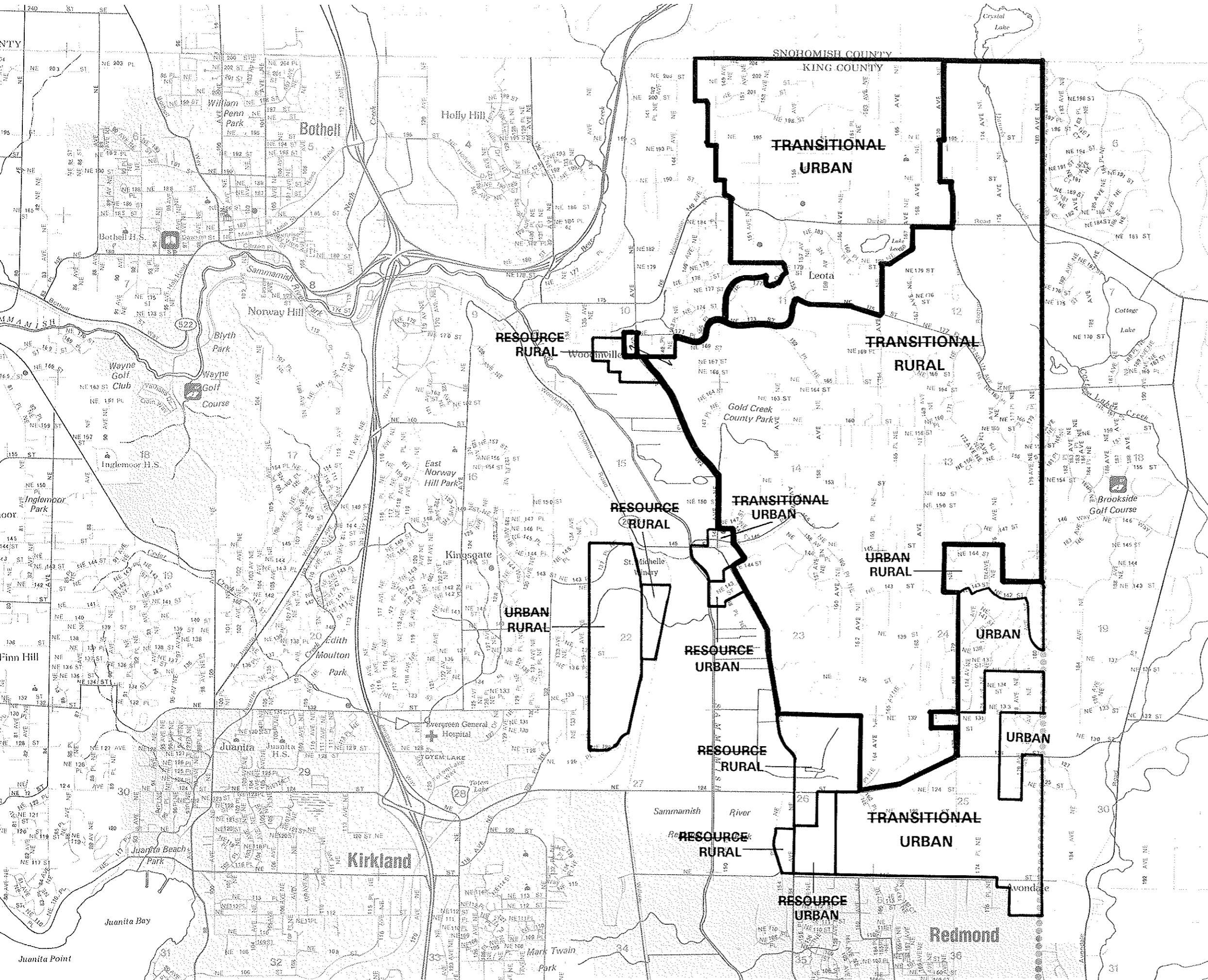
TRANSITIONAL RURAL

TRANSITIONAL URBAN

SNOHOMISH COUNTY  
KING COUNTY

# Council Panel Recommended Proposed Changes to King County Comprehensive Plan Map

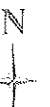
Source: King County Community Planning



Northshore Community Planning Area



King County Planning and Community Development Division  
1991



1/2 0 1/2 1 Mile

Alternative 3 would also designate 2 new sewer urban areas adjacent to Woodinville, in the Leota-Wellington neighborhood, and adjacent to Redmond. Neighborhood and community mixed-use centers would be the same as in the Proposed Action.

In general, compared to the Proposed Action, there would be less land designated for low urban density development (1 dwelling unit per acre); more land for multifamily residential use, but at somewhat lower densities (8-18 dwelling units per acre); and somewhat less for the highest density single-family residential uses (7-8 dwelling units per acre). The amount of land zoned for commercial/industrial uses and for mixed-use development (commercial/residential) would be greater than the Proposed Action.

Alternative 3 falls somewhere in the middle range in terms of its growth capacity. At buildout, it could accommodate between 35,000 and 43,000 additional people (varying with the amount of partly developed land that is assumed to develop or redevelop in the future). The total population holding capacity of the planning area would be between approximately 108,000 and 116,000; this is between 1,300 and 9,300 (1 percent to 8 percent) higher than the year 2010 forecast.

Alternative 3 is a variation of the "Dispersed" land use alternative originally included in the Northshore Land Use Alternatives brochure (September 1989). It was eliminated in response to community comment. The new alternative attempts to combine some of the features of the original alternative with community and County planning goals.

### **Council Panel's Recommended Changes to the Executive Proposed Plan**

The King County Council's Northshore Panel has recommended a number of policy and land use/zoning changes to the Executive Proposed Plan. Major land use changes include

- o redesignation of approximately 2700 acres in the eastern portion of the planing area (Hollywood Hill) as Rural with 2.5 acre zoning. This change is intended to make the plan consistent with the Countywide Planning policies;
- o more widespread application of interim Growth Reserve zoning (5 acres per dwelling unit), coupled with urban density potential zoning, as a tool to phase growth with provision of adequate services and facilities, and to encourage orderly annexation to adjacent cities; a plan amendment study -- assessing the adequacy of infrastructure and other issues -- would be required before the potential zoning could be actualized;
- o an increase in multifamily residential land uses;
- o some intensification of land use in the Kenmore area, and greater use of mixed use (commercial/residential) zoning;

Policy changes include revision or elimination of detailed P-suffix conditions -- but retention of policies -- for clearing and grading, design, resource protection, and tree preservation. Land use/zoning changes and policy amendments are described in Section III below.

Overall, the Panel's actions would decrease the capacity of the planning to accommodate future growth of population and housing. Most other elements of the Council Panel's recommended plan -- such as the overall land use pattern -- are identical to the Executive Proposed Plan.

## Scope Of The Proposal

The Executive Proposed Plan is a programmatic or non-project action and does not, in itself, involve direct physical or engineering changes to land or impacts on the environment. The proposal involves the adoption of broad policies, land use designations, zoning classifications and development conditions. When adopted by legislative action and implemented in connection with private proposals and public capital projects, the plan will guide future growth and development in the Northshore planning area.

The plan will provide a framework for changes as they are pursued by property owners and government agencies in the future. Those specific actions will be evaluated to determine whether they could have significant adverse environmental impacts. This Draft EIS is, then, a first phase of environmental review for the future growth of Northshore. In effect, many of the proposed plan's policies are intended to mitigate impacts that could otherwise occur in the absence of a comprehensive policy framework. Additional environmental impacts will be identified, and mitigation proposed, in the context of future site-specific development proposals.

### **III. Amendments to the Executive Proposed Northshore Community Plan Recommended by the King County Council Panel & Revisions to the Draft EIS**

This section summarizes the changes to the Executive proposed Northshore Plan Update and Area Zoning recommended by the King County Council Review Panel. A summary of probable environmental impacts resulting from the amendments is provided in Section C. The Council Panel's recommended changes are also summarized in a matrix, comparing the impacts to the Executive Proposed Plan and No Action, found in Section D.

#### **A. King County Council Review of the Executive Proposed Northshore Community Plan Update**

The Executive Proposed Northshore Community Plan Update and Area Zoning, accompanied by a Draft EIS, was transmitted to the King County Council in May 1991. On May 20, 1991, the Council held a public hearing on the plan and referred it to the a committee for further deliberation. The committee considered the plan between March, 1991 and September, 1992 and recommended several changes to policies and zoning. Their recommendations, summarized in Section B below, include changes to plan policies, and to specific zoning and land use designations.

Following publication of the Final EIS, the County Council will hold a public hearing. After hearing public testimony and further deliberations, the Council will adopt the plan and area zoning by ordinance.

#### **B. Summary of Council Review Panel Recommended Amendments**

On September 30, 1992, the King County Council Northshore Community Plan Update Panel recommended a number of amendments to the Executive Proposed Northshore Community Plan Update and Area Zoning. Major substantive amendments are summarized below and include changes to land use and zoning designations, as well as to plan policies.

## 1. Plan Map Amendments and Land Use/Zoning Changes

Land use and zoning changes recommended by the Panel affect approximately 8,095 gross acres of land. The great majority of land use/zoning change were changes from one residential category to another; some involved increases in density (i.e. upzones) while other involved decreases in intensity (i.e. downzones). Approximately 54 gross acres were changed from residential to commercial/industrial use or from commercial/industrial to residential use.

Areas affected by significant changes include:

- o **Hollywood Hill** - approximately 2,700 acres were rezoned from low density Urban to Rural Area (2.5 acres per dwelling unit), to respond to the need to better focus urban services (countywide and within the planning area);
- o **Interim Urban Reserve** -- approximately 2,700 acres in the western portion of the planning area was rezoned from 3-8 dwelling units per acre to interim Growth Reserve (5 acres per dwelling unit); the underlying zoning will remain urban, however. The Council intends to reexamine conditions in this area in 1994, based on a plan amendment study, and to determine whether infrastructure can support the underlying urban zoning;
- o **Woodinville Growth Reserve** -- an interim Growth Reserve area of approximately 900 acres adjacent to Woodinville was established to recognize the recent incorporation, to preserve future planning options, and to reflect the approved city boundaries;
- o **Redmond Urban Growth Area** -- a portion (16 acres) of the Growth Reserve area at the intersection of N.E. 124th Street and Woodinville-Redmond Road was rezoned to Rural Area; other portions of the area were changed to outright Suburban Cluster (S-C) or to potential RS-5000;
- o **Kenmore** -- numerous zoning amendments are proposed in the Kenmore area, generally involving changes to more intensive residential classifications, and to mixed use (multifamily/commercial) zones;
- o **Bothell West Hill** -- the Growth Reserve area was changed to include potential single-family classifications;
- o **160th Interchange** -- Growth Reserve zoning on the east side of the interchange was changed to permit potential multifamily use, and permitted densities were increased (from 10-12 dwelling unit per acre to 18-24 dwelling unit per acre);
- o **Norway Hill** -- approximately 230 acres was rezoned from Growth Reserve to outright low density urban residential zones

## 2. Policy Amendments

The majority of the changes recommended by the Panel are intended to clarify the language or intent of policies in the Executive Proposed Plan.

# Council Panel Recommended Kenmore Area Zoning

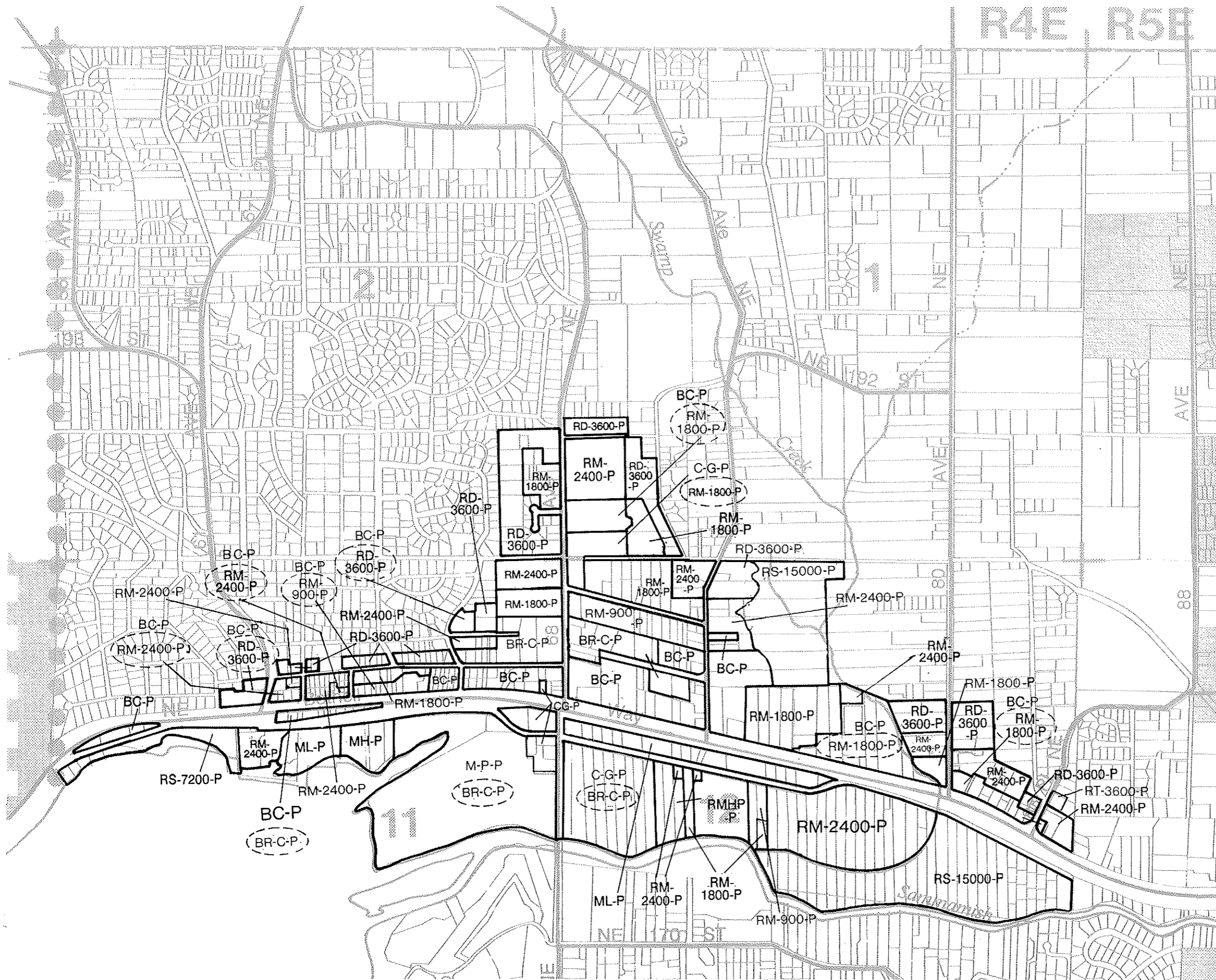
- Residential:**
- RS-15000 Single Family, 1 unit per 15,000 sq. ft.
  - RS-7200 Single Family, 1 unit per 7,200 sq. ft.
  - RMHP Residential Mobile Home Park
  - RT-3600 Residential Townhouse, 1 unit per 3,600 sq. ft.
  - RD-3600 Low Density Multiple Dwelling, 1 unit per 3,600 sq. ft.
  - RM-2400 Medium Density Multiple Dwelling, 1 unit per 2,400 sq. ft.
  - RM-1800 Medium Density Multiple Dwelling, 1 unit per 1,800 sq. ft.
  - RM-900 Maximum Density Multiple Dwelling, 1 unit per 900 sq. ft.
- Commercial:**
- BC Community Business
  - CG General Commercial
  - BR-C Regional Business, Mixed Use
- Industrial:**
- ML Light Manufacturing
  - MH Heavy Manufacturing
  - MP Manufacturing Park
  - GR-5 Growth Reserve, 1 unit per 5 acres
- Potential Zone
- P P-Suffix conditions apply, (see Northshore Area Zoning)

Source: King County Department of Parks, Planning and Resources  
Northshore Community Planning Area

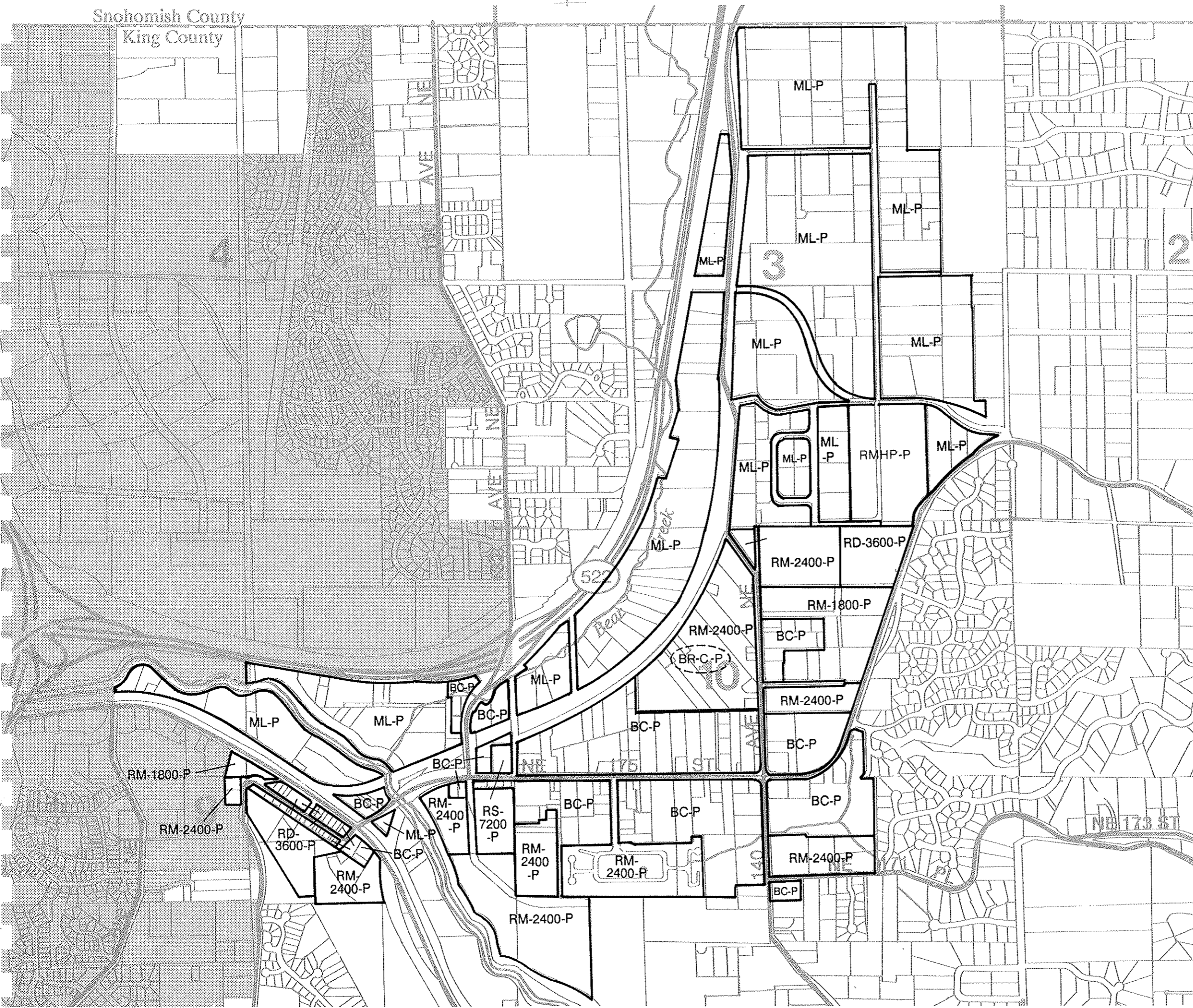


King County Planning and Community Development Division  
1991

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# Council Panel Recommended Woodinville Area Zoning



- Residential:**  
 RS-7200 Single Family, 1 unit per 7,200 sq. ft.  
 RMHP Residential Mobile Home Park  
 RD-3600 Low Density Multiple Dwelling, 1 unit per 3,600 sq. ft.  
 RM-2400 Medium Density Multiple Dwelling, 1 unit per 2,400 sq. ft.  
 RM-1800 Medium Density Multiple Dwelling, 1 unit per 1,800 sq. ft.  
 GR-5 Growth Reserve, 1 unit per 5 acres
- Commercial:**  
 BC Community Business  
 BR-C Regional Business, Mixed Use
- Industrial:**  
 ML Light Manufacturing
- Potential Zone  
 -P P-Suffix conditions apply, (see Northshore Area Zoning)

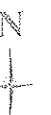
Source: King County Department of Parks, Planning and Resources

Northshore Community Planning Area



King County Planning and  
Community Development Division  
1991

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## Urban Growth Areas

- o Individual Urban Growth Areas proximate to nearby cities (Bothell, Woodinville, Redmond and Kirkland) would be consolidated into a single Urban Growth Area. Areas are not assigned to specific cities; potential city annexation areas will be defined through the Growth Management Act implementation process (E-2 through E-5)
- o Amended language clarifies that King County will review annexations to ensure that goals for orderly and contiguous development, and direction of growth to incorporated urban areas are met (E-7).
- o Criteria for actualization of potential zoning within the West Hill area, adjacent to Bothell, include provision of necessary services and facilities; and mitigation for transportation infrastructure and other services; annexation is no longer required (E-13);
- o The north and east slopes of Norway Hill are designated study areas. Zoning is changed to outright low density urban designations (E-15).
- o Annexation to Bothell would not be required prior to realizing the potential zoning at the N.E. 160th interchange; densities were also increased (from 10-12 dwelling units per acre to 18-24 dwelling units per acre). Development would be subject to criteria for provision of urban services, mitigation of impacts and provision of transportation facilities; annexation is no longer required prior to development (E-17).
- o Criteria for actualization of potential zoning relating to provision of adequate services and mitigation of transportation impacts are applied to the area between N.E. 116th and 124th Street (E-20).
- o The rural buffer area adjacent to the agricultural production district along Redmond- Woodinville Road was expanded; adjacent properties would be developed at low densities to minimize potential conflicts with agriculture (E-21)

## Residential Policies

- o Adds language to encourage consideration of transfer of development rights (TDR) from rural-designated properties (adjacent to the Sammamish Valley Agricultural Production District, and adjacent to Daniels Creek) to other portions of the County (R-3, R-6)
- o Consistent with Comprehensive Plan Policy R-202B, encourages infill development at moderately higher densities in established areas, subject to features that enhance land use compatibility (R-8),
- o P-suffix conditions for landscaping, street trees, neighborhood circulation, off-site improvements to sub-standard streets, and multifamily design are modified to sunset if more stringent standards are applied Countywide.
- o A portion of the Leota area is designated Growth Reserve because of inadequate infrastructure and impending inclusion within the City of Woodinville, to prevent premature development and to preserve planning options (R-11)
- o Clarifies that passive (as well as active) open space should be included within developments of more than 15 dwelling units per acre (R-16)
- o Changes policy on mobile home parks to indicate that they are not considered consistent with development planned for the Woodinville and Kenmore commercial cores (R-21)

## **Commercial/Industrial Development**

- o Clarifies policies to enhance the pedestrian environment for Northshore's activity centers (CI-4).
- o Emphasizes mitigation of water quality impacts for industrial properties adjacent to Little Bear Creek (CI-15).
- o Clarifies policies regarding designation of new community or neighborhood centers (CI-21).

## **Transportation**

- o Clarifies commitment of King County to pursue interlocal agreements with Bothell, Woodinville, Redmond and Kirkland to establish appropriate level of service standards (T-2)
- o Encourages consideration of electronic tolls on SR-522 (T-2a).
- o Applies a Growth Reserve overlay to lands within the Interim Urban Reserve area, and requires submission of a plan amendment study by December 31, 1994 addressing issues relating to timing, impacts and appropriate mitigation for actualizing urban zoning (T-3a).
- o Clarifies transportation criteria for achieving urban densities in future urban areas to include use of transit, demand management and other approaches consistent with the Commute Trip Reduction Act (T-6)
- o Retains general policy, but deletes detailed P-suffix conditions, requiring specific transportation improvements in new development (T-14)
- o Emphasizes transportation demand management (TDM) policies in the Executive Proposed Plan but deletes P-suffix conditions requiring implementation of specific strategies or construction of specified improvements (T-17).

## **Agricultural Areas**

- o Retains general policy but reduces scope of detailed P-suffix conditions for lands adjacent to the Agricultural Production District, including the removal of conditions about limitations on uses, design standards, limitations on outdoor lighting treatment of rooftop equipment, and public input during development review. Expansion of existing recreational facilities within the Agricultural district would require a conditional use permit (A-5, 6).

## **Natural Resources**

- o Retains general policies, modifies dates of clearing restrictions to October through March (NR-3, 9).

## **Parks**

- o Undeveloped King County properties within 1/4 mile of residential areas should be retained to preserve open space and future park opportunities (P-20).
- o King County Parks should coordinate with and assist the Northshore Park and Recreation Service Area (P-21).

## **Cultural Resources**

- o Retains general policy but deletes detailed P-suffix conditions relating to identification of historic properties and procedures for notification (CR-3)

## **Kenmore Activity Center**

- o Increases permitted densities in the core of the activity center to 48 dwelling units per acre (K-7)
- o Prohibits mobile home parks in the core of the activity center (K-10).
- o Adds statement that the mixed use development area in Kenmore can only develop when transportation impacts are adequately mitigated (K-11).
- o Revises P-suffix conditions for the Kenmore area (K-12).

## **Woodinville Activity Center**

- o Requires relocation assistance, consistent with RCW 59.21, when mobile home park property redevelops (W-9).

# **C. Environmental Impacts of Council Panel's Recommended Changes**

This section evaluates the environmental impacts of the Council Panel's recommended changes to the Executive Proposed Northshore Community Plan Update. The analysis is focused on the incremental differences between the environmental impacts of the Executive Proposed Plan, as described in the Draft EIS, and the Panel's recommendations.

In general, most impacts would be comparable to those identified in the Draft EIS on the Executive Proposed Plan. The overall growth potential of the planning area -- as measured by population and housing capacity -- would be less than the Executive Proposed Plan; the magnitude of the difference would depend primarily on how and when urban zoning is realized for areas designated as interim Urban Reserve.

Formation of the City of Woodinville was approved by the voters in May 1992 and will become effective in March, 1993. The approved City boundaries encompasses approximately 4,020 acres in the north central portion of the planning area. Also in 1991 and 1992, the City of Bothell annexed approximately 130 acres within the Northshore planning area. For purposes of evaluation of the Council's recommended changes, and to permit consistent comparison to data in the Draft EIS, these areas are still included in the analysis of the Northshore planning area. It was generally assumed that these areas -- including the Woodinville Growth Reserve would develop at least at the densities proposed in the Executive Proposed Plan; consequently, no significant change in housing and population capacity was assumed to occur as a result of either the incorporation or annexation.

## **1. Earth**

The Council Panel's recommendations would not significantly change land uses or zoning in identified geologically sensitive areas and would not generate substantially different impacts than the Executive Proposed Plan. In the near term, some lands designated as erosion hazards in the western portion of the planning area would be designated as interim Growth Reserve; this would reduce disturbance in geologic hazard areas and the potential for erosion. In the longer term, elimination of proposed P-suffix conditions relating to clearing and

grading and protection of erosion prone areas (NR-5 and NR-9) could provide relatively lower levels of protection of these areas; adopted regulations, however, would likely help mitigate development impacts.

## **2. Air**

Air quality impacts would generally be slightly less than the Executive Proposed Plan. Based on the Panel's recommended land use/zoning changes, the planning area could accommodate fewer housing units and population (at buildout) than the Executive Proposed Plan. Vehicle trips generated within the planning area would also be reduced. Assuming comparable transportation systems and programs, and similar housing style, differences in air quality impacts from wood smoke and vehicular traffic would also be similar.

## **3. Water**

Land use patterns and population growth associated with the Council Panel's recommended land use changes would not significantly change impacts to water resources compared to the Executive Proposed Plan. In general, impacts could be somewhat lower than the Executive Proposed Plan due to reduced population capacity (particularly in the eastern portion of the planning area) and the resulting reduced clearing, construction activity, impervious surface area and storm water runoff.

## **4. Plants and Animals**

The Panel's recommendations would result in greater preservation of existing habitat in the eastern portion of the planning area. The Hollywood Hill area would be retained as permanent Rural with AR-2.5 zoning; lower densities, relative to the Executive Proposed Plan, would preserve greater amounts of vegetation that serves as habitat for wildlife. Similarly, Suburban Cluster zoning adjacent to Redmond would retain relatively greater amounts of habitat. In urbanized portions of the planning area, the higher densities recommended by the Panel could result in somewhat greater disturbance of habitat. While elimination of proposed detailed P-suffix conditions for tree retention could result in relatively higher levels of impacts, adopted King County regulations and processes would likely mitigate such impacts.

## **5. Energy & Natural Resources**

Impacts on energy consumption would be generally comparable to the Executive Proposed Plan. The higher number of multifamily units possible under the Panel's recommendations could result in somewhat greater energy efficiency.

## **6. Environmental Health**

Future development in Northshore will lead to higher noise levels as a result of greater levels of human activity and vehicular traffic. Noise impacts under the Panel's recommended land use pattern would be similar to those in the Executive Proposed Plan; there could be some reduction based on lower population and fewer trips originating within the planning area. Higher levels of development in urban areas could result in somewhat higher noise levels; maintenance of the eastern portion of the planning area as rural, however, would result in lower noise levels in those neighborhoods.

## 7. Land Use

The land use pattern resulting from the Panel's recommendations would be similar to the Executive Proposed Plan. Urban development will generally be concentrated and intensified in existing developed areas. The major difference would be the redesignation of the eastern portion of the planning area from Transitional to Rural (consistent with the Urban/Rural boundary adopted in the King County Countywide Planning Policies). Offsetting this change, there would also be an intensification of land uses in existing Urban areas such as Kenmore. In general, Northshore would remain predominantly Urban in character.

Urban areas presently not served by adequate infrastructure (particularly transportation facilities) -- including areas adjacent to Kenmore, Kirkland and Bothell -- have been designated as interim Growth Reserve with urban potential zoning. Using a plan amendment study (to be submitted by December 31, 1994), the Council will review the plan and determine whether these areas are appropriate for actualization of the potential Urban zoning.

The land capacity analysis conducted for the Draft EIS was updated to help estimate and quantify the land use, population and housing impacts of the Panel's recommended changes. The methodology involved first identifying the zoning and land use changes approved by the Panel. Assumptions concerning the amount of vacant and partly developed unconstrained land were applied to the gross area rezoned; a ratio characteristic of the particular zoning classification being changed (e.g. the S-E zone) was applied to estimate the net developable portion of each site being rezoned (i.e. vacant and partly developed unconstrained) of each parcel. The change in dwelling unit and population capacity was then calculated (based on the difference in zoned density); different assumptions of the development capacity of partly developed land were also applied (i.e. 40 percent and 60 percent). Because the methodology grouped parcels zoned for 2.5-5 acres per dwelling unit in a single category, changes from AR-5 to AR-2.5, or from GR-5 to AR-2.5 are not reflected as changes in capacity in the analysis; the results may slightly understate the difference between the alternatives as a result. The difference in land use is noted, however. If potential zoning was applied to a parcel, the ultimate urban density was used to estimate capacity; as a result of this approach, land that was rezoned from urban density to Growth Reserve (with potential urban densities) did not affect land capacity.

Two land use scenarios were postulated for Growth Reserve and interim Urban reserve areas to help show the potential effects of interim low density zoning. One used the underlying or potential urban zoning designation of the property to determine ultimate development capacity. This approach assumes that, in the long term, urban densities will be realized as present infrastructure limitations are resolved. The second scenario used the Growth Reserve zoning as an indication of development capacity. In the short term, this may more accurately reflect the actual ability of the planning area to accommodate growth and is intended to represent a "worst case" scenario.

Capacity for the Woodinville Growth Reserve area were calculated using Growth Reserve zoning designations, since this area does not have potential or underlying zoning. This approach is conservative, and may understate the long-range potential of this area, since it is reasonable to assume that the City of Woodinville could eventually upzone this area consistent with its plans and regulations. This future mix of uses and densities are not known at this time.

Table 1 shows the amount of land (gross acres) in Northshore by zoning category for existing zoning (No Action), the Executive Proposed Plan and the Panel's recommended changes. In general, if the Panel's recommendations were adopted the planning area would remain primarily residential in character. Major differences relative to the Executive Proposed Plan, include a significant decrease in 1-acre zoned areas, a large increase in areas zoned for 2.5 and 5 acres per dwelling unit (including the Rural area in the eastern portion of the planning area and interim Urban Reserve and Growth Reserve areas); increases in land zoned for multifamily use and mixed use (multifamily and commercial); and slight decreases in commercial/industrial land uses.

Table 1.

**Proposed Northshore Zoning and Land Use Changes  
(Total Planning Area - Gross Acres)**

Land Use Category/Zoning	Existing Zoning	% of Total	Proposed Zoning	% of Total	Net Change	Council Panel	% of Total	Net Change
<b>Residential:</b>								
<b>Single-Family</b>								
< 1 acre	8,167	42.7%	9,238	48.3%	+ 1,071	9,204	48.1	+ 1,037
1 acre	5,854	30.6%	3,622	18.9%	- 2,233	639	3.3	- 5,214
2.5-5 acres	0	0.0%	1,106	5.8%	+ 1,106	4,060	21.2	+ 4,060
10 acres	1,151	6.0%	981	5.1%	- 170	981	5.1	- 170
Multifamily	435	2.3%	611	3.2%	+ 176	645	3.4	+ 210
<b>Subtotal</b>	<b>15,607</b>		<b>15,558</b>		<b>- 50</b>	<b>15,524</b>		<b>- 83</b>
<b>Non-Residential:</b>								
Commercial/Office	455	2.4%	311	1.6%	- 144	335	1.8	- 120
Industrial	933	4.9%	888	4.6%	- 45	866	4.5	- 67
<b>Subtotal</b>	<b>1,388</b>		<b>1,199</b>			<b>1,201</b>		<b>- 187</b>
Mixed-Use	5	0.03%	74	0.39%	+ 69	94	.5	+ 89

Notes:

- (1) The Northshore planning area has approximately 19,129 total acres. For purposes of calculation in the Final this area, this total area is still assumed to include the City of Woodinville (4,020 acres) and 131 acres recently annexed to the City of Bothell.
- (2) Approximately 1,463 acres (not including interim urban reserve areas) (7.6 percent of total acreage in the planning area) have been designated as future urban development in the Executive Proposed Plan. These areas have underlying or potential zoning densities ranging from 3-8 dwelling units per acre for single-family developments and 24 units per acre for multifamily developments, which will be activated or realized when all necessary services and facilities are available and/or the areas are annexed. Until that time, these areas are zoned Growth Reserve (GR - 5, 1 dwelling unit per 5 acres). Calculations are based on urban densities. For the Council Panel Recommendation, if it were assumed that areas zoned GR-5 did not develop at urban densities, single family land uses less than 1 acre would equal 6,504 (34% of the total planning area); the 2.5-5 acre category would contain 6,750 acres (35% of the total area)
- (3) Zoning and land use categories include the following classifications (from the draft Zoning Code Update):
  - < 1 acre: RS, RD (urban residential, varying densities)
  - 1 acre: SC, SE (low density residential)
  - 2.5 - 5 acres: AR, GR, (Rural Area, Interim Urban/Growth Reserve)
  - 10 acres: A (Agriculture)
  - Multifamily: RM (multifamily at varying densities)
  - Mixed-Use: BN, BC (Neighborhood Business, Community Business)

Source: King County Transportation Planning, Huckell/Weinman Associates, Inc.

The Countywide Planning Policies, adopted in July, 1992 and ratified by the cities in September, establish a general framework for land use and infrastructure planning in the King County region. Over the next two years, all jurisdictions in the region will be amending their comprehensive plans and land use regulations to conform to the policies and the goals and requirements of the Growth Management Act. Until completion of a Supplemental EIS on the policies, they are intended to be used as a general guide for ongoing planning activities.

In general, the Countywide Planning Policies direct growth to Urban Growth Areas, with major concentrations of jobs and housing in Urban Centers and Manufacturing/ Industrial Centers at high densities. A process is established, and is currently underway, for designating these centers. Phasing is to be employed as a tool to direct forecast growth to areas characterized by urban growth and possessing adequate infrastructure, and to extend necessary services and facilities concurrent with planned development. Rural areas are to receive limited growth and minimal infrastructure. Environmentally sensitive areas and resource lands are to be protected.

## 8. Population and Housing

Conditions have not changed significantly in Northshore since the Executive Proposed Plan and Draft EIS were transmitted to the County Council. According to King County's 1992 Annual Growth Databook, the 1991 population in the unincorporated planning area was estimated at 70,400; this is approximately 2,000 people less than the 1990 population estimate used in the Draft EIS. The area has experienced more modest growth over the past year, reflecting the general downward trend in development activity countywide; it also reflects the effects of annexations noted earlier. Building permits and plat applications and plat recordings reached their lowest level since 1980. In general, recent activity does not significantly change the analysis contained in the Draft EIS.

Population and housing impacts of the Panel's recommended changes to the Executive Proposed Plan were calculated using the methodology described above. Comparisons to the alternatives considered in the Draft EIS are shown in Tables 2 through 4 and Figures 1 through 4 below.

Overall impacts of the Panel's proposed changes would be similar to the Executive Proposed Plan. In general, for Interim Urban reserve and Growth Reserve areas, assuming actualization of potential zoning and/or development at underlying zoning densities, the Panel's recommendations could accommodate 11,620 new housing units and 30,370 additional people. At buildout, the planning area would contain a population of 108,171. This represents fewer housing units (334) and population (878) at buildout than the Executive Proposed Plan. While the planning area's zoned capacity (102,770 people) could accommodate the year 2000 forecast population (97,100) by a small margin, it could not accommodate the 2010 forecast (117,300); the same is true of the Executive Proposed Plan, however. Assuming continuation of Growth Reserve zoning, however, this situation would be exacerbated; Northshore's zoned capacity (93,870) would not accommodate the year 2000 forecast. The effects of this situation would be the same as those analyzed in the Draft EIS.

Another potential measure of the capacity of the Panel's recommendations can be based on a comparisons of the Growth Reserve and Urban capacities of the Council's recommended changes and the Executive Proposed Plan. Assuming, for example, that the Growth Reserve zoning were to remain in effect for the indefinite future -- i.e. that Urban zoning were not to be actualized after the plan amendment study is submitted in 1994 because of inadequate infrastructure -- the capacity of the planning area would be 93,870. This is almost 10,000 people less than the Executive Proposed Plan (assuming realization of urban densities) and 3,230 less than the year 2000 population forecast. It is probably more reasonable to assume, however, that if urban zoning could not be realized under the Panel's recommended plan because of inadequate infrastructure, and the inability to satisfy GMA concurrency requirements, neither could it be realized under the Executive Proposed Plan. The difference between the capacity of the two alternatives, therefore, would be much smaller (see Tables 2-4).

**Table 2.**

**Northshore Estimated Population Capacity At Full Development  
(Vacant and Partly Developed Land, No Hazards)**

<u>Alternative</u>	<u>--Additional Population--</u> Vacant and % Partly Developed Land		<u>--Total Population--</u>	
	<u>40%</u>	<u>60%</u>	<u>40%</u>	<u>60%</u>
No Action	18,377	21,065	90,777	93,465
Proposed	31,248	36,544	103,648	108,944
Alternative 1	46,284	55,425	118,684	127,825
Alternative 2	39,183	46,752	111,583	119,152
Alternative 3	35,368	43,360	107,768	115,760
Council Panel Recommendation:				
- Urban Densities	30,370	35,771	102,770	108,171
- Growth Reserve	21,470	27,818	93,870	100,218

Notes:

- (1) 1990 population is assumed to be 72,400.
- (2) Population estimates assume 2.63 persons per household.
- (3) A range of potential development scenarios for partly developed land is considered for this analysis. All development is assumed to occur on unconstrained land. Development includes new development of vacant land and redevelopment (or infill) of a percentage (40 and 60 percent) of partly developed land. It is assumed that all available vacant land was developed and that 40 - 60 percent of partly developed land was redeveloped.
- (4) The analysis of the Council Panel's Recommendation shows a range of effects on population capacity using depending on assumptions: (1) assuming that underlying or potential urban zoning would be realized for lands zoned Growth Reserve; and (2) the results if GR-5 areas retain this land use/zoning designation for the foreseeable future due to infrastructure limitations or other reasons.



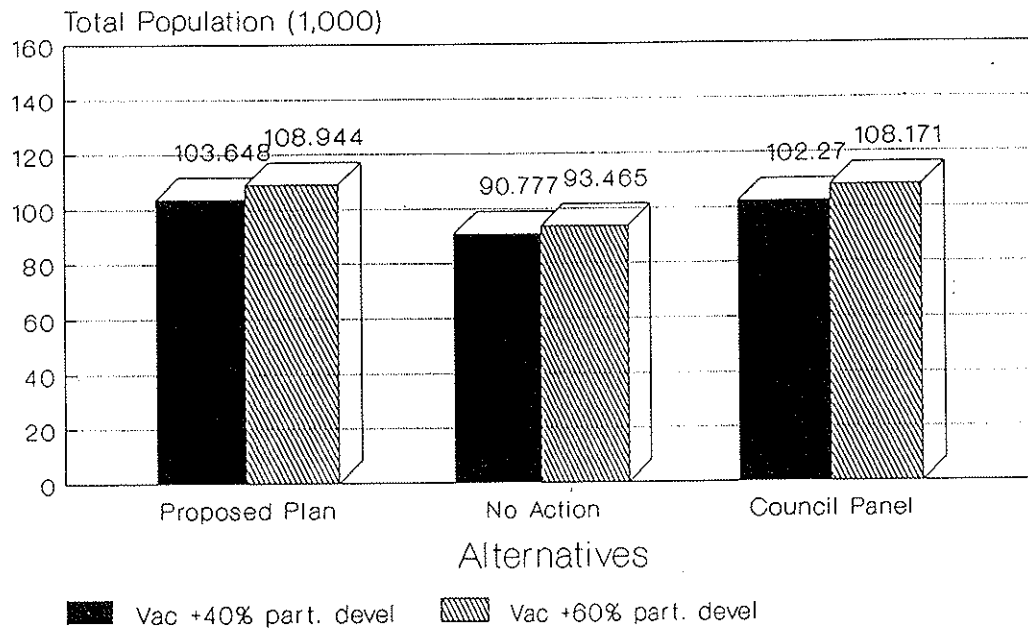
**Table 3.  
Northshore Population Capacity**

<b>Alternative</b>	<b>Population Capacity Alternat.</b>	<b>Comparison To: No Action Alternative</b>	<b>Year 2000</b>	<b>Year 2010</b>
<b>Executive Proposed Plan:</b>				
- Urban Densities	103,648	+ 12,871	+ 6,548	- 13,652
- Growth Reserve	95,548	+ 4,771	- 1,552	- 21,752
<b>Alternative 1</b>	118,684	+ 16,991	+ 21,584	+ 1,384
<b>Alternative 2</b>	111,583	+ 27,907	+ 14,483	- 5,717
<b>Alternative 3</b>	107,768	+ 20,806	+ 10,668	- 9,532
<b>Council Panel Recommendation:</b>				
- Urban Densities	102,770	+ 11,993	+ 5,670	- 14,530
- Growth Reserve	93,870	+ 3,093	- 3,230	- 23,430

**Notes:**

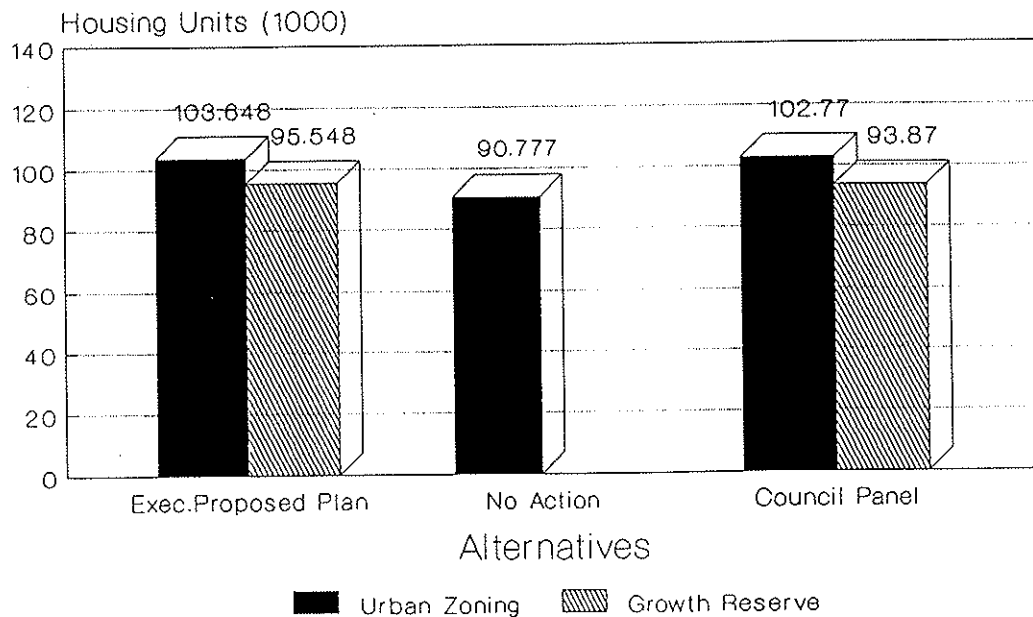
- (1) Under the No Action Alternative, population capacity ranges from 90,777 (development potential of 40% for partly developed land) to 93,465 (development potential of 60%). Comparisons are conservative and use the lower (40 percent) number for population estimates. Population estimates would be 5 percent to 7 percent higher if the 60 percent figure was used.
- (2) "+" or "-" signs indicate that additional population is greater than or less than the No Action Alternative and/or the forecast.
- (3) The population of the Northshore planning area is expected to reach 97,100 by the year 2000 and 117,300 by 2010 (King County, 1990).
- (4) Population capacity for the Proposed Action assumes urban densities for Future Urban areas. Capacity would be approximately 8,100 lower using Growth Reserve designations.
- (5) The analysis of the Council Panel's Recommendation shows a range of effects on population capacity using depending on assumptions: (1) assuming that underlying or potential urban zoning would be realized for lands zoned Growth Reserve; and (2) the results if GR-5 areas retain this land use/zoning designation for the foreseeable future due to infrastructure limitations or other reasons.

**Figure 1**  
**Northshore Population Capacity**  
**Council Recommendation & Alternatives**



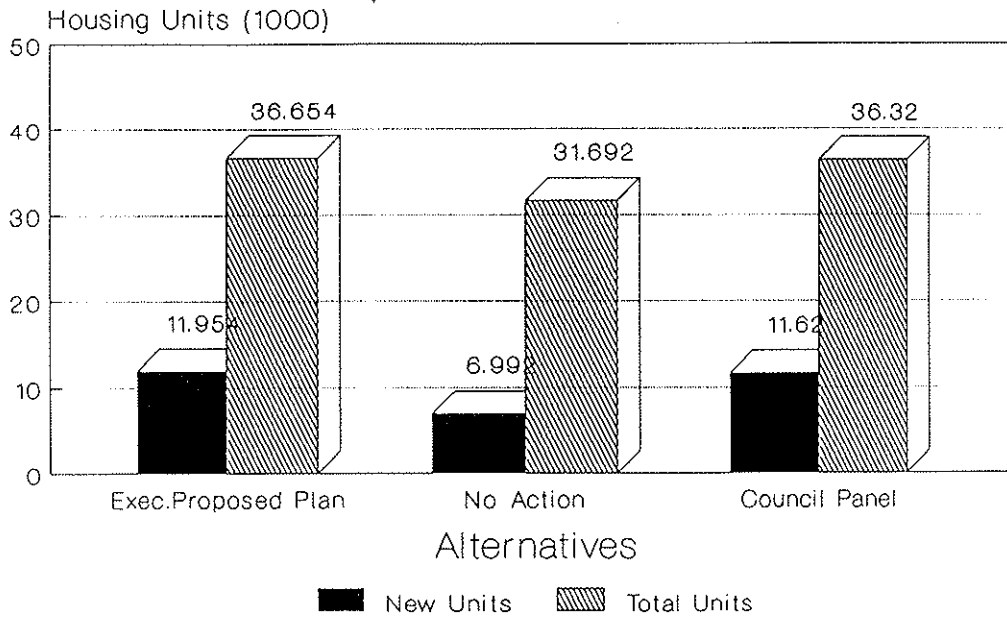
Assumes Urban potential zoning  
 Estimates are for buildout

**Figure 2**  
**Northshore Population Capacity**  
**Council Recommendation & Alternatives**



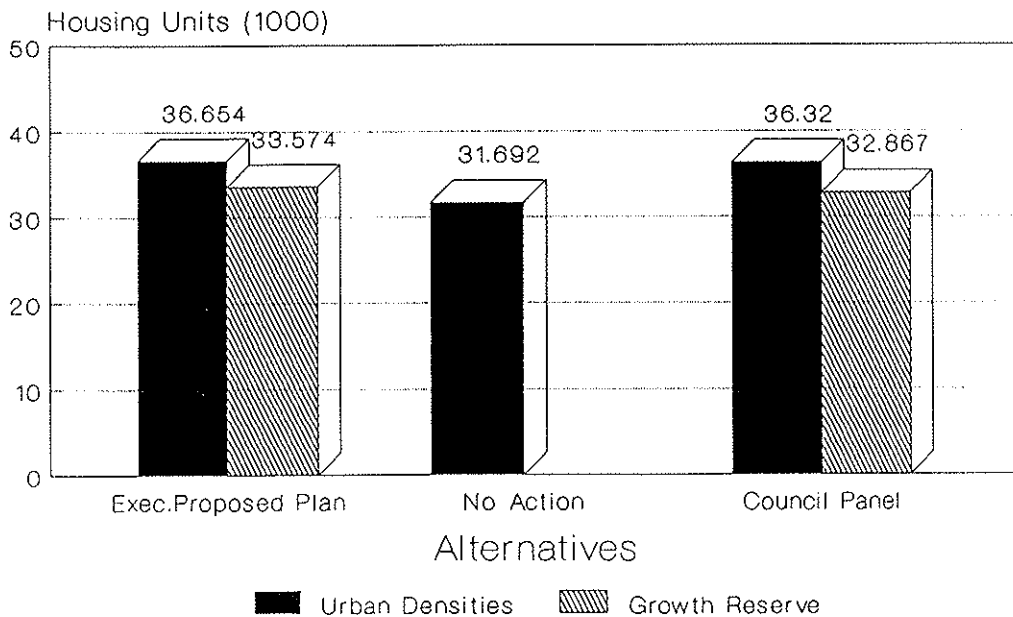
Estimates are for buildout  
 Vacant + 40% partly developed land

**Figure 3**  
**New & Total Housing Unit Capacity**  
**Council Recommendation & Alternatives**



Assumes Urban Zoning  
 Vacant + 40% partly developed

**Figure 4**  
**Housing Unit Capacity (Buildout)**  
**Council Recommendation & Alternatives**



Vacant + 40% partly developed

**Table 4.  
Northshore Estimated Housing Capacity  
(Vacant and Partly Developed Land)**

	New Dwelling Units		Total Dwelling Units	
	<u>40 %</u>	<u>60 %</u>	<u>40 %</u>	<u>60 %</u>
Vacant and % Partly Developed Land:				
Existing Zoning	6,992	8,014	31,692	32,714
Executive Proposed Plan:				
- Urban Densities	11,954	13,967	36,654	38,667
- Growth Reserve	8,874	10,887	33,574	35,587
Alternative 1	17,740	21,215	42,440	45,915
Alternative 2	14,978	17,855	39,678	42,555
Alternative 3	13,539	16,578	38,239	41,278
Council Panel Recommendation:				
- Urban Densities	11,620	13,673	36,320	38,373
- Growth Reserve	8,167	10,649	32,867	35,349
<b>Difference From No Action</b>				
Executive Proposed Plan:				
- Urban Densities			+ 4,962	+ 5,953
- Growth Reserve			+ 1,882	+ 2,873
Alternative 1			+10,748	+13,201
Alternative 2			+7,986	+9,841
Alternative 3			+6,547	+8,564
Council Panel Recommendation:				
- Urban Densities			+ 4,628	+ 5659
- Growth Reserve			+ 1,175	+ 2,635
<b>Difference From Proposed Plan</b>				
Alternative 1			+5,786	+7,248
Alternative 2			+3,024	+3,888
Alternative 3			+1,585	+2,611
Council Panel Recommendation:				
- Urban Densities			- 334	- 294
- Growth Reserve			- 707	- 238

Notes:

- (1) The existing stock of housing in the Northshore Planning Area is assumed to be 24,700 units.
- (2) "+" indicates that additional housing units are greater than under the No Action Alternative and Proposed Plan.
- (3) The analysis of the Council Panel's Recommendation shows a range of effects on population capacity using depending on assumptions: (1) assuming that underlying or potential urban zoning would be realized for lands zoned Growth Reserve; and (2) the results if GR-5 areas retain this land use/zoning designation for the foreseeable future due to infrastructure limitations or other reasons.

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The major land use and policy change affecting Northshore is the redesignation of a portion of the planning area from Urban to Rural. This change affects the Hollywood Hill portion of Northshore. The Panel's proposed reclassification of this area from low density urban (1 dwelling units per acre) to Rural Area (2.5 acres per dwelling unit) is consistent with this change. Similarly, the use of Growth Reserve zoning (with Urban potential zoning) in portions of the planning area currently characterized by inadequate services and facilities is consistent with policies that call for phasing of growth with infrastructure.

## 9. Resource Lands

Impacts would generally be comparable to those under the Executive Proposed Plan.

## 10. Transportation

### General Comparisons of Transportation Impacts

The Council Panel's recommendations for the Northshore Community Plan will not have significantly different effects on the transportation system than the Executive Proposed Plan. The alternatives would cause little overall change to the community as a whole. All measures such as trip generation, travel patterns, screenline counts, and impacts on system wide facilities remains similar to that of the Executive Proposed Plan.

Some portions of the planning area will experience greater impacts than others. However, differences in impacts from that of the Executive Proposed Plan, as analyzed in the Draft EIS, are slight enough to be considered almost within the margin of error which is commonly utilized when employing standard analytic measures. No supplementary mitigation measures beyond those previously recommended under the Executive Proposed Plan are required.

### Trip Generation

The Council Panel's recommended amendments includes the rezoning of approximately 8,100 gross acres. These actions would reduce residential densities in the eastern portion of the planning area and cause a slight intensification of residential land uses in the central and western urbanized core of the Community. There is also a change from rural to industrial park land use along the I-405 corridor.

Table 24 in the DEIS indicates that the total afternoon peak hour trips generated under the Executive Proposed Plan will be 74,800 while the No Action alternative will generate 70,500 trips. The Panel's land use amendments would generate 74,300 trips, or nearly the same as the Executive Proposed Plan. Most of this reduction will be from destination trips as opposed to origin trips.

The difference in trip generation can be summarized as follows:

- o Decreases in residential densities results in a net reduced increase of 4,300 daily trips and 500 p.m. peak hour trips;
- o Additional industrial park land results in an additional increase of 900 daily trips and 100 p.m. peak trips.
- o The net effect of other changes in proposed land use results in a decrease of 500 daily trips and 100 p.m. peak hour trips relative to that of the Executive Proposed Plan. The higher ratio between daily and peak hour trips in this category reflects the fact that industrial, commercial, and residential land uses each have different peak hour characteristics.

**Impacts on Trip Distribution**

Table 27 in the DEIS compares internal versus external trips for each alternative. Internal trips are wholly within the Northshore Community while external trips either originate or are destined beyond Northshore’s boundaries. The Council Panel’s recommendations will result in about 34,300 internal trips and about 39,900 external trips. After consideration of rounding to the nearest 100 trips, this results in a nearly identical ratio of internal to external trips as found under the Executive Proposed Plan.

The Council Panel’s recommendations would result in no net change in trip distribution. The reduction in residential capacity would produce both fewer internal and external trips, with a slightly greater reduction in internal trips relative to the decrease in external trips. The additional industrial park zoning would produce increases in both external and internal trips, with a slightly higher relative increase in internal trips. Thus the slightly higher increase in internal trips for industrial land uses balances the slightly greater decrease in internal trips for the change in residential land uses. This analysis is based on a survey of the results of the computer modeling done for the Executive Proposed Plan. The totals for the Council Panel’s recommendations have been compared with the previous model results. There will be no measurable difference in the volume of regional traffic passing through the planning area under the Council Panel’s recommendations or the Executive Proposed Plan.

**Impacts on Regional Transportation Connections (Screenlines)**

Map 18 in the DEIS shows a number of imaginary screenlines within the planning area. By comparing the volume of traffic crossing these lines with the capacity of the transportation system, the effect of the Plan upon the regional network can be considered. Table 29 in the DEIS selects seven screenlines for detailed analysis. The percentage increase in volumes over existing conditions across each screenline is shown.

The Council Panel’s recommendations will result in the following percentage increases across each screenline and those percentages are compared with the results shown in Table 29 for the Executive Proposed Plan:

Screenline	Increase	Comparison to Exec. Proposed Plan
2	92 %	+ 2 %
3	45 %	- 2 %
6	95 %	+ 1 %
8	91 %	Same
9	35 %	Same
10	84 %	- 2 %
11	31 %	+ 2 %
13	144 %	+ 1 %
14	97 %	+ 1 %
15	58 %	- 3 %

Screenlines 2, 6, 11, and 13 provide access to and from areas of Northshore which will experience slightly more intensive land uses under the Council Panel’s recommendations and thus experience somewhat higher traffic increases than the Executive Proposed Plan. Screenlines 3 and 15 primarily serve the residential areas

which experience decreased density. Screenlines 9 and 10 illustrate conditions at locations where most of the traffic is either entering or leaving the planning area. Screenline 14 crosses access routes between the core area of the community and lower density residential areas. Although the Council Panel's recommendations represents a net decrease in overall traffic volumes, this translates to a marginal increase of one percent over the Executive Proposed Plan when only the portion of traffic crossing selected screenlines is considered.

Table 30 in the DEIS indicates that the Executive Proposed Plan would result in an average of a .96 ratio of traffic volume to transportation capacity for the planning area as a whole. The net effect of the Council Panel's recommendations will not be measurably different than that of the Executive Proposed Plan. While the net difference is quite marginal it should be noted that the increase occurs within the core area of the planning area and could result in slightly greater impacts on facilities relative to the Executive Proposed Plan. These impacts are discussed further below.

### **Impacts on Major Transportation Facilities (Volume/Capacity)**

Map 19 in the DEIS shows forecast traffic for the year 2010 at key locations. Seven locations in the western portion of the planning area could experience traffic volumes marginally greater different than that under the Executive Proposed Plan. However, at no location does the marginal increase result in a reduction in roadway level of service beyond that experienced under the Executive Proposed Plan; these changes are not considered significant.

All comments in the Draft EIS regarding the relevance of improvements is applicable to the Council Panel's recommendations as well. The DEIS notes that the SR-522 corridor is the most severely effected area of the western portion of Northshore. The Council Panel's recommendations will very marginally exacerbate the poor conditions in this corridor.

Locations in the eastern portion of Northshore would experience decreased volumes and marginally better roadway levels of service. The analysis in the DEIS regarding this portion of the planning area is also applicable to the Council Panel's recommendations.

The Council Panel's recommended rezoning of 2,700 acres in the southwestern portion of the planning area to Growth Reserve would result in a net increase in 2010 traffic volumes of approximately five percent lower than that of the No Action alternative. There would be a lower increase in external trips relative to the increase in internal trips. More importantly, this land use change would result in a lower rate of increase within the SR-522 corridor.

### **Impacts on Other Modes**

Both SR-522 and I-405 are principal transit and HOV corridors and will continue to be utilized as such during the life of the plan. The Council Panel's recommendations would exert slightly greater demand on SR-522 facilities relative to that under the Executive Proposed Plan. Conversely, the Council Panel's recommendations would exert slightly less demand on the I-405 transit and HOV facilities relative to that found under the Executive Proposed Plan. This indicates that the emphasis on facility development should be focused towards SR-522 under the Council Panel's recommendations. The Council Panel's recommendations would not differ significantly from the Executive Proposed Plan with respect to non-motorized transportation usage.

Relative to the Executive Proposed Plan, the Council Panel's recommendations would have a marginally greater impact on the western portion of the planning area and a marginally lower impact in the eastern portion. Under the Council Panel's recommendations, greater emphasis be given to improvements along the SR-522 corridor than that of the I-405 corridor. No additional mitigation measures beyond those discussed in the DEIS (highlighted in Table 32) are required.

## 11. Public Services and Utilities

The reduced housing and population capacity of the Panel's land use pattern and zoning changes would generate somewhat lower demands for public services and utilities relative to the Executive Proposed Plan; overall, the Panel's recommendations would have similar impacts to public services and utilities. Designation of urban growth areas adjacent to the cities would also facilitate service delivery and efficiency. Consistent with policies for Rural areas, the designation of Hollywood Hill as rural would reduce the need to extend or upgrade services to this area. The Panel's requirement that a plan amendment study be completed before potential urban zoning can be realized is intended to ensure that growth is phased with services; urban levels of development would be delayed until services are adequate to serve planned growth.

## D. Comparison of Alternatives

The matrix on the following pages compares, in summary form, the environmental impacts of the alternatives, including the changes recommended by the Council Panel:



# Comparison of Alternatives

Proposed Northshore Plan	No Action Alternative Existing Plan and Area Zoning	Alternative 1 (Concentrated Growth)	Alternative 2 (Phased Growth)	Alternative 3 (Urban Separators)	Council Panel Recommendations
<p>Clearing and grading would occur in connection with development proposals approved pursuant to the plan. The primary risk of earth impacts from future development would be associated with erosion, sedimentation, landslide, and seismic hazards. The extent of such impacts would be significantly reduced from those occurring under the existing land use plan. While major changes in the area's landforms or topography would occur, the adoption of zoning conditions to reduce hazards associated with erosive slopes would limit erosion and ravine formation in some areas. This would, in turn, reduce impacts to water quality and aquatic habitat in downstream areas as well as reducing property damage.</p>	<p>Generally comparable to impacts associated with proposed action if P-suffix conditions uniformly applied to sensitive areas. Less erosion would be expected under this alternative because it retains a greater amount of open space and undeveloped land.</p> <p>The No Action Alternative assigns 2-3 dwelling units/acre to landslide prone and potential erosion hazard areas around the Finn Hill area. Depending on the actual density of residential development directed by the proposed policies, this alternative could have lower impacts on sensitive geologic areas in the Finn Hill area due to lower densities than the proposed action.</p> <p>Slopes facing the Sammamish River valley would receive low density rural land use designations. The No Action Alternative proposes essentially the same land use pattern as the proposed action for the potential seismic hazard areas in the valleys of the Sammamish River and various creeks. The potential impacts would be comparable.</p>	<p>Generally comparable to impacts associated with proposed action if P-suffix conditions uniformly applied to sensitive areas. Less erosion would be expected under Alternative 1 because it retains a greater amount of open space and undeveloped land.</p> <p>Alternative 1 assigns 2-3 dwelling units/acre to landslide prone and potential erosion hazard areas around the Finn Hill area. Depending on the actual density of residential development directed by the proposed policies, Alternative 1 could have lower impacts on sensitive geologic areas in the Finn Hill area due to lower densities than the proposed action.</p> <p>Slopes facing the Sammamish River valley would receive low density rural land use designations (one dwelling unit/2.5 to 5 acres). Alternative 1 proposes essentially the same land use pattern as the proposed action for the potential seismic hazard areas in the valleys of the Sammamish River and various creeks. The potential impacts would be comparable.</p>	<p>Generally comparable to impacts associated with proposed action if P-suffix conditions uniformly applied to sensitive areas.</p> <p>Alternative 2 assigns 2-3 dwelling units/acre to landslide prone and potential erosion hazard areas around the Finn Hill area. Depending on the actual density of residential development directed by the proposed policies, Alternative 2 could have lower impacts on sensitive geologic areas in the Finn Hill area due to lower densities than the proposed action.</p> <p>Slopes facing the Sammamish River valley would receive low density rural land use designations (one dwelling unit/2.5 to 5 acres). Alternative 2 proposes essentially the same land use pattern as the proposed action for the potential seismic hazard areas in the valleys of the Sammamish River and various creeks. The potential impacts would be comparable.</p>	<p>Generally comparable to impacts associated with proposed action if P-suffix conditions uniformly applied to sensitive areas.</p> <p>Alternative 3 assigns 2-3 dwelling units/acre to landslide prone and potential erosion hazard areas around the Finn Hill area. Depending on the actual density of residential development directed by the proposed policies, Alternative 3 could have lower impacts on sensitive geologic areas in the Finn Hill area due to lower densities than the proposed action.</p> <p>Slopes facing the Sammamish River valley would receive low density rural land use designations (one dwelling unit/2.5 to 5 acres). Alternative 3 proposes essentially the same land use pattern as the proposed action for the potential seismic hazard areas in the valleys of the Sammamish River and various creeks. The potential impacts would be comparable.</p>	<p>Generally similar impacts to the Executive Proposed Plan; some near-term reduction in impacts could occur as a result of greater use of Urban Reserve and Growth Reserve zoning</p>

## Earth

Proposed Northshore Plan

No Action Alternative  
Existing Plan and Area Zoning

Alternative 1  
(Concentrated Growth)

Alternative 2  
(Phased Growth)

Alternative 3  
(Urban Separators)

Council Panel  
Recommendations

The proposed action would lead to increases in total suspended particulates (TSP) emissions. Relatively concentrated development in the Woodinville and Kenmore sub-areas would tend to concentrate TSP levels in localized depressions. Carbon monoxide (CO) levels would also increase in localized areas due to traffic increases associated with the proposed action.

The development of inter-related land uses that discourage the use of vehicles for shopping and employment in the urban sub-areas of Woodinville and Kenmore would not occur and could possibly result in additional traffic demands and increased concentrations of CO. Air impacts would generally be greater due to the more dispersed, lower density development pattern and the greater number of vehicle trips to Redmond, Bellevue, and Kirkland as well as other activity centers for shopping and employment.

Alternative 1 would establish urban separators between activity nodes. These urban separators with very low density development patterns generally occur in the lowlands of river and creek valleys. The lower development capacity in the lowland areas may reduce the impact of smoke particulates from residential burning being trapped during winter temperature inversions.

The impacts of Alternative 2 would be essentially the same as those predicted for the Proposed action.

Alternative 3 would accommodate considerably fewer households over the ten-year planning period than the Proposed Action or any of the alternatives considered. Since this alternative would result in the least amount of development during the life of the plan, it could be expected that increases in future levels of TSP/PM10 and CO would also be less than the Proposed Action.

Slightly lower impacts than the Executive Proposed Plan due to decreased housing potential and marginally lower traffic volumes.

Water

Impacts to water resources could include non-point pollution of surface and groundwaters from clearing and construction operations, increase in impervious surfaces, and continued urbanization. Other water quality problems resulting from erosion of streambanks, loss of riparian vegetation, increased water temperatures, and nutrient loading from agricultural and forest practices are also likely to occur. Surface and groundwater quality could also be affected by the introduction of bacteria and organic chemicals from failing on-site septic systems.

Juanita Creek, North Creek, and Little Bear Creek are likely to suffer the greatest impacts from the Proposed Action. Stormwater runoff would increase with a concomitant decrease in groundwater

A greater portion of the planning area would be subject to low-density urban development. Development would concentrate in the western and central portions of the planning area. King County programs and regulations, such as the Sensitive Area Ordinance, would limit growth on sensitive stream and wetland areas. Nevertheless, impacts will occur, especially in the Juanita Creek and Little Bear Creek basins where intensive development is slated.

Alternative 1 proposes the most intensive development of the conceptual land-use alternatives. This alternative, with its large percentage of impervious surface, would entail the greatest potential risk of impacts on surface water, wetlands, and groundwater. The volume of surface water runoff would subsequently increase, which would in turn cause increases in stream flows and extend peak flows. Impacts would be greatest in the Little Bear, Big Bear, and Juanita Creek basins.

Alternative 2 emphasizes the concept of phasing future growth with the provision of services and utilities. Generally, land uses and densities in the central and western portions of the planning area would be similar to the Proposed action. Impacts to surface water, wetlands, and groundwater would be less than other alternatives. The primary affected areas would be the Juanita and Little Bear Creek basins.

Alternative 3 would designate low-density residential uses (2.5-5 acres per dwelling unit) in the areas bordering the agricultural districts to the east and west. Two new sewer urban areas adjacent to Woodinville and Redmond would be developed. Because development would concentrate in the western and central portions of the planning area, the greatest impacts would be felt in the Juanita, North, and Little Bear Creek basins. By providing sewer systems to areas presently unsewered, impacts from failing septic tanks would be lessened in the Little Bear and Big Bear Creek basins.

Generally comparable impacts to the Executive Proposed Plan. Lower potential for water quality impacts due to erosion/sedimentation in the eastern Rural portion of the planning area due to reduced growth potential.

recharge in the North and Little Bear Creek basins. Wetlands' ability to temporarily store flood waters could be reduced, increasing the risk and magnitude of downstream flooding. Development activities in areas near or hydrologically connected to wetlands could interrupt water infiltration. This could reduce groundwater inflows to wetlands and result in indirect effects comparable to the draining of wetlands.

## Plants and Animals

Future development pursuant to the Proposed Action would lead to a reduction in total acreage of natural vegetation. Direct impacts of development on plants and animals would include elimination of habitat and loss of resident wildlife populations. Loss of wetlands, riparian areas and adjacent agricultural fields and loss of instream fish habitat diversity, would affect overall numbers and variety of wildlife and waterfowl in the planning area. Loss of riparian vegetation could also disrupt some habitat and wildlife travel corridors and eliminate migration routes for some species. Habitat values of the planning area's many creeks, streams and wetlands would be at risk due to potential increases in runoff and sedimentation. Impacts to the quality and quantity of the area's water could also adversely affect fish populations.

Generally, impacts on plants and animals would be comparable to those occurring under the proposed plan.

At buildout, Alternative 1 would likely result in slightly greater impacts to plants and animals than the proposed action. This alternative would result in 23 percent more population growth than the proposal. It could be expected that the overall quantities of native vegetation and associated wildlife habitat removed to accommodate development would increase similarly. While the concept of urban separators could, in theory, preserve larger contiguous blocks of native vegetation, the urban separators concept does not specifically set aside more open space than the other alternatives; the areas separating the urban areas in the urban separators alternative would be developed at lower densities, which does not assure preservation of contiguous open space. As discussed in the Water section of the Draft EIS, water quality would be incrementally degraded with each of these alternatives, which would adversely affect fisheries and wildlife habitat in area streams and wetlands.

Generally similar to the Executive Proposed Plan. Somewhat higher densities in urbanized portions of the planning area could result in somewhat greater disturbance/reduction of habitat.

## Energy and Natural Resources

Residential and commercial energy demands would increase with population growth and development. Generally, as traffic congestion increases with development, more energy would be consumed. New households projected for Northshore by the year 2000 would consume approximately 213.4 million additional kWh per year (approximately 83.8 million kWh per year greater than would be consumed under existing zoning).

Future development under Alternative 1 would generate the largest increase in electrical energy demand, since the most dwelling units are constructed under this alternative; it would also create the most concentrated and energy efficient land use pattern. Higher density development is concentrated in urban activity centers and near retail areas to a greater extent than under the Proposed Action. This land use pattern could support more efficient use of public transit, create opportunities to minimize travelling distances to employment and retail areas, and increase use of alternatives to the single-occupant vehicle as a primary means of transportation to work.

Future development under Alternative 2 would require more electrical energy consumption in the Northshore area than under the proposed action. The increase in consumption would generally be proportional to the number of new housing units and relative mix of single- and multi-family housing. Higher density development would be concentrated in urban activity centers and near retail areas to a greater extent than under the Proposed action. This land use pattern could support more efficient use of public transit, create opportunities to minimize travelling distances to employment and retail areas, and increase use of alternatives to the single-occupant vehicle as a primary means of transportation to work.

Future development under Alternative 3 would require more electrical energy consumption in the Northshore area than under the proposed action. The increase in consumption would generally be proportional to the number of new housing units and relative mix of single- and multi-family housing. Higher density development would be concentrated in urban activity centers and near retail areas to a greater extent than under the proposed action. This land use pattern could support more efficient use of public transit, create opportunities to minimize travelling distances to employment and retail areas, and increase use of alternatives to the single-occupant vehicle as a primary means of transportation to work.

Generally comparable to the Executive Proposed Plan.

Alternative 1  
(Concentrated Growth)

Alternative 2  
(Phased Growth)

Alternative 3  
(Urban Separators)

# Environmental Health

Proposed Northshore Plan	No Action Alternative Existing Plan and Area Zoning	Alternative 1 (Concentrated Growth)	Alternative 2 (Phased Growth)	Alternative 3 (Urban Separators)	Council Panel Recommendations
<p>Major sources of increased noise would include temporary construction and increased vehicle traffic. On-site noise increases would tend to be concentrated in areas with the highest residential or employment densities, adjacent to retail shopping areas, and adjacent to major arterials. Total noise emissions would be greatest in urban activity centers and near neighborhood and community shopping centers. The eastern portion of the planning area, which is designated for low density rural use, would generally experience lower noise levels and lower increases in noise as a result of future growth.</p>	<p>Area-wide noise impacts would be comparable to those of the proposed action.</p>	<p>Although area-wide noise impacts associated with Alternative 1 would be comparable to those of the proposed action, differences in land use patterns could result in a different distribution of increased noise levels. This alternative would generally result in higher noise levels than the proposed action because of higher population and housing capacity and more vehicle traffic. Alternative 1 would concentrate higher density development, resulting in increased noise levels in urban centers while reducing it in outlying areas.</p>	<p>Although area-wide noise impacts associated with Alternative 2 would be comparable to those of the proposed action, differences in land use patterns could result in a different distribution of increased noise levels. This alternative would generally result in higher noise levels than the proposed action because of higher population and housing capacity and more vehicle traffic. Alternative 2 would concentrate higher density development, resulting in increased noise levels in urban centers while reducing it in outlying areas.</p>	<p>Although area-wide noise impacts associated with Alternative 3 would be comparable to those of the proposed action, differences in land use patterns could result in a different distribution of increased noise levels. This alternative would generally result in higher noise levels than the proposed action because of higher population and housing capacity and more vehicle traffic.</p>	<p>Noise impacts could be marginally lower than the Executive Proposed Plan due to reduced population and traffic.</p>

## Land Use

Under proposed area zoning, the Northshore area would continue to be characterized by urban density single-family residential uses. Approximately 48 percent of the planning area would be designated single-family urban, zoned for 3-8 dwelling-units per acre. Approximately 30 percent of the planning area would be designated as single-family low urban (19 percent), single-family rural (6 percent), and agricultural production districts (5 percent).

Multi-family residential uses would continue to be located in neighborhood community and activity centers. Approximately 3 percent of the planning area would be zoned to accommodate low- and high-density multi-family developments. Non-residential land uses would decrease by approximately 189 total acres. Intensification of these areas is proposed. Kenmore and Woodinville have been designated as sub-area activity centers, where a substantial amount of growth would occur. To accommodate future growth, approximately 1,463 total acres in the planning area have been designated as future urban areas.

Based on proposed zoning, Northshore is estimated to reach its population holding capacity between 2000 and 2010. The area's ability to accommodate growth could be limited by deficiencies in

### Council Panel Recommendations

The planning area's land use pattern would be similar to the Executive Proposed Plan, except that the eastern portion of the planning area would remain Rural and would develop at low densities. Residential densities would be somewhat higher in urbanized portions of the planning area.

### Alternative 3 (Urban Separators)

Land uses under Alternative 3 would accommodate higher density residential developments in designated urban areas (Kenmore and Woodinville) and in neighborhood business and community centers. Higher density single-family neighborhoods would continue to develop at existing densities. Approximately one-half of the planning area would be designated for single-family urban densities.

Multi-family developments adjacent to single-family neighborhoods would primarily be low-density, while higher density multi-family developments would be permitted in urban centers. This alternative provides the greatest amount of land in agricultural designations. In general, low density community separators would be provided in environmentally sensitive and resource areas. Most future growth would be directed toward urban activity centers. This alternative provides more opportunities for mixed uses than existing zoning, and the fewest opportunities for office uses.

### Alternative 2 (Phased Growth)

Land uses under Alternative 2 would maintain the existing rural character of the eastern portion of the planning area to provide long term options for future growth and development. Existing single-family neighborhoods throughout the planning area would continue to develop under similar densities and lot patterns. This alternative provides greater opportunities for single-family low urban developments (1 dwelling unit per acre) than Alternatives 1 and 3.

Multi-family developments would be concentrated in designated urban activity centers and along existing transit corridors. More land would be available for mixed use developments than under existing zoning. Alternative 2 would also provide the most opportunities for commercial development.

### Alternative 1 (Concentrated Growth)

Future development under Alternative 1 would be concentrated in urban growth areas around Kenmore and Woodinville, and in clusters along existing transit corridors. Existing low-density single-family neighborhoods would continue to develop under similar densities and lot patterns. The majority of the planning area would be designated for single-family urban densities. This alternative provides the greatest opportunities for multi-family and single-family rural developments, as well as mixed use developments. Alternative 1 would also provide the most land for office uses and the fewest for commercial development.

Under the No Action Alternative, the existing character of the planning area would generally be maintained. Development in the western and central portions would be consistent with existing low density urban, single-family residential neighborhoods, while the eastern portion would remain relatively rural in character, the 1-acre zoning currently applied to the area could, however, tend to promote sprawl. This alternative provides the fewest opportunities for multi-family housing, and no opportunity for low density rural developments (1 dwelling unit per 2.5-5 acres). There is little available unconstrained land for mixed-use development. However, some redevelopment of existing commercial centers could take place. This alternative would provide the greatest opportunities for industrial uses.

### No Action Alternative Existing Plan and Area Zoning

Under the No Action Alternative, the existing character of the planning area would generally be maintained. Development in the western and central portions would be consistent with existing low density urban, single-family residential neighborhoods, while the eastern portion would remain relatively rural in character, the 1-acre zoning currently applied to the area could, however, tend to promote sprawl. This alternative provides the fewest opportunities for multi-family housing, and no opportunity for low density rural developments (1 dwelling unit per 2.5-5 acres). There is little available unconstrained land for mixed-use development. However, some redevelopment of existing commercial centers could take place. This alternative would provide the greatest opportunities for industrial uses.

**Northshore's road system.**  
This situation could have land use implications for cities adjacent to Northshore and for other portions of unincorporated King and Snohomish Counties.

Infrastructure limitations could place greater pressure on Bothell, Kirkland, Redmond and Snohomish County to accommodate greater increments of growth. These areas could become more intensely developed and more urban in character. Some public services and facilities might need to be upgraded or expanded. Residents in these areas could experience impacts associated with denser urban development, including increases in traffic, air and noise pollution, and perceived changes in neighborhood character or quality of life.

## Population and Housing

Proposed Northshore Plan	No Action Alternative Existing Plan and Area Zoning	Alternative 1 (Concentrated Growth)	Alternative 2 (Phased Growth)	Alternative 3 (Urban Separators)	Council Panel Recommendations
<p>Under the proposed area zoning, the planning area could accommodate an additional 31,248 to 36,544 people at buildout, assuming that 40 to 60 percent of unconstrained vacant and partly developed land is redeveloped). Under this alternative, the planning area could accommodate approximately 6,438 - 7,387 single-family residential units and approximately 553 - 627 multi-family units. This alternative offers the fewest opportunities for multi-family housing. Development under the No Action Alternative could not accommodate the additional population projected to occur by 2000 or 2010. Growth would, in effect, be redirected to other incorporated and unincorporated areas of the region, including Bothell, Kirkland, Redmond, Snohomish County, Bear Creek, and other planning areas.</p> <p>Population and housing capacity estimates for the proposed plan assume realization of urban densities for lands designated as Future Urban. In the near term, if these densities were not realized, population capacity would be reduced. Using Growth Reserve designations as an indicator of near-term potential, overall capacity of Northshore would be approximately 95,541 to 99,602 people and the planning area could reach capacity as early as the end of 2000 or possibly by 2002 (given the County's year 2000 and 2010 population projections of 97,100 and 117,300, respectively).</p>	<p>Under Alternative 1, the planning area could accommodate an additional 46,284 - 55,425 people, depending on the level of redevelopment. This is approximately 27,907 - 34,360 higher than under No Action and could accommodate projected population growth by a small margin (assuming adequate infrastructure would be available). This alternative offers the greatest mix of housing types. By the year 2000, the planning area could accommodate an additional 17,740 - 21,215 housing units, or approximately 10,748 - 13,201 greater than under No Action. Specifically, under Alternative 1, the planning area could accommodate approximately 2,238 - 3,000 additional single-family units and 8,510 - 10,202 additional multi-family units over existing zoning. Given recent and forecast population growth rates, buildout would likely occur sometime between 2011 and 2016.</p>	<p>Estimates of population and housing under this alternative assume realization of urban densities for lands designated as Future Urban. If these densities were not realized, population capacity would be reduced and buildout would likely occur at a sooner date. Under Alternative 2, the planning area could accommodate an additional 39,183 - 46,752 people depending on the level of redevelopment that takes place. While this is approximately 20,806 - 25,687 higher than No Action, it would not accommodate year 2010 projected population growth (even assuming adequate infrastructure would be available). The planning area could accommodate approximately 14,878 - 17,855 housing units under this alternative. This is approximately 7,986 - 9,841 more than under the No Action Alternative.</p> <p>Specifically, under Alternative 2, the planning area could accommodate approximately 2,544 - 3,312 additional single-family units and 5,443 - 6,531 additional multi-family units compared to existing zoning. Buildout could occur sometime between 2008 and 2012.</p>	<p>Alternative 3 would designate the majority of the planning area for single-family residential use at urban densities. The planning area could accommodate an additional population of 55,368 - 43,360, which is approximately 16,981 - 22,295 people greater than No Action. Alternative 3 would not, however, accommodate year 2010 projected population (even assuming adequate infrastructure would be available). Alternative 3 could accommodate an additional 13,539 - 16,578 housing units. This is approximately 6,547 - 8,564 greater than No Action (3,027 - 4,141 additional single-family units and 3,522 - 4,423 additional multi-family units). Buildout would likely occur sometime between 2006 and 2010.</p>	<p>Population and housing capacity would be somewhat lower than the Executive Proposed Plan. The planning area could accommodate 11,620 new housing units and 30,370 additional people; this is 334 housing units and 878 people fewer than the Executive Proposed Plan. Northshore's zoned capacity (102,770) could accommodate the year 2000 forecast by a small margin, but not the 2010 forecast (117,300).</p>	<p>Council Panel Recommendations</p>



The planning area could accommodate 4,962 - 5,953 more housing units than existing zoning. The total supply of housing by full buildout would be 36,654 - 38,667 units. If urban densities are not realized for lands designated as Future Urban, the planning area could accommodate 33,572- 35,115 total housing units, or approximately 1,880-2,401 units more than existing zoning.

In general, the Executive Proposed Area Zoning would provide increased opportunities for higher density single- and multi-family development. In general, greater availability of multi-family units – and, to some extent, single-family housing on small lots – could provide increased opportunities for relatively affordable units, and could help meet some of the demand for affordable housing in the Northshore area.

Proposed Northshore Plan

**Resource Lands**

Continued growth in the Northshore Planning area is likely to increase land use conflicts between urban, open space, historical, and agricultural uses.

If development pressures increase as expected, existing preservation tax incentives would probably be inadequate to prevent conversion of historic resources to more economic uses. Unprotected sites located in the portions of the planning area proposed for urban residential, industrial, or commercial uses would likely come under strong development pressure and be converted to other uses. Future construction could also result in the destruction of sites not yet identified by the County.

Council Panel Recommendations

Alternative 3  
(Urban Separators)

Alternative 3 seeks to concentrate development in existing urban areas which could result in additional open space in other portions of the planning area. To the extent that Alternative 3 accommodates less development, the potential to convert historic sites to other uses would be reduced. Alternative 3 recognizes the agricultural lands immediately to the west of the City of Bothell, whereas the other land use concepts designate the site for urban or low density single-family development.

Alternative 3 would limit development in the eastern portion of the planning area by establishing rural densities. This would result in the least amount of pressure in the eastern area to convert agricultural uses to urban uses.

Alternative 2  
(Phased Growth)

The impacts of this alternative would be essentially the same as those identified for the proposed action. Alternative 2 recognizes the agricultural lands immediately to the west of the City of Bothell, whereas the other land use concepts designate the site for urban or low density single-family development.

Alternative 1  
(Concentrated Growth)

This alternative proposes agriculture use rather than an expansion of the County park northeast of St. Michelle Winery in the Sammamish River Valley. The impacts on historic/cultural resources and agriculture would be similar to those under the proposed action.

No Action Alternative  
Existing Plan and Area Zoning

This alternative proposes agriculture use rather than an expansion of the County park northeast of St. Michelle Winery in the Sammamish River Valley. The impacts on historic/cultural resources and agriculture would be comparable to those under the proposed action.

Impacts would generally be comparable to those under the Executive Proposed Plan.

## Transportation

By the Year 2010, total PM peak period trips would increase by 96 percent, to 74,800. The most significant trip generation impact would be a 100 percent increase (compared to 1988 levels) in PM peak period origin trips; peak period destination trips would increase by about 57 percent. Most of the increased trips, about 50 percent, would be internal trips. In terms of total PM peak period trips, the Proposed Plan would have less impact than the other alternatives.

The roadways most affected by growth would include SR 522, Juanita-Woodinville Road, and Northeast 124th Street. The central SR 522 area, north Northshore, and the Juanita-Kenmore area would also experience substantial increases in traffic. Roadways with the greatest increase in volume would be NE Woodinville-Duvall Road, 140th Avenue NE, NE 171st Place, and 156th Avenue NE.

The highest levels of congestion would occur along the following roadway corridors: SR 522, Simonds Road, N.E. 132 Street, SR 202, and Willows Road N.E. Even with implementation of recommended improvements, most of the planning area's arterials would be operating at a volume to capacity ratio of one or greater.

By the Year 2010 under the No Action alternative, the total trips generated in Northshore would increase by 85 percent, from 38,100 PM peak period trips in 1988 to 70,500 in 2010. This represents the lowest total increase in traffic volumes of all the alternatives. Considerable growth would occur in areas adjacent to Northshore and through traffic would likely increase along the borders of the planning area. Population and traffic density within the eastern portion of Northshore would remain relatively low.

By the year 2010, Alternative 1 would generate approximately 84,500 PM peak period vehicle trips, or 9,700 more peak period trips than would occur under the proposed plan and 14,000 more than would occur under No Action. This represents the largest total increase in traffic volumes of all the alternatives.

Alternative 1 concentrates most development and the highest increase in traffic in the Woodinville and Kenmore areas; the western portion of the planning area currently experiences the poorest level of service. The eastern portion of Northshore would be zoned for low density/reserve and traffic would be correspondingly lower. Alternative 1 also places the most emphasis on transit usage. This alternative would concentrate greater expenditures on transportation projects within a limited area, compared to the other alternatives which would more equally distribute improvements and expenditures throughout Northshore.

By the year 2010, Alternative 2 would generate approximately 77,600 PM peak period vehicle trips, or 2,800 more peak period trips than would occur under the proposed plan and 7,100 more than would occur under No Action. Traffic impacts associated with Alternative 2 would be lower than those associated with Alternative 1 due to generally lower development densities.

Traffic and growth would be similarly concentrated in the western portions of the planning area.

By the year 2010, Alternative 3 would generate approximately 78,100 PM peak period vehicle trips, or 3,300 more peak period trips than would occur under the proposed plan and 7,600 more trips than would occur under No Action. Traffic impacts associated with Alternative 3 would be similar to those associated with Alternative 2. There would be higher concentrations of traffic in high density areas, interspersed with low density greenbelts. Alternative 3 would allow financial resources to be focused on a more limited number of transportation improvements – north-south arterials like Juanita Drive – with possible deferral of projects in lower density areas.

For the planning area as a whole, traffic volume impacts of the Council Panel's recommended changes would not be significantly different than the Executive Proposed Plan.

Proposed Northshore Plan	No Action Alternative Existing Plan and Area Zoning	Alternative 1 (Concentrated Growth)	Alternative 2 (Phased Growth)	Alternative 3 (Urban Separators)	Council Panel Recommendations
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**Transportation**  
continued from previous

Implementation of the Proposed Plan could encourage nonmotorized transportation throughout the planning area.

Land uses in the Port of Kenmore could undergo significant change under the Proposed Plan. Mixed-use development on the Kenmore Premix site would replace industrial shipping demand with the potential for less industrial uses. The Kenmore Air Harbor is intended to be an integral part of the Port of Kenmore. Mixed-use residential development could also result in increased complaints over noise related to take-offs and landings.

Railroad activity in Northshore would be affected by possible road construction and land development within the Sammamish River Valley.

Proposed Northshore Plan

No Action Alternative  
Existing Plan and Area Zoning

Increased demand for fire protection and emergency medical services and need for additional facilities, equipment, fire flows, and personnel would result from projected population growth in the Northshore area.

The No Action Alternative could have the least impact on fire protection services, since it has the lowest population capacity of all the alternatives. The eastern portion of the planning area would remain relatively rural. A dispersed pattern of development in this area could lead to increased response times assuming no change in fire district facilities. Existing transportation safety problems, if unresolved, could lead to increased traffic related emergency calls.

Alternative 1  
(Concentrated Growth)

Under Alternative 1, it is assumed that most future growth would occur within a limited number of areas. This alternative would accommodate the greatest increase in population and housing of all the alternatives and would have the greatest potential impact on local fire districts. Because development is concentrated in limited areas, however, response times could generally be lower than for more dispersed development patterns. Increased commercial activity in Kenmore and Woodinville could also lead to a greater number of calls.

Alternative 2  
(Phased Growth)

Under Alternative 2, growth is directed to the western portion of the planning area to preserve future options for growth in the eastern portion. Zoning densities in the eastern portion of the planning area would remain relatively low for approximately 10 years. Since much of this growth would be in more urban areas at higher densities, response times are likely to be lower than for the eastern, relatively rural areas. Additional commercial opportunities would be provided in Kenmore and Woodinville and could lead to a greater number of calls (both fire and emergency).

Alternative 3  
(Urban Separators)

Under Alternative 3, a portion of projected population growth is accommodated through higher residential densities in the urban centers. Concentrated development would tend to reduce response times. A smaller amount of land would be designated for low density single-family developments (4 or fewer dwelling units per acre). Less dispersed development should aid fire response.

Council Panel  
Recommendations

Marginally lower potential impacts on services and facilities due to slightly reduced housing and population capacity; overall, changes would not be significant.

Fire Service

Police Service

Development under the Executive Proposed Plan and Area Zoning would require additional police personnel and equipment to maintain existing service levels and would likely increase police service costs.

The No Action Alternative could produce the least amount of impacts on existing patrol districts due to lower population capacity permitted by existing zoning. The absence of additional commercial developments would also mean relatively fewer calls related to certain types of crimes than under the other alternatives.

Population growth and development under Alternative 1 could produce the greatest impacts on police services. This alternative would accommodate the greatest increase in population and housing, as well as increased commercial development. As a result, crimes associated with residential and commercial developments, traffic related calls, and demand for community service programs would be greater than for the other alternatives.

Development under Alternative 2 would be concentrated in the western portion of the planning area. Increased residential development in this area could lead to increased crimes and increased calls for service. The eastern portion of the planning area would remain relatively rural. Response times could generally be longer for residents in the eastern portion of the planning area; however, the number of residential crimes could also be less. Increased commercial development in Kenmore and Woodinville could result in increased calls for service (both crime and traffic related calls).

Under Alternative 3, higher residential densities in urban areas, while reducing response time, could result in an increased number of calls due to increased residential development. A larger population would be likely to have relatively more school-aged children; as a consequence, the demand for community services would increase.

Marginally lower potential impacts on services and facilities due to slightly reduced housing and population capacity; overall, changes would not be significant.

Proposed Northshore Plan

No Action Alternative Existing Plan and Area Zoning

New and expanded school facilities will be needed to accommodate the growing numbers of Northshore families with school-age children.

Under the No Action Alternative, population and housing capacity of the planning area would be smaller than all of the other alternatives. The impacts on local school districts would also be smaller.

Alternative 1 (Concentrated Growth)

Alternative 1 would have the greatest impact on local school districts. Potential population (and the population of school-aged children) is greater than under any of the other alternatives.

Alternative 2 (Phased Growth)

Development under Alternative 2 would be concentrated in the western portion of the planning area. The eastern portion would be designated for future urban growth. Thus, relatively low population densities would be allowed in the eastern portion of the planning area; impacts to schools in this area would be relatively less than schools located in the urban western portion.

Alternative 3 (Urban Separators)

Alternative 3 would concentrate higher density urban growth in the western portion of the planning area while low to moderate density development would be permitted in the eastern portion. Population, in general, would be dispersed throughout the planning area. While impacts on schools in the western portion of the planning area could be greater due to numbers, schools in the eastern portion of the planning area would be impacted as well.

Council Panel Recommendations

Marginally lower potential impacts on services and facilities due to slightly reduced housing and population capacity; overall, changes would not be significant.

**Schools**

**Parks and Recreation**

Population growth in the Northshore area will increase the demand for new park and recreational facilities. Use of existing County, state, and nearby city facilities would also increase, as would park maintenance requirements and costs. Since a significant portion of Northshore's population is and will continue to be concentrated in the western two-thirds of the planning area, there would be a greater need for neighborhood and community parks to serve this area.

Population growth under the alternatives would place increased demands on existing parks and recreational facilities as well as increase operation and maintenance requirements. Growth would affect park and recreation facilities in unincorporated and nearby incorporated areas. New parks and facilities would also be needed in proportion to anticipated population. Based on current County standards, approximately 137.83 - 157.99 additional acres of park land would be required under the No Action Alternative. Because of relatively dense development in the western portion of the planning area, there would be few opportunities for establishing significant new parks and open space within this area. However, the eastern portion of the planning area would remain relatively rural in character, at least in the near term, and could provide more opportunities for acquiring large parcels of undeveloped land.

Population growth under Alternative 1 would require approximately 347.13 - 415.69 additional acres of park land. Future development under Alternative 1 is the greatest of the alternatives and would generate the greatest demand for park facilities.

Under Alternative 2, approximately 283.87 - 351.64 additional acres of park land would need to be acquired. Future development under this alternative is concentrated primarily in the western portion of the planning area. Most available land would be committed to urban level development and there would be few opportunities for acquiring significant open space. The eastern portion of the planning area, however, would remain relatively rural and would retain greater amounts of existing open space. This could provide opportunities for acquiring needed parks.

Under Alternative 3, approximately 265.26 - 325.20 additional acres of park land would need to be acquired to meet current County standards. Low density community separators would be provided in environmentally sensitive and resource areas; these could provide opportunities for small parks and open space to enhance the "buffer" concept and to provide recreational opportunities.

Marginally lower potential impacts on services and facilities due to slightly reduced housing and population capacity; overall, changes would not be significant.

# Water

## Proposed Northshore Plan

Population growth associated with the Executive Proposed Plan would increase consumptive uses and would place increased demands on existing water supplies and facilities. Increased development densities in the eastern portion of the planning area (relative to existing zoning densities), could result in greater impacts to the Woodinville Water District due to the potentially larger number of connections that would have to be installed. To meet increased demands, existing facilities will have to be upgraded and expanded. It is anticipated that system improvements planned by the Seattle Water Department, the Northeast Lake Washington Sewer and Water District, and the Woodinville Water District would be adequate to meet the water needs of the projected population in the Northshore area through the year 2000 (in general, existing water district plans do not address specific year 2010 needs or facility requirements).

## No Action Alternative Existing Plan and Area Zoning

Development under the No Action Alternative would result in fewer impacts on water facilities and services than the other alternatives.

## Alternative 1 (Concentrated Growth)

Alternative 1 would generate the greatest potential population and number of housing units; therefore, it would have the greatest impacts on existing water facilities and services. Increased development densities in the eastern portion of the planning area (relative to existing zoning densities), could result in greater impacts to the Woodinville Water District due to the potentially larger, and more dispersed number of connections that would have to be installed.

## Alternative 2 (Phased Growth)

Impacts to water supplies and systems would be similar to those under the proposed action.

## Alternative 3 (Urban Separators)

Impacts to water supplies and systems would be similar to those under the proposed action.

## Council Panel Recommendations

Marginally lower potential impacts on services and facilities due to slightly reduced housing and population capacity; overall, changes would not be significant.

Proposed Northshore Plan

**Sewer**

Under the Proposed Northshore Plan, the eastern one-third of the planning area would be designated primarily for single-family low urban and rural densities, which would be outside the sewer local service area and would require on-site disposal systems. Without proper maintenance, septic system failures could occur and could lead to both surface and groundwater quality degradation. Wide-spread on-site disposal use could have significant cumulative impacts on surface and groundwater quality, as well as human health. Sludge removed from septic tanks would have to be disposed of at one of Metro's sewage treatment plants. Additional solids-handling capacity may be needed to handle septic wastes generated by Northshore's future population. Much of the commercial development and higher density urban development in the western two-thirds of the planning area would require sanitary sewers. Specific impacts to the local sewer districts and Metro could include increases in volume of flow and peak demand times.

No Action Alternative Existing Plan and Area Zoning

Development under the No Action Alternative would result in lower impacts on sewer facilities and services than the other alternatives.

Alternative 1 (Concentrated Growth)

Alternative 1 would generate the greatest potential population and number of housing units; therefore, it would have the greatest impacts on existing sewer facilities and services.

Alternative 2 (Phased Growth)

Impacts would be comparable to those occurring under the proposed action.

Alternative 3 (Urban Separators)

Impacts would be similar to those occurring under the proposed action. However, under Alternative 3, a large portion of the eastern part of the planning area would be zoned for densities allowing extension of the sewer LSA.

Council Panel Recommendations

Marginally lower potential impacts on services and facilities due to slightly reduced housing and population capacity; overall, changes would not be significant.



Proposed Northshore Plan

Council Panel  
Recommendations

Alternative 3  
(Urban Spectators)

Alternative 2  
(Phased Growth)

Alternative 1  
(Concentrated Growth)

No Action Alternative  
Existing Plan and Area Zoning

**Storm Water**

Future development in the Northshore planning area will result in increased runoff, flooding, erosion, sedimentation and related problems. The need for effective stormwater drainage facilities will increase as the result of higher density and infill development of greater amounts of impervious surfaces.

Development under the No Action Alternative would generally result in fewer impacts on stormwater facilities than the other alternatives.

Alternative 1 would generate the greatest potential population and number of housing units; therefore, it would have the greatest impacts on existing stormwater facilities and services.

Impacts would be comparable to those occurring under the proposed action.

Impacts would be comparable to those occurring under the proposed action. However, under Alternative 3, a large portion of the eastern part of the planning area would be zoned to higher densities than under Alternative 3. Thus, stormwater impacts could be greater.

Marginally lower potential impacts on services and facilities due to slightly reduced housing and population capacity; overall, changes would not be significant.

**Energy**

Residential and commercial energy demands would increase with population growth and development.

Development under the No Action Alternative would place the least amount of additional demand on energy facilities and services. Approximately 6,992 - 8,014 additional housing units could be accommodated in the planning area. Little new commercial development would be expected to take place.

Impacts would be comparable to those occurring under the proposed action.

Impacts would be similar to those occurring under the proposed action.

Marginally lower potential impacts on services and facilities due to slightly reduced housing and population capacity; overall, changes would not be significant.

## Solid Waste

The Northshore planning area could generate approximately 12,874 - 15,056 additional tons of garbage per year by full buildout, which is approximately 5,302 - 6,377 more tons than could be generated under the No Action Alternative. Commercial and industrial development would augment the waste stream. Additional wastes will reduce existing landfill capacity at the Cedar Hills Landfill, and ultimately shorten its useful life. The 1990 King County Comprehensive Solid Waste Management Plan indicates that transfer facilities serving Northshore are currently operating above design capacity. Future growth will exacerbate this problem and add to the need for additional solid waste facilities.

### No Action Alternative Existing Plan and Area Zoning

The No Action Alternative would have the lowest population capacity and could generate the least amount of waste.

### Alternative 1 (Concentrated Growth)

Population capacity is greatest under Alternative 1 and would produce the greatest amount of waste. Approximately 19,069 - 22,835 additional tons of waste could be generated each year by full buildout under Alternative 1.

### Alternative 2 (Phased Growth)

Population associated with Alternative 2 could generate approximately 16,143 - 19,262 additional tons of waste each year.

### Alternative 3 (Urban Separators)

Population growth and development under Alternative 3 could produce approximately 14,572 - 17,864 additional tons of waste each year.

### Council Panel Recommendations

Marginally lower potential impacts on services and facilities due to slightly reduced housing and population capacity; overall, changes would not be significant.

## IV. Response to Comments on the Draft EIS

This section of the Final EIS responds to comments received on the Draft EIS for the Executive Proposed Northshore Community Plan Update. Comment letters were received from 15 agencies, organizations and individuals.

Letters are numbered and each comment within each letter is numbered consecutively. Responses are provided for substantive issues and for omissions or corrections to information provided in the Draft EIS. Expressions of personal opinion, assertions for and against the proposal, and subjective statements of personal feeling or belief are acknowledged without further response. Some comments were made by more than a single commentor. In these cases, a detailed response is provided for the first appearance of a comment; subsequent commentors are referred to the initial response.

The following comment letters were received and are responded to in the Final EIS:

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Letter No.	Commentor
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### *Regional & Local Agencies*

1. Washington State Department of Transportation (WSDOT)
2. Puget Sound Air Pollution Control Agency
3. Metro (Transit)
4. Metro (Water Quality)
5. Community Transit
6. City of Bothell
7. City of Redmond
8. City of Kirkland
9. City of Kirkland
10. City of Kirkland
11. King County Cultural Resources Division

### *Groups, Associations & Individuals*

12. Friends of Northshore
13. Woodinville Citizens for Home Rule
14. Leota Wellington Association
15. Bogle & Gates
16. Maxine Keesling



**Washington State  
Department of Transportation**

District 1  
15325 S.E. 30th Place  
Bellevue, Washington 98007-6568  
(206) 562-4000

**Duane Berentson**  
Secretary of Transportation

July 3, 1991

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KING COUNTY  
TRANSPORTATION PLANNING

JUL 17 1991

Ms. Miriam Greenbaum, Manager  
Division of Planning & Community Development  
7th Floor Smith Tower  
506 Second Avenue  
Seattle, WA 98104

Northshore Community Plan  
Update DEIS  
Review Comments

Dear Ms. Greenbaum:

This letter is in response to the Draft Environmental Impact Statement (DEIS) issued by the County for the proposed Northshore Community Plan Update. If adopted by the King County Council, the proposed plan will become official King County policy guiding future decisions regarding land use, housing, utilities and transportation within the 25,000 acres comprising the Northshore planning area. Bounded by the Snohomish County line on the north, 180th Avenue Northeast on the east, Northeast 116th Street and the incorporated boundaries of the cities of Kirkland and Redmond on the south, and by Lake Washington and 55th Avenue Northeast on the west, the Northshore planning area currently has a population of 72,400 and is projected to reach a population of 117,300 by 2010.

Our comments on the DEIS for the proposed Northshore Community Planing Update are as follows:

1. As indicated in the DEIS, the proposed Northshore plan generally encourages an intensification of land use in cities, activity centers and existing developed areas as the most efficient way to accommodate future growth. To successfully incorporate the forecasted growth within the planning area, the local and regional transportation facilities must be adequately developed to accommodate the substantial pass-through traffic that affects the Northshore area as well as the increasing volume of internal traffic. The proposed Northshore plan seeks to

Ms. Miriam Greenbaum  
Northshore Community Plan  
July 3, 1991  
Page 2

- 1 | develop a balanced transportation system, provide improvements to the system to solve existing problems, tie future developments to the provision of an adequate transportation network, and maintain options for regional solutions such as High Occupancy Vehicle travel and High Capacity Transit. We support the overall transportation objectives and general policies described in the proposed Northshore Community Plan Update.
- 2 | 2. The DEIS contains a listing of many transportation improvement projects for the Northshore planning area that are needed to address the traffic impacts expected to occur over the next 6 to 10 years as a result of future growth. Not all of the projects identified for WSDOT participation are part of our current 6 year program. Funding constraints and programming priorities may not permit us to participate in all of these projects. We intend to support the transportation goals of the Northshore Plan to the maximum extent practical.
- 3 | 3. We have a category "C" project on part of SR 202 that runs parallel to the County's proposed extension of Willow Road. On paper, the County's proposal to designate Willow Road as a state highway looks promising. We are interested in working with the County to develop this concept more fully. Please contact Jim Guenther (Manager, Planning, Public Transportation and Local Coordination) to initiate the discussion process regarding the realignment of SR 202.
- 4 | 4. The Growth Management Act (ESHB 2929) requires consistency between local and regional plans. The EIS should discuss the relationship between the Northshore plan and Vision 2020, the adopted Regional Transportation Plan/Regional Development Strategy.

Thank you for the opportunity to comment on the DEIS for the proposed Northshore Community Plan Update. If you have any questions concerning these remarks, please contact Mr. David Oberg of my staff at 562-4106.

Sincerely,

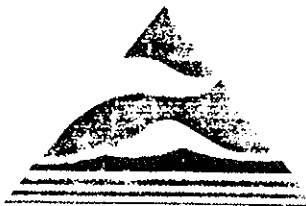


JERRY B. SCHUTZ  
Assistant Manager for  
Route Planning

DAO:em  
33/daonorth

## Response to Letter No. 1 -- Washington Department of Transportation

1. Your comment is acknowledged.
2. Your concerns are acknowledged. The County will work with the state to coordinate and implement recommended improvements.
3. Your interest in the Willows Road extension and possible realignment of SR 202 to the west side of the Sammamish Valley is noted. The County will work with the state when studying this possibility further.
4. The Transportation element of the Executive Proposed Northshore Community Plan would be a part of the King County planning process and, therefore, coordinated with larger regional planning efforts such as Vision 2020 and the Regional Transportation Plan. The County's planning process consists of community plans, functional plans (such as the King County Transportation Plan), and the Comprehensive Plan. The work done for the community plan will then be adopted into the King County Transportation Plan and the Comprehensive Plan. Plans would then be used to coordinate with regional efforts. A significant base for the Executive Proposed Northshore Plan recommendations was the work accomplished in the ETP.



PUGET SOUND AIR POLLUTION CONTROL AGENCY  
KING COUNTY    KITSAP COUNTY    PIERCE COUNTY    SNOHOMISH COUNTY

May 16, 1991

Ms. Miriam Greenbaum  
King County  
Division of Planning & Community Development  
Seventh Floor Smith Tower  
506 Second Avenue  
Seattle, Washington 98104

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MAY 17 1991  
PCDD

Dear Ms. Greenbaum:

Northshore Community Plan Update DEIS

In response to your request for comments on the Executive Proposed Northshore Community Plan Update Draft Environmental Impact Statement, we are submitting the following air quality considerations.

- 1 | Ozone - Concentrations of ozone exceeding the federal health standard of 0.12 parts per million have been recorded at Lake Sammamish State Park as recently as 1988. However, because violations are based on a three year average number of exceedances, the site has technically not violated the standard since 1980.
- 2 | Carbon Monoxide - The one-hour average federal health standard is set at 35 (not 25) parts per million. This standard has not been exceeded at the Bellevue monitoring site since it began operation in 1984. The 1989 "violations" listed in the DEIS actually occurred at a monitoring site located in the City of Everett.

Thank you for the opportunity to comment.

Sincerely,

Gerald S. Pade  
Air Pollution Engineer

GSP:ls

Anita J. Frankel, Air Pollution Control Officer

B O A R D O F D I R E C T O R S

Chairman: Win Granlund, Commissioner, Kitsap County  
Vice Chairman: Tim Hill, King County Executive  
Peter Hurley, Councilman, Snohomish County

Pete Kinch, Mayor, Everett  
Darlene Madenwald, Member at Large  
Louis Mentor, Mayor, Bremerton

Norm Rice, Mayor, Seattle  
Joe Stortini, Pierce County Executive  
Karen Vialle, Mayor, Tacoma

## Response to Letter No. 2 -- Puget Sound Air Pollution Control Agency

1. Thank you for your comment; it is hereby incorporated into the Final EIS.
2. Thank you for your comment; it is hereby incorporated into the Final EIS.



**METRO**

Municipality of Metropolitan Seattle

Exchange Building • 821 Second Ave. • Seattle, WA 98104-1598

**RECEIVED**

AUG 19 1991

KING COUNTY  
PCDD

August 16, 1991

Miriam Greenbaum, Manager  
 Division of Planning and Community Development  
 7th Floor Smith Tower  
 506 Second Avenue  
 Seattle, WA 98104

Draft Environmental Impact Statement  
File Name: Executive Proposed Northshore Community Plan Update.

Dear Ms. Greenbaum:

Metro staff has reviewed this proposal and has the following comments regarding water quality and Metro's waste water facilities and public transportation services.

Light Rail Transit

The LRT alignment through the Northshore planning area most likely would utilize I-405. As such, the only station in the planning area to be affected by the proposed zoning is the existing 160th Street Metro Brickyard Park and Ride. This site is a candidate for an LRT park and ride station. The "Proposed Land Use" zoning, shown as "Future Urban", appears consistent with placement of an LRT station at this location.

- 1 While actual station locations have not been chosen to date, if this candidate location is chosen, the primary needs for station development will be for vehicle access to and from the park-and-ride lot, and pedestrian access from the surrounding neighborhoods and the park and ride to the station platform. It would be helpful to Metro capital facilities planning, for the community plan to confirm that the "Future Urban" category does in fact support the vehicle and pedestrian needs associated with an LRT station in that general vicinity.

Capital Program Planning & Service Development

- 2 The Northshore Community Plan update includes a proposal for a new 500 stall park-and-ride lot and transit hub as part of the mixed use zoning regulations proposed for the 30 acre Kenmore pre-mix site. Metro is very interested in this

concept. It assumes that the facility will require the development of a parking structure.

With respect to the parking structure, it will be necessary to conduct feasibility tests to insure that the proposal is not fatally flawed with respect to traffic, transit operations, or functional/operational interferences on the Kenmore storage facilities, located on or near the proposed site. The following concerns related to the structure must be addressed: view corridors (may dictate whether this is a 2, 3, or 4 level facility), geotechnical limitations, and potential conflicts with Metro's Kenmore storage facilities (may preclude a structure or dramatically escalate development costs).

2 Additionally, there must be direct pedestrian access between the park-and-ride facility and the bus stops on SR-522, because it will not be possible to entertain significant deviations of corridor level transit service on SR-522 in and through this development. Walk distances for park and ride patrons must be kept in the range of 500-1000 feet. The new parking facility points of ingress and egress must also be addressed.

Capital Program Planning and Service Development will initiate efforts to improve the utilization of the existing Northshore park-and-ride lot prior to making surplus or down-sizing decisions.

The transit hub portion of the Northshore plan, as it relates to SR-522 and the park-and-ride lot may be developed as a set of bus stops along SR-522 with provisions for pedestrian crossings/access between these stops. The guiding principal for defining a transit hub must be a commitment to maintain the integrity of service along SR-522.

3 On Page 2 of the DEIS, the "Plan Concept" calls for infill development of existing single-family urban neighborhoods (such as Juanita, Norway Hill, etc.), Bringing net densities in these areas to 3-8 DU's per acre. Generally, continuous development densities of 7-8 DU's per acre or more is necessary to support full time, fixed route transit service. Areas with 3-7 DU's per acre can generally support peak-period-only service, particularly if bus routes also serve a park-and-ride lot drawing from a larger area. Dial-a-ride may be more cost effective than fixed route transit, particularly for off-peak, non-commute type trips.

In the eastern third of the planning area (east of the Sammamish Valley), most of the residential development would be zoned for 1 DU per acre. Because of this low density and a discontinuous street network, this area would continue to be served from park-and-ride lots located in Woodinville and Redmond.

The most promising elements of the recommended plan concept involve the unincorporated activity centers of Kenmore and Woodinville. These centers are relatively compact, are well served by existing transit routes, and are capable of accommodating a substantial amount of population and commercial growth. Careful siting of high density housing (average 18 DU's per acre) and supporting pedestrian linkages can greatly reduce the number of new auto trips generated per dwelling unit, compared with lower density development. In general, areas with clustered, multi-family housing generate far more transit rides per capita than low density (less than 7-8 DU's per acre) single family neighborhoods.

3

For the Woodinville Activity Center, Metro staff concurs with the Executive Proposed Plan that calls for mixed use, including multifamily housing, and a defined downtown business core with greater emphasis on pedestrian orientation. Similarly, the Kenmore Activity Center has great promise as a transit/pedestrian-oriented community with its potential for increased housing density, convenient walking linkages and supporting neighborhood businesses.

Community identity could be enhanced by construction of a transit focal point on SR-522 near the center of Kenmore. This community could be connected with the rest of the community with new pedestrian links such as the Burke-Gilman trail extension, a footbridge over SR-522, and a public access trail to the Lake Washington waterfront. Transit service along the SR-522 corridor, already good by most standards, would see increased ridership and productivity. In turn, this would lead to further service improvements such as more frequent headways, increased express service and direct service to more destinations.

#### Wastewater Facilities

4 | The following comments are in relation to the Kenmore Storage and Pump Station:

Miriam Greenbaum  
August 16, 1991  
Page Four

Storage Facility

- 1) The storage facility can not be moved.
- 2) Metro must have long term access to these facilities. (A structure could be built over the facility as long as access was provided.)

Pump Station

- 4
- 1) Metro plans to upgrade the pump station in the future and will need the entire parcel of land it currently owns. Further, Metro will need the ability to construct these improvements. This means that nothing should be built over the property and that additional space to stage the construction should be available.
  - 2) It may be possible to move the pump station. The entire cost associated with this alternative will be paid for by whoever needs the station moved. The cost would be approximately \$10-\$15 million.

Interceptor Capacity:

- 1) Metro will provide the capacity needed to convey all sewage within its service area.

Thank you for the opportunity to review and comment.

Sincerely,



Elizabeth Gaskill, Environmental Planner  
Environmental Compliance  
and Right of Way Division

EG:ymg

cc: Sondra Earley  
Madeline Clemann

## Response to Metro -- Letter No. 3

1. The Future Urban designation does support the placement of a light rail transit (LRT) station at the Brickyard Park and Ride location. Northshore transportation policy T-25 (in the DEIS) emphasizes planning for the land use and infrastructure needs of rail transit or exclusive busway system in the I-405 Corridor. The primary needs identified in your comment are all relative to the land use in the Executive Proposed Northshore Plan for I-405/Northeast 160th Street vicinity. The Council Panel has recommended residential densities of 18-24 dwelling units per acre in the vicinity of the interchange. This density should encourage pedestrian use of transit facilities in the I-405 corridor. The light rail proposal being considered by the Joint Regional Policy Committee (JRPC) is to extend a rail line only as far north as Totem Lake. Timing or phasing of this facility is expected to be better defined by the JRPC in late 1992 or early 1993. Transit improvements would be emphasized north of Totem Lake regardless of timing of the light rail line.
2. King County staff have been working with the Kenmore Premix site owners as the Executive Proposed Northshore Community Plan was being developed. The property owners have expressed an interest in providing a portion of their site for a structured parking lot to serve as Metro park-and-ride lot. The County conducted a circulation and feasibility study for transportation projects in Kenmore during 1992. As part of the study, sites for a new park-and-ride including the Premix site were studied. Metro participated in and helped finance the effort. At the time of this writing, the study report was not available.

Pedestrian enhancement is a major emphasis in the proposed land use plan for the Kenmore area. Because of the proximity of the Premix site to SR 522 and the pedestrian-oriented enhancement of the commercial area, pedestrian connections have been proposed between new development and the existing commercial area north of SR 522. This includes the possibility of a pedestrian overcrossing of SR 522 as part of a parking structure on the Premix site.

The County has been aware of the requirement by Metro to increase use of the Northshore Park-and-Ride, and this was identified in the park-and-ride portion of the circulation and access study. An effort to meet this requirement would occur prior to any attempt to build a new park-and-ride in Kenmore.

The County is committed to working with Metro to improve transit service to and through Kenmore. Maintaining the integrity of service while improving facilities and function of transit service along SR 522 is essential to the transportation system in the Executive Proposed Northshore Community Plan.

3. Your comment in support of the Executive Proposed Plan is acknowledged. Transit will play an important role in integrating land use and transportation.
4. Thank you for providing additional information regarding Metro's wastewater facilities serving the Northshore planning area; it is hereby incorporated in the Final EIS.

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July 24, 1991

Miriam Greenbaum, Manager  
Division of Planning & Community Development  
7th Floor Smith Tower  
506 Second Avenue  
Seattle, WA. 98104

Draft Environmental Impact Statement  
File Name: Executive Proposed Northshore Community Plan Update

Dear Ms. Greenbaum:

Metro staff has reviewed this proposal and anticipates no significant impacts to Metro's wastewater facilities or public transportation services. However, we have the following comments regarding water quality.

Water Quality

Metro concurs with the proposed detailed mitigation plan but stresses the concern regarding the possible detrimental effects to water quality.

Metro does have several documents available for review and assistance. Reports include:

BIOFILTRATION SYSTEMS FOR STORM RUNOFF WATER QUALITY CONTROL, R.R.Horner, 1988. (For Metro, Ecology, etc.)

1 CONSIDERATIONS FOR USING GEOTEXTILES IN SILT FENCE APPLICATIONS, L. Kulzer, 1989 (Metro Report)

CONSIDERATIONS FOR THE USE OF WET PONDS FOR WATER QUALITY ENHANCEMENT, L.Kulzer, 1989 (Metro report)

WATER POLLUTION CONTROL ASPECTS OF AQUATIC PLANTS: IMPLICATIONS FOR STORMWATER QUALITY MANAGEMENT, L. Kulzer, 1990 (Metro Report)

OIL AND WATER DON'T MIX: THE APPLICATION OF OIL-WATER SEPARATION TECHNOLOGIES IN STORMWATER QUALITY MANAGEMENT, F. Romano, 1990. (Metro report).

Miriam Greenbaum  
July 24, 1991  
Page Two

For any additional information or copies of any of these reports, please contact Barbara Badger at 684-1231.

Thank you for the opportunity to review and comment.

Sincerely,



Gregory M. Bush, Manager  
Environmental Compliance Division

GMB:lgg254

## Response to Metro -- Letter No. 4

1. Thank you for the references to resources for water quality planning and management.



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Shomomish County Public  
Transportation Benefit  
Area Corporation

8905 Airport Road  
Everett, Washington 98204  
(206) 348-7100

Kenneth J. Graska  
Executive Director  
June 13, 1991

Miriam Greenbaum  
King County Department of Planning  
and Community Development  
506 Second Avenue  
Seattle, WA 98104

re: Northshore Community Plan Update

Dear Ms. Greenbaum:

Community Transit has reviewed with interest the Draft Environmental Impact Statement for the Northshore Community Plan Update. The second scenario described on page 15 of the EIS is the most consistent with CT's adopted plans; however, CT is interested in several issues concerning the implementation of this scenario:

1  
2  
3  
4  
5  
6

- All traffic mitigations being proposed should be more fully discussed in the environmental document. Those discussions should include but not be limited to, the following areas: financing, scheduling considerations, and implementation responsibilities.

- The Community Plan should define what incentives the jurisdictions will give to employers who promote ridesharing. In addition, the plan should state what measures the jurisdictions will encourage such as preferential parking for ridesharing, and formation of Transportation Management Associations.

- The Plan provides a good off-street parking policy for reducing conflicts between parking and circulation, however; the Plan should also make a provision for a parking price policy as well. The rate structure for parking is a determining factor in whether people drive their cars or use transit.

Community Transit suggests that the following can be incorporated into the Community Plan process to further ensure that future development is transit compatible:

- Provide a policy in which development plans are reviewed to provide assurance that new projects provide reasonable access to transit and that SOV improvements that preclude efficient transit service are not incorporated in developments.

- Densities near proposed high capacity transit stations or transit centers should increase relative to proximity. Consideration should be given in the Circulation Element to fostering ease of access in and out of these stations.

In reviewing the Draft EIS two minor omissions were also noted:

- 7 | Page 178, paragraph three, should indicate that SR 522 WB, west of 68th Ave NE, has a transit only lane.
- 8 | Page 193, paragraph one, should state that route 120 provides peak and off-peak service Monday through Sunday...

Community Transit is willing to assist King County on any transit related aspect of the Northshore Community Plan Update. The large share of trips to Northshore originating in Snohomish County and the anticipated high volume/capacity ratios serve to highlight the need for a coordinated approach to planning public transit service. Please forward information on the plan, and the FEIS as it becomes available. Should you require additional information, please contact me at (206) 290-1765.

Sincerely,

*Marvin Freel*

Marvin Freel  
Transportation Planner

CC: Paul Kaftanski, Manager of Planning  
Charles Prestrud, Senior System Planner  
Pete Ringen, King County Dept. of Public Works  
John Shively, King County Planning Dept.  
File

## Response to Letter Community Transit -- Letter No. 5

1. Your comment is acknowledged.
2. A detailed account of the policies addressing transit, ridesharing, and transportation demand management (TDM) is provided in the Executive Proposed Northshore Community Plan, pages 64 through 72. The policies T-17 through T-28 are provided in the Draft Environmental Impact Statement (EIS) on pages 316 through 318. Many specific transit/ridesharing and TDM concerns related to the development of properties throughout Northshore are identified as P-suffix conditions in the area zoning. Tables in the Draft EIS identified as Programmed and Planned Transportation Improvements and Recommended Transportation Improvements identify financing (cost), scheduling considerations (prioritization), and implementation responsibilities (agencies) for traffic mitigation. A more detailed information on these subjects is developed as part of the implementation process through the County's Transportation Needs Report (TNR) and Capital Improvement Program (CIP). Also, please refer to Comment 3.
3. The Executive Proposed Northshore Community Plan does include policies that encourage the use of TDM as a way to increase the use of transit, ridesharing, and nonmotorized modes of travel. In addition, the plan recognizes other, more comprehensive actions will need to be taken by the County to provide incentives that encourage people to use alternative modes of travel. The County is revising its Zoning Code to provide preferred parking for vanpools and carpools, require bicycle storage and support facilities, and facilitate pedestrian and transit connections with development.
4. A parking price policy needs to be considered on a countywide and/or regional basis. Community plans address the specific needs of the area they cover. Policies, regulations, and processes that cover more general needs beyond the specific community are appropriately addressed through broader forums. The issues raised here are addressed or will be addressed through more comprehensive actions. We agree they are important to the success of more local management of transportation demand but are not appropriate to the local plan.
5. Policies T-17 through T-28 on pages 316-318 of the Draft EIS address issues related to development and development plan review with respect to transit and TDM emphasis. The County will use P-suffix conditions in area zoning as well as a new countywide TDM ordinance to regulate development. The Zoning Code revisions related to pedestrian access and transit access is under review. Please refer also to the response to Comment 3. The policies, land use designations and densities of the Executive Proposed Plan are consistent with your comment.
6. The Executive Proposed Northshore Community Plan does increase density near potential high capacity transit stations in activity areas where the greatest potential for transit service is anticipated. The traffic analysis does take these into consideration.
7. Your comment is noted. State Route 522 does have a transit only lane westbound from approximately 73rd Avenue Northeast.
8. Your correction is noted and incorporated into the Final EIS. The change in operation to include Sunday is hereby noted.



# CITY OF BOTHELL

18305 - 101ST. AVE. N.E.

BOTHELL, WASHINGTON 98011

RECEIVED  
KING COUNTY  
TRANSPORTATION PLANNING

June 17, 1991

JUN 19 1991

King County Council  
Growth Management, Communities and Environment Committee  
Brian Derdowski, Chair  
402 King County Courthouse  
Third and James  
Seattle, WA 98104-3272

Dear Mr. Derdowski:

The purpose of this letter is to convey the City of Bothell's comments, concerns and suggestions regarding the Executive Proposed Northshore Community Plan and Area Zoning and Draft Environmental Impact Statement. This response is the outcome of extensive analysis and discussion by our staff, Planning Commission and City Council.

We appreciate the County's demonstrated willingness to work with the City through the development of the Executive Proposed Plan Update over the last three years. We understand that the Plan Update is a draft document which may be modified extensively in response to the concerns of your constituents.

We look forward to working closely with the County Council to identify issues of mutual concern and to jointly resolve these issues in a manner which promotes both City and County planning objectives.

Our comments are summarized below and spelled out in detail on the following pages:

1. While the City is pleased that the Preferred Alternative provides for far fewer additional households than the 30,000 originally targeted for Northshore, we continue to be concerned about the ability of Northshore's infrastructure and natural systems carrying capacity to accommodate even the 14,000 additional households proposed.

2. The City strongly supports the proposed "Future Urban" plan designation and implementing "Growth Reserve" zoning for the areas on the periphery of Bothell which do not currently enjoy the full range of urban services. Consistent with the Growth Management Act and the County Comprehensive Plan, the proposed plan designation and zoning recognize that Bothell is the logical purveyor of services to these areas. Property owners

2 | in these areas may initiate annexation to the City and receive zoning which in most cases would be equal to or exceed present County zoning in density.

3 | 3. The City is concerned that the proposed assignment of RS 5000 zoning by the County to an unincorporated island within Bothell and to other areas immediately bordering Bothell is incompatible with adjacent existing residential development, and may discourage annexation to Bothell, counter to the policies of Plan Update. We would suggest that these areas be zoned Growth Reserve or a residential zoning designation which more closely matches the adjacent City zoning.

4 | 4. The City strongly supports the proposed "p-suffix" zoning changes which would enhance design and landscaping standards in Northshore, thereby reducing the historic disparity between Bothell and surrounding unincorporated areas in such development standards. We would request that enforcement of these higher standards be emphasized.

5 | 5. The City and the County are both participants in the Eastside Transportation Program (ETP). We would request that consistency with ETP goals and policies be maintained throughout the Plan Update review process. To this end, we would request that the Plan Update more specifically identify such future components of the transportation system as additional corridors for conventional modes of transportation and for high-capacity transit, and locations for park and ride lots and transit centers.

6 | 6. The Plan Update establishes Traffic Level of Service E as the minimum acceptable LOS, while the City of Bothell has adopted LOS D as our standard. The City is very concerned about the impacts of this difference on Bothell. Therefore, before any action is taken on this policy the City requests that the Northshore transportation network be modeled at LOS D as well as LOS E, in order to achieve a full understanding of the land use implications of this difference. In addition, the City suggests that the County explore alternative methods for designating LOS which might be more sensitive to the complexity of Northshore's road system.

7 | 7. The Plan Update establishes a parks standard of 7.5 acres per 1,000 population, while the City has adopted a parks standard of 10 acres per 1,000 population. The City is concerned that this difference be resolved within our Planning Area / Urban Growth Area. This may be accomplished through an interlocal agreement into which Bothell and King County would enter as an

- 7 | implementation tool of the Plan. The City would also like to see more attention paid in the Plan to the location of urban separators and other open space corridors.
- 8 | 8. The City requests that the City and County explore development of provisions for joint or delegated land use management within our Urban Growth Area, and address this issue in the interlocal agreement.
- 9 | 9. The City has identified a need for an additional fire station in the south portion of Bothell's Urban Growth Area somewhere in the vicinity of 100th Avenue NE and NE 145th Street. The City requests that the Plan recognize this need and provide for mitigation by development in this area through the collection of impact fees.
- 10 | 11. The Growth Management Act requires comprehensive plans to contain a capital facilities plan element. In accordance with the GMA, the City requests that we be involved in the development of this element.

Specific concerns of the City are detailed in the following pages. For ease of understanding, issues are addressed in the order in which they are discussed in the plan document.

- 11 | 1. Bothell Urban Growth Area (page 15 and map on page 20).

The City had proposed that its adopted planning area be designated the Bothell urban growth area. The proposed Bothell urban growth area in the Northshore Community Plan Update differs slightly from our planning area in the northeast and southwest corners (see Attachment 1).

In the northeast corner of the urban growth area, we would not object to the boundary following 130th Avenue NE rather than the northward extension of 132nd Avenue. We would concede that following the existing road is logical in that it would preserve existing neighborhoods.

In the southwest corner, however, the City would request that the County revisit the inclusion of St. Edwards State Park in the Kirkland Urban Growth Area rather than in the Bothell Urban Growth Area. The City of Bothell is currently updating its parks, recreation and open space plan and has counted St. Edwards as satisfying some of the demand in the Moorlands - Inglemoor portion of our Planning Area. In addition, St. Edwards has had a long association with the Bothell area,

first as a place of worship, and more recently as a recreational facility.

2. Future Urban / Growth Reserve Areas (pages 18-21).

The City strongly supports policies E-11 through E-18 designating future urban areas and providing policies for annexation and development of those areas.

12 The City understands that the proposed Future Urban plan designation and Growth Reserve zoning have generated substantial concern among owners of property so designated and zoned. These property owners see the Growth Reserve zoning as radically diminishing the value of their property.

However, it should be noted that property owners in these areas who annex to Bothell would receive City zoning which in most cases equals or exceeds the present County zoning in density.

3. Proposed Land Use Map (page 31).

The proposed land use map appears to contain an error immediately west of the Bothell city limits.

13 The Agriculture Production District designation assigned to the Magnolia Dairy property located west of 88th Avenue NE appears to inadvertently have been extended east of 88th as well to include two groups of properties. Properties east of 88th are not part of the Dairy property and are primarily in single family residential usage.

In addition, the City has recently annexed the northern group of properties and is processing a single family subdivision for one of the properties in this area.

4. Urban Residential Areas (pages 34-35, and Northshore Area Zoning map).

14 Policy R-9 (A) states, "Areas within the urban area that are not environmentally sensitive, have adequate public facilities and urban services, and are adjacent to a neighborhood collector or arterial street should be designated at densities of six to eight units per acre." This designation is implemented under Area Zoning by the RS 5000 zone.

The City at this time has not taken a position on the RS 5000 zone as a planning instrument in general. In fact, in the update of our comprehensive plan the Bothell Planning Commission will be exploring the merits of such a zone for application in Bothell.

However, we are concerned about specific locations proposed for assignment of RS 5000 zoning. One location is an unincorporated island within Bothell, while the others are on the immediate periphery of the City.

14

The City is concerned with small areas that are surrounded or nearly surrounded by existing residential development at lower densities. Such small areas may lack the "critical mass" to create a sense of consistency in style and scale of development, and thus may stand out as an aberration among existing development. In addition, we are concerned that higher density County zoning may provide a disincentive for property owners to annex to Bothell.

The City therefore requests that the above-noted areas be assigned Growth Reserve zoning, consistent with other areas on the City's periphery, or at a minimum be assigned County zoning which most closely matches existing adjacent City zoning.

5. Design and Community (pages 38-39)

15

The City supports Policy R-16 and implementing "P-suffix" zoning language requiring recreational features in multi-family developments of 15 units or more. For the sake of consistency with Bothell's regulations, we would prefer that the 15-unit threshold be removed. The Bothell zoning code requires that 200 square feet for each multi-family unit be provided for recreation.

6. Pedestrian Circulation (pages 40-41).

16

The City of Bothell strongly supports policies R-18, R-19 and R-20.

7. Traffic Level of Service (pages 57-58).

17

The City of Bothell has adopted Level of Service D as the standard which developers must achieve. The Northshore Community Plan Update recognizes this in Policy E-17 (3) addressing the Future Urban designation for the land around the I-405 / NE 160th Street interchange.



Elsewhere in Northshore, however, LOS E is stated to be acceptable in future urban areas and areas that are currently urban but designated with potential zoning. Policy T-6 (a) states, "For roadways with a level of service (LOS) E, or better at the time of development (emphasis added), new development should not create LOS worse than E."

We are very concerned about the impacts of the above policy on the City of Bothell. Since much of Bothell's traffic originates in unincorporated portions of the County, permitting LOS E on streets leading into Bothell will make it virtually impossible to achieve our adopted level of service within the City.

17 Moreover, if development approvals are tied to ability to achieve adopted service standards, differing traffic LOS standards may put Bothell in a position of having to deny such approvals, while similar development in the County continues to be allowed.

The City therefore requests that before any action is taken on this policy, the County model the transportation system at LOS D throughout Northshore to ensure that the land use implications of the different levels of service are fully disclosed and explored. We also suggest that the County explore alternative methods of developing LOS (such as subarea LOS) that might provide greater sensitivity to varying traffic conditions within Northshore.

8. Restrictions on transportation system expansion opportunities (page 60)

Policy T-10 calls for improved north-south and east-west travel route options in Northshore. These route options should be designated at this time based on input from all affected jurisdictions and on consistency with ETP goals and policies.

18 The Plan should recognize, however, that due to constraints imposed by the pattern of existing development, limited roadway widening opportunities, topography, and the presence of wetlands or other environmentally sensitive areas, there may be no realistic travel route options remaining. The Plan should take into account the full implications on land use of a transportation system which may not be able to be significantly improved.

9. Access along arterials (page 60).

19 The City of Bothell strongly supports Policy T-11 and implementing zoning language which provide for consolidation of access points along all principal and minor arterials.

10. Recommended Transportation Facility Improvements (map, page 103).

20 The City requests that the Plan Update provide for a high-capacity transit (HCT) corridor for future light rail or other modes of transit, consistent with ETP goals and policies. Although HCT may be years away from reality, providing for a corridor now ensures that HCT will not be hindered or precluded by land use development patterns in the intervening years.

The City also suggests that the Plan Update explore additional opportunities for park and ride lots beyond those depicted on the above-referenced map. Specifically, one or more locations in the North Creek Valley would be desirable as a means of encouraging transit usage in this employment center and by surrounding residential development.

11. Agricultural Production District map (page 135).

21 Among other agriculture-related designations, this map depicts lands to which the development rights were purchased under the 1979 Farmlands Preservation Program. Magnolia Dairy is not depicted on this map, although the development rights to this property were purchased under the program. This is clearly an oversight, as the Proposed Land Use Map on page 31 designates the Magnolia Dairy as an Agricultural Production District.

12. Natural Resources (pages 141-152).

22 The City supports proposed policies NR-1 through NR-18 and implementing zoning regulations. However, we remain concerned about enforcement of environmental protection measures and about the unavoidable adverse impacts of development on the natural systems within Northshore under the proposed plan.

13. Parks and Open Space (pages 153-168).

23 The City strongly supports Policy P-19 which "seek(s) to correct the park acreage and facilities deficiencies in Northshore." We also endorse Policy P-14 which calls for

Brian Derdowski, Chair  
June 17, 1991  
Page 8

coordination among the County, cities, school districts and youth and adult sports organizations.

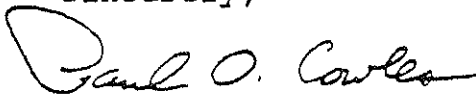
However, we are concerned about the difference between the County's standard of 7.5 acres per 1,000 population and the City's overall standard of 10 acres per 1,000. At least within the Bothell Urban Growth Area, we would request that these standards be consistent. Resolution of this difference could take place in the ~~City-County~~ inter-local agreement which will result from the Plan.

23 The City also suggests that the County identify additional areas of opportunity for urban separators than are depicted in the proposed Plan Update. Within Bothell potential urban separators and open space corridors within the City include the west and south slopes of Westhill to the Wayne Curve on SR 522, continuing south across the Wayne Golf course to the north and east slopes of Finn Hill and the north, east and west slopes of Norway Hill; the east and west slopes of Beckstrom Hill; the west slope of Bloomberg Hill; and the Sammamish River and North Creek corridors (we have been especially promoting the Sammamish open space corridor, and refer to it as the "Sammamish Greenway"). We would request that urban separators / open space corridors in the Northshore Community Plan Update connect with the above-described areas.

Finally, we noted some differences between our adopted equestrian trail plan and the equestrian trail plan contained in the proposed Plan Update. We would request that the County and City plans be made consistent.

We appreciate the opportunity to respond to the proposed Plan Update and Area Zoning, and look forward to working with the staff, Growth Management Committee and full Council to complete this planning process in a manner beneficial to both our jurisdictions.

Sincerely,



Paul O. Cowles  
Mayor

cc: See Page 9

Brian Derdowski, Chair  
June 17, 1991  
Page 9

cc: Bothell Planning Commission  
King County Executive Tim Hill  
King County Responsible SEPA Official  
Greg Williams, Snohomish County Planning Department  
Peter Hurley, Snohomish County Council  
Brian Corchoran, Snohomish County Council  
City of Kirkland  
City of Redmond  
King County Fire District 16  
King County Fire District 36  
King County Fire District 42  
Lake Washington Water & Sewer District  
Woodinville Water & Sewer District

## Response to City of Bothell -- Letter No. 6

1. Several sections of the Draft EIS note that public services and facilities are limited in Northshore and may not be able to support forecast growth (e.g. see the Population and Housing, transportation and Public Services and Facilities sections of the Draft EIS). The Draft EIS also notes potential impacts -- to Bothell and other areas of the region -- if growth in Northshore is limited by lack of adequate services. The designation of future growth areas and the use of Growth Reserve zoning in the Executive Proposed Plan are tools intended to phase future growth with the provision of adequate facilities. Changes recommended by the Council Panel -- including more extensive use of Growth Reserve zoning and the requirement for a plan amendment study before potential urban zoning is actualized -- are also intended to help phase growth with infrastructure.
2. Please see the response to comment 1 above.
3. Thank you for your comment. Please note that the Council Panel's revisions to proposed policies clarify the detailed criteria for development within the City's potential annexation area; this is intended to ensure that development is consistent with City development standards.
4. Thank you for your comment. Please note that the changes proposed by the Council Panel include clarification of the detailed P-suffix criteria related to design and landscaping.
5. The goals and policies of the Eastside Transportation Program (ETP) served as the base for the development of transportation system direction and strategies in the Executive Proposed Northshore Community Plan. From this base, the Northshore policies and facility improvement recommendations grew. We believe the plan is consistent with ETP. Table 1 and Maps 9 through 14 of the plan, and Table 32 and Maps 21 through 27 of the Draft EIS identify conceptually where the appropriate facilities might be located. New road and high capacity transit (HCT) corridors are illustrated on these maps. More specific location and design information are not available as part of the community plan process. Further study as part of a feasibility or specific project environmental analysis would occur outside of community plan process. The proposed new park and ride in the north Woodinville area is just a concept at this time and has not been analyzed by Metro. A transit center location in Bothell would be under the direction of the City and Metro.
6. Please refer to the response to Comment 17.
7. Thank you for your comment regarding parks standards.
8. Thank you for your comment.
9. Your comment is acknowledged and incorporated into the Final EIS. Policies in the Executive Proposed Plan address the need for mitigation of impacts to services in Bothell. Impacts of development proposals are generally addressed through the environmental review process. As required by state law, mitigation measures must be directly related to impacts caused by a proposal, must be identified in an environmental document, and must be imposed pursuant to an adopted policy or regulation. At the present time, King County does not require payment of impact fees for fire service impacts occurring in adjacent jurisdictions. Such a program could possibly be developed through an interlocal agreement.
10. Your comment is acknowledged and incorporated in the Final EIS.

11. Your comment is acknowledged. It is likely that issues related to growth boundaries and potential annexation areas will be revisited through countywide planning to implement the Growth Management Act.
12. Thank you for your expression of support; no response required.
13. Your correction is noted.
14. Your comment is acknowledged. Please note that the Council Panel's proposed policy revisions would clarify the detailed P-suffix conditions to achieve compatibility between areas of different residential density.
15. Your comment is acknowledged and incorporated in the Final EIS..
16. Thank you for your expression of support.
17. Policy E-17 has been revised by the Council Review Panel. The policy does require new development to mitigate impacts within the City before new development occurs. The County understands the concern the City has over the Level-of-Service (LOS) differences in standards between the City and the County. Other cities throughout the County share Bothell's concerns. The County and cities are reviewing LOS standards as part of the Growth Management Act (GMA) compliance. In accordance, the County is revising our Road Adequacy Standards (RAS) to provide new threshold standards and is using a generic approach which includes a multi-modal evaluation. This approach involves LOS considerations for general vehicular travel and for transit. The second part of the approach involves considerations for varying LOS standards based on varying land use designations. Until these new standards are adopted, the County will use the existing standards. Where the County and City standards differ, the County and City will need to develop an interlocal agreement to work out the differences between the two jurisdictions. At this writing, there is no interlocal agreement between Bothell and the County.

Travel forecast modeling in conjunction with the Executive Proposed Northshore Community Plan is based, in part, on land use scenarios. The resulting travel demand on the road network was evaluated and roadway improvements identified that were needed to achieve where possible at least a LOS E condition by 2010.

Please note that Council Panel's revised policies for West Hill and the 160th interchange would require that development impacts be mitigated before development occurs.

18. New transportation corridors proposed in the Executive Proposed Northshore Community Plan are identified in Table 1 of the plan and Table 32 of the Draft EIS. Any viable new corridors for transportation facilities have been identified. The policy indicates the desire to keep looking for ways to improve the transportation system in light of the physical and environmental constraints. The limitations of the existing system and potential for improvements are identified in the Draft EIS.
19. Your comment in support of the Executive Proposed Plan Policy T-11 is acknowledged.
20. The Executive Proposed Plan supports the concept of HCT through Northshore. In the summer of 1992, the ETP Steering Committee endorsed a plan to bring HCT to the Eastside. The County supports this endorsement and believes the goals and policies in the plan support the HCT concept. While the HCT plan brings a rail line only as far north from Bellevue as Totem Lake, the area to the north will emphasize transit service. Whether transit or light rail, the Executive Proposed Plan does consider HCT and encourages support through the local land use planning.

Park-and-Ride locations in North Creek Valley have not been identified or discussed with Metro. Historically, the Valley has not been considered, in part, because of the significant limitation of impervious

surface conditions that are part of the Bothell Comprehensive Plan for the North Creek Valley. The limitation is associated with paving of a park-and-ride. If Bothell provides some options for a site, the County would work with the City and Metro to plan for such a site.

21. Your correction is noted.
22. Your comment is noted.
23. Thank you for your expression of support. Please see the response to comment 7 above regarding differences in City and County park standards. Please note that the Council Panel recommendations include clarification of specific criteria regarding mitigation of impacts to services in the West Hill area and the 160th interchange.



THE CITY OF REDMOND  
PLANNING DEPARTMENT

RECEIVED  
JUL 1 1991

KING COUNTY  
PCDD

June 28, 1991

Ms. Miriam Greenbaum, Manager  
Division of Planning and Community Development  
7th Floor Smith Tower  
506 Second Avenue  
Seattle, WA 98104

Dear Ms. Greenbaum:

This letter serves to convey the comments, concerns, and suggestions of the Transportation Policy Division of the City of Redmond Planning Department regarding the Executive Proposed Northshore Community Plan Update and Draft Environmental Impact Statement.

Our comments are summarized as follows:

- (1) Policy T-4, as outlined on page 58 of the Northshore Plan Update, indicates that all new development in Northshore should pay its fair share toward transportation improvements to help mitigate its impacts as identified through King County's Road Adequacy Standards, Mitigation Payment System (MPS), SEPA and development review process. Within policy T-4, as well as in other policies and discussions in the Plan Update and DEIS, emphasis is placed upon the King County's MPS as a means of collecting mitigation funds from new development.

However, it appears that much of the transportation mitigation strategy underlying the Northshore Plan Update is predicated upon arterial HOV and transit improvements which, to our knowledge, are not included on the project list which King County has used to formulate its MPS fees. Our concern is that the cost of arterial HOV



1 | improvements and certain transit-related capital improvements should not fall, by default, upon METRO's shoulders. Instead, all or a share of the cost of those improvements should be added to the project list underlying the MPS.

Please respond to the following questions:

2 | (a) Which of the arterial HOV and transit capital improvements listed in the table titled "Recommended Transportation Facility Improvements" are included in the MPS project list?

3 | (b) What plans does King County have to revise its MPS project listing to integrate arterial HOV and transit capital improvements, thus providing those improvements with the same "standing" as general roadway capacity improvements?

4 | (c) If the MPS system will not be used for paying for arterial HOV and transit-related capital improvements, please identify how King County plans to assure that future development will contribute fair share payments for such facilities?

5 | (d) Please provide the Table which begins on page 83 of the Plan Update with a identification number so it can be more easily referred to.

(2) | In policy T-4, on page 58 of the Plan Update, it is proposed that SR-522 may be subject to an "ultimate roadway section" designation which would limit or eliminate general capacity improvement mitigation options. We wish to comment on this policy in general, not in its specific application to SR-522.

6 | We agree that the designation of "ultimate roadway section" designations for road facilities serves a highly useful purpose in terms of environmental and neighborhood protection and provides a counterbalance to a "mitigate whatever the cost" approach to growth management. We are concerned that the principle of designating "ultimate roadway sections" be applied as a means to encourage alternative travel modes which do provide a meaningful form of

mitigation. Reaching the limits of an "ultimate roadway section" should not become a mechanism for relieving new development of the responsibility to develop and pay for meaningful mitigation improvements.

Additionally, we are concerned that the definition of an "ultimate roadway section" is not specified. In particular, we are concerned that as the limits of an "ultimate roadway section" may be reached without accommodation for HOV/transit treatment, conversion of general capacity facilities will not be allowed, and non-SOV solutions will be undermined.

6

Please respond to the following:

(a) What are the elements which define an "ultimate roadway section" designation?

(b) How will development of an "ultimate roadway section" designation provide introduction of HOV/transit treatments?

(c) Has King County made any other "ultimate roadway section" designations in either the Northshore or Bear Creek Planning area?

7

- (3) On page 212 of the Northshore DEIS, it is noted that the King County Road Adequacy Standards policy is undergoing revisions "aimed at toughening the existing standards and closing perceived loop holes". A draft ordinance is expected before the County Council in late Spring or early Summer, 1991.

Please provide a description of the types of modifications to the Road Adequacy Standards which are being considered.

8

- (4) The Northshore DEIS described a screenline analysis for Year 2010 projected traffic volumes. Percentage increase data for the Year 2010 were provided in Table 29 for seven of the fifteen screenlines analyzed. No data were provided for Year 2010 AWDT for any of the screenlines.

8

Please add data for screenlines 9,10, and 14 to Table 29. Please add another table which shows projected Year 2010 AWDT across the screenlines 2,3,6,8,9,10,11,13,14,15

- (5) The Northshore Plan Update and accompanying DEIS include a recommendation to extend Willows Road between Northeast 124th Street and Northeast 145th Street, utilizing a four lane section with left turn channel. A rural design is to be used to better integrate the facility with the environment. The rationale for the Willows Road extension is to protect the rural/agricultural setting on the east side of the Sammamish Valley and emphasize travel and industrial uses on the west side of the valley. The Plan proposes to switch the SR 202 route designation from Redmond-Woodinville Road over to Willows Road subsequent to the extension construction.

The City of Redmond is very interested in this proposal, but does not feel that the DEIS analysis provides adequate information to take a position on the Willows Road extension recommendation. We request that the following information be provided to Redmond staff as soon as possible (prior to issuance of the FEIS) so that more detailed analysis and comments may be developed:

9

- (a) Please provide a tabular comparison of Forecast Year 2010 traffic volumes using road networks which (1) assumes only committed transportation improvements, versus (2) assumes the committed plus recommended transportation improvements, including the Willows Road extension project.

Please provide the comparison for the following selected roadway segments:

- \* Willows Road, north of NE 145th
- \* Willows Road, extension segment
- \* Willows Road, south of NE 124th
- \* Woodinville-Redmond Road, between NE 124th and NE 145th
- \* Woodinville-Redmond Road, south of NE 124th
- \* NE 124th, west of Willows Road
- \* NE 124th, between Willows Rd and Woodinville-Redmond Rd
- \* NE 124th, east of Woodinville-Redmond Road

Miriam Greenbaum  
Northshore Plan Update  
June 28, 1991


10

- (6) On page 226 of the DEIS, it is stated that the Forecast Year 2010 traffic volumes are based upon an unadjusted forecast model which King County utilized for the analysis.

Please provide a rationale for utilizing an unadjusted (uncalibrated) model for the DEIS traffic analysis. Also, please quantify the typical percent variation between base year model output and actual traffic counts.

We appreciate the opportunity to comment on the Proposed Northshore Plan Update and DEIS and look forward to working with you throughout the review and adoption process.

Sincerely,



Chris R. Owens  
Transportation Policy Manager

cc: Bill Hoffman, King County Roads Division  
John Shively, King County Roads Division  
Roberta Lewandowski, Redmond Planning  
Carol Osborne, Redmond Public Works  
Don Cairns, Redmond Public Works  
Sarah Stiteler, Redmond Planning  
City of Bothell Planning Department  
City of Kirkland Planning Department

## Response to City of Redmond -- Letter No. 7

1. Thank you for your observations and comments. The transportation mitigation strategy in the Executive Proposed Plan does rely in part on significant improvement to the transit/high occupancy vehicle (HOV) use and effectiveness. The transit/HOV element is only a piece of the entire mitigation strategy to deal with existing and anticipated problems. Any HOV project recommended in the plan will be added to the priority list of projects on the King County TNR and then compete with other road projects for funding. Please also refer to the responses to Comments 2 and 3.
2. Your observation is correct. There are no transit/HOV projects on the Mitigation Payment System (MPS) list of projects.
3. The technical methodology used to calculate MPS fees, as outlined in King County Code 27.40 (K.C.C. 27.40), is not easily adaptable to use for transit capital improvements. The MPS technical methodology requires quantifiable capacities for projects. It is not possible to merely revise the MPS project listing to include such a project. A new technical methodology would have to be developed, and K.C.C. 27.40 would have to be amended. Currently, K.C.C. 27.40 provides authority to credit a developer's MPS fee for HOV improvements.
4. King County is developing plans to create a separate impact fee technical methodology for calculating impact fees for HOV and TDM related improvements. It is anticipated that this fee would be added on to the MPS fee. A schedule for completing this effort has not been established.
5. The table is the only one in the Executive Proposed Plan and can be referred to as Table 1, Recommended Transportation Facility Improvements.
6. The County acknowledges your concerns regarding the "ultimate roadway section" designation. The definition used in error is from the King County RAS. "Ultimate roadway section" means a designation by the County that the maximum roadway or intersection capacity has been reached and that further right-of-way acquisition and/or improvements are not feasible to increase peak hour vehicle capacity. The RAS allows for mitigation even under the ultimate roadway section designation. It does not restrict any attempt to encourage or plan for transit/HOV facilities. Mitigation may still be required by a potential developer. The County has not made any other designations of ultimate roadway sections in Northshore or Bear Creek. Through development of a countywide arterial HOV Plan, the County will be addressing strategies for implementing HOV facility needs and financing.
7. The RAS are being revised to make them generally consistent with the GMA. Specific draft RAS revisions have not been developed.
8. The Northshore travel forecast model is a peak hour model and not a daily volume model. Our peak hour volumes in Northshore were considered to be nine percent of daily volume for analyses purposes. Peak hour volumes were used instead of average daily traffic in the screenline analysis because peak hour volumes provide a more sensitive measure of congestion level. Also, the percentage of change was presented because it simplified the data. The following is a reproduction of Table 29 from the DEIS. Added to the table are screenlines 9, 10, and 14 and average daily traffic volumes (in thousands) by your request. Because of the large number of screenlines analyzed, the County selected a few to present in the Draft EIS.

**Draft EIS Table 29.  
Percentage Traffic Increases Across Screenlines**

**Percentage Increase By Alternative (and Average Daily Traffic Volume) \***

Screenline	No Action	Proposed	Alt 1	Alt 2	Alt 3
2	89 (6.2)	90 (6.3)	96 (6.5)	94 (6.4)	94 (6.4)
3	46 (14.2)	47 (14.2)	54 (14.9)	50 (14.5)	49 (14.4)
6	98 (13.2)	94 (13.0)	96 (13.0)	92 (12.8)	93 (12.9)
8	81 (6.0)	91 (6.2)	94 (6.3)	88 (6.1)	87 (6.0)
9	47 (15.5)	35 (16.6)	45 (17.1)	84 (17.4)	83 (17.1)
10	83 (7.0)	86 (7.2)	90 (7.6)	90 (7.6)	88 (7.4)
11	53 (8.5)	29 (7.2)	27 (7.0)	25 (6.9)	27 (7.0)
13	141 (18.1)	143 (18.2)	149 (18.7)	146 (18.5)	145 (18.3)
14	92 (9.8)	96 (10.2)	110 (11.7)	107 (11.4)	105 (11.2)
15	15 (4.4)	61 (4.7)	70 (4.9)	57 (4.6)	55 (4.5)

\*First number in column represents percentage increase; number in parens indicates average daily traffic volume (1000).

9. The County has modeling information on the Executive Proposed Plan land use in 2010 for the committed network. The data requested has been sent to the City of Redmond Planning Department for your review.
10. Unadjusted travel forecast numbers were used in the Draft EIS for purposes of comparing the relative traffic impact of the range of land use alternatives. They provide the best means of comparison without the effort of adjusting all the numbers. The data is not reflective of an uncalibrated model. The model is calibrated but the output was not adjusted for the difference of the calibrated model volumes from actual traffic counts in the calibration year. There is no rule of thumb for identifying an average variation between calibrated volumes and actual traffic counts.

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CITY OF



KIRKLAND  
FIRE/BUILDING DEPARTMENT

125 FIFTH AVENUE • KIRKLAND, WA 98033-0189 • 206-826-1143 • FAX 206-826-1144

June 3, 1991

Miriam Greenbaum, Manager  
Division of Planning and Community Development  
7th Floor, Smith Tower  
506 Second Avenue  
Seattle, WA 98104

Dear Ms. Greenbaum:

The purpose of this letter is to offer my comments on the draft EIS for the Northshore Community Plan. The purpose for my comments are twofold -- first to update some of the information regarding Fire District 41, and secondly is a request for additional comments to be included.

On Page 270 of the printed EIS, under the first paragraph, beginning on line 7, the updated information for Fire District 41 which does contract with the City of Kirkland for services currently has 42 paid firefighters and approximately 30 volunteers. This paid staff is our operational division staff. There are additional support personnel within our Department. Our equipment currently includes 5 pumpers and 4 EMS vehicles, a rescue truck, command vehicle, and one utility truck.

1 In the following paragraph, we have found through our current master plan process that our average response time is in the neighborhood of 6.2 minutes. On the same page, under current service issues, I believe that the issue of opening of streets to better facilitate movement throughout our particular area is of great value to our ability to reduce our average response time to our fire response area. In the fire service, there are two general methods of reduction of response times: The first is simply an issue of adding manpower and stations; the second can be addressing the long-term needs of a well-gridded street system, which allows much quicker access to all areas within the response area. Realizing that this is not always a popular stance, I believe that it is a concern and an issue that at least in part needs to be addressed within the plan.

2

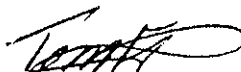
In addition, my second area of concern is that of the use of barricades to close through streets. In a number of situations within the planning area, a street may be blocked part way up in order to cut off through traffic from utilizing that street. This creates a fire response problem in that it substantially increases our response times by requiring us to make long trips around an entire neighborhood in order to get to an address that may be simply across the barricaded street.

3

The final issue that I would like to raise with regard to transportation and fire access is the request to move up the scheduled installation of a traffic control system at our Station 25, located at 12033 76th Place NE. We are experiencing a rise in the number of times that due to the volume of traffic on Juanita Drive and the free right turn onto 76th when traveling east on Juanita Drive, there is danger to our personnel attempting to respond to the scene of an emergency, as well as to the driving public. It seems it would be of a high level of interest to control this entire intersection area with the ever-increasing movement of emergency apparatus in and out of that facility.

Thank you very much for the opportunity to respond to the draft EIS. Should you have any questions or comments, please feel free to contact me.

Sincerely,



Tom Fieldstead  
Fire Chief

TMF:nam

cc: Joe Tovar, Director, Planning and Community Development  
Jim Arndt, Director of Public Works



## Response to City of Kirkland -- Letter No. 8

1. Thank you for providing additional information regarding Kirkland Fire Department operations
2. The County wants to avoid the use of barricades; Policy T-16 addresses this issue. County staff will work with the Fire Department to eliminate any identified safety hazard.
3. The Executive Proposed Plan has included the recommended intersection improvement of Juanita Drive and 76th Avenue Northeast/Northeast 122nd Place. We concur with the Fire Department that a signal is required. The County prioritizes needed signalization projects on a countywide basis. The Juanita Drive/76th Place Northeast/Northeast 122nd Place is listed as twelve highest and meets all requirements for signalization; the project could occur in 1994 or 1995 depending on funding. Because of the complicated configuration of the intersection, realignment of the streets will be costly and the signalization will have to be done separately from the realignment to avoid delay.

RECEIVED

JUN 10 1991

PCDD

CITY OF



KIRKLAND

123 FIFTH AVENUE • KIRKLAND, WASHINGTON 98033-6189 • (206) 828-1100 • TTY (206) 828-1244

June 6, 1991

Ms. Miriam Greenbaum  
Manager, Planning & Community Development Division  
506 2nd Avenue  
707 Smith Tower  
Seattle, Washington 98104

Subject: Northshore Community Plan Update DEIS  
Request for Extension for SEPA Comment Period

Dear Ms. Greenbaum:

1 Please extend the SEPA comment period for the Northshore Community Plan Update DEIS by an additional 15 days to June 21, 1991, per WAC 197-11-455. This additional time will allow for the City of Kirkland staff to collect and summarize our comments on the DEIS.

We appreciate the opportunity to comment on the County plan for the areas north of Kirkland.

Sincerely,  
DEPARTMENT OF PUBLIC WORKS

Katherine G. Casseday, P.E.  
Traffic Engineer

cc: Jim Arndt, P.E., Director of Public Works  
Joe Tovar, AICP, Director of Planning & Community Development

## Response to City of Kirkland -- Letter No. 9

1. The comment period for the Draft EIS was extended pursuant to WAC 197-11-455

7/11/91 Doc 10

RECEIVED

JUN 26 1991

PCDD

CITY OF



KIRKLAND

123 FIFTH AVENUE • KIRKLAND, WASHINGTON 98033-6189 • (206) 828-1100 • TTY (206) 828-1244

June 21, 1991

Miriam Greenbaum, Manager  
Division of Planning and Community Development  
7th Floor Smith Tower  
506 Second Avenue  
Seattle, WA 98104

RE: NORTHSHORE COMMUNITY PLAN UPDATE AND DRAFT EIS

Dear Ms. Greenbaum:

The City of Kirkland staff have reviewed the above documents and offer the following comments.

URBAN GROWTH AREA

1 We generally concur with the configuration of Kirkland's Urban Growth Area. A detailed look at the growth boundary has revealed one area which does not follow a logical boundary. This area is north of St. Edward's Park where the boundary appears to follow a creek flowing toward North Point. The boundary crosses several streets and divides some subdivisions. Our recommendation would be to follow the north or south boundary of St. Edward's State Park. Both the Cities of Kirkland and Bothell will be expressing a policy recommendation on this latter point, I believe. Is it possible that the scale and nature of St. Edward's Park makes it a candidate for "Urban Separator"? I would ask the same question about Bridle Trails State Park. While these state facilities do perform a recreational function, they also create dedicated long-term open space and thereby some assurance that developed areas will not merge together.

LAND USE

2 In terms of land use, Kirkland's comprehensive plan for the Northshore Area designates the majority of the area LR which is defined as up to 6 units per acre. The Executive's Plan shows densities up to 8 units per acre. Our plan for this area was prepared in 1977 and we recognize that an update is necessary. We anticipate combining our update with work on the amendments of our Comprehensive Plan to meet the mandate of the Growth

Management Act. Therefore, we will be taking a more detailed look at the densities and land uses at that time.

The major inconsistencies between the proposed zoning and Kirkland's 1977 plan include several areas of RS-5000-P zoned land throughout the growth area, expansion of the multifamily/commercial area at 100th Ave. and NE 132nd St., and addition of a multifamily area near NE 132nd and I-405.

2 Pursuant to the requirements of the Growth Management Act, level of service standards for public facilities and services need to be analyzed and addressed, particularly for transportation. As we begin to update the City's Comprehensive Plan over the next two years, we would recommend the City and the County work closely on those level of service standards for Kirkland's Urban Growth Area. This cooperative effort may result in modifications to the Northshore Plan for land use and transportation as they relate to recommended level of service standards.

#### TRANSPORTATION

The two major transportation issues identified in the Plan Update are very close to Kirkland's primary issues: 1) the need to provide adequate transportation facilities to accommodate projected growth within the planning area, and 2) the need to identify regional transportation solutions for the substantial pass-through traffic. The goal of the plan is to develop a balanced transportation system, provide improvements to the system to solve existing problems, tie future developments to the provision of an adequate transportation network and to maintain options for regional transportation solutions such as HOV and High Capacity Transit.

3 Although there are areas which currently experience congestion and Level of Service E, the No Action Alternative is expected to increase the PM peak hour traffic by 85%, and this is proposed to be managed by the list of facility and policy improvements identified as mitigation for the Plan. The Executive Proposal, with an increase of 96% over the existing PM peak hour traffic, would still fall short of accommodating the PSCOG population goal by approximately 6000 people and will most likely exceed LOS E in many locations, given current LOS E conditions. Level of Service standards may need to be defined with respect to surrounding development and land use goals for concurrency to be achievable.

The list of transportation facility improvements generally focuses on improving existing facilities and completion of roadway network missing links for localized congestion relief. One exception to this is the proposed relief for north-south traffic east of I-405 with the construction of Willows Road north

from NE 124th Street to NE 145th Street on the west side of the Sammamish River Valley.

With the anticipated increase in both population and traffic, there may be justification to add an east-west roadway linking Northshore areas east and west of Interstate 405 and providing an additional freeway access between the Totem Lake Interchange and the Brickyard Road/NE 160th Street Interchange. A natural continuation of Simonds Road/NE 145th Street eastward could cross I-405 at NE 145th Street and continue through Kingsgate down to SR 202 at the wineries. This arterial could relieve some of the congestion at both Totem Lake and NE 160th Street interchanges and provide some reduction in trip length for the east-west trips. Although HOV lane usage requires congestion as an incentive to use the carpool lanes, HOV construction should not be the only construction to serve the growing east-west travel demand in the Northshore area.

3 The Plan mitigation relies heavily on transit, rideshare, and transportation demand management. Is this realistic to expect these measures to accommodate an almost doubling of the Peak hour travel demand? The City of Kirkland is still in the process of adopting the Eastside Transportation Program list of projects and we have concerns regarding implementation of HOV lanes and/or treatment on arterial roadways. This Executive Proposed Plan for Northshore adds to the ETP list of projects identified for HOV improvements, to accommodate the anticipated growth.

Kirkland staff supports the idea of ramp metering at all freeway ramps along I 405. Arterial HOV lanes have yet to be tested in this area and there are several questions regarding design and operation to resolve before we can assume that arterial HOV lanes can accommodate the expected growth on the routes to the freeways.

Recommended projects listed for Kirkland have some differences from our approved Capital Improvement Program list, including the HOV treatments on 116th Ave NE, HOV lanes and bike facility on NE 124th Street east of 124th Ave NE, HOV treatment on NE 116th Street, bike lanes on NE 120th/132nd NE, and westbound to southbound loop ramp at NE 116th ST./I-405 interchange. Further study and analysis will be required to add these project elements to our plan. These elements could be included for study in our Comprehensive Plan Update for the City. Where HOV lanes are proposed to be shared with bikes, how will this work? This is an operational question which will need to be resolved before proceeding with the project.

There has been no mention of using a general purpose lane for HOV in the PM peak to revert to normal operation during the off-peak.

3 | This may be most effective on roadways where a widening project attains 4/5 lanes and the HOV lane may not be readily justified.

SIGNS

4 | Kirkland's policies and regulations prohibit the installation of billboards. We strongly urge the county to do whatever is necessary to insure that billboards will not be erected in our growth area. This includes relocation of existing billboards from other sites into the Kirkland Growth Area.

PARKS

5 | The need for more park land in the Northshore area is noted in the Executive's Plan. Kirkland strongly supports P-19 and P-20 which address the deficiency. Our 1977 plan also identified the need for more parks in Kirkland's growth area.

URBAN SEPARATORS

6 | The Sammamish Valley is a very important Urban Separator. We would like to express support for the Executive's Plan proposed designations in the valley and particularly the inclusion of a Single Family - Rural designation on the sensitive hillside east of the valley floor. This area is a significant green space in the region that needs to be protected.

Right outside our northern growth boundary at 100th Avenue NE is a Future Urban area that is located in another valley. King County and Bothell might reconsider the Growth Reserve designation in this area (which implies future more intense development when services are available) and retain a low density designation. This is one of the few largely undeveloped green spaces which separate Bothell and Kirkland.

URBAN DESIGN

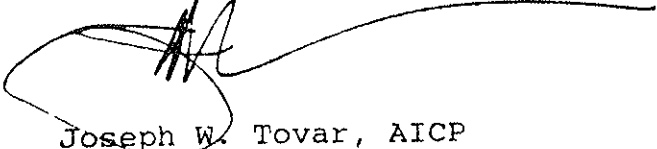
7 | We would also like to express support for policies and zoning regulations which include urban design concepts for multifamily and commercial developments. Kirkland is beginning to adopt design guidelines. As densities increase, as they must, careful design will greatly improve everyone's quality of life.

Thank you for the opportunity to comment on the Draft EIS. We appreciate the coordination between agencies the King County Community Planning staff has provided while working on this plan. We will be reviewing the Final EIS with our City Council and will subsequently forward to you their recommendations about the content of the proposed Northshore Community Plan update.

William Greenbaum  
June 21, 1991  
Page 5

Sincerely,

DEPARTMENT OF PLANNING AND COMMUNITY DEVELOPMENT



Joseph W. Tovar, AICP  
Director

cc: Gordon Erickson, Bothell Community Development Director  
Terry Ellis, Kirkland City Manager  
Nancy Carlson Cox, Kirkland Senior Planner  
Katherine Casseday, Kirkland Traffic Engineer



## Response to City of Kirkland -- Letter No. 10

1. Your comment is acknowledged and incorporated in the Final EIS.
2. Thank you for your comment; no response required.
3. Your concerns on the LOS issue is noted. Please refer to the response to Comment 17 of the City of Bothell letter regarding LOS.

The County studied the possibility of east/west connections across I-405 between Totem Lake and Northeast 160th Street. The connection at Northeast 145th Street appeared sensible on paper; but, when evaluated, dropped from our recommended list. To provide a crossing of I-405 in the vicinity of Northeast 145th Street would have several adverse effects. It would mean significant impacts to established residential neighborhoods, greenbelts, and substantial street reconstruction. The benefits when compared to the adverse effects did not justify proceeding further.

The Executive Proposed Plan has built upon the ETP recommendations. Also, the County is completing a countywide arterial HOV study to provide more information on where and how HOV lanes or accommodations at key locations can work. It is not realistic to assume that transit/HOV activity will accommodate all increases in traffic, but it is a major component of the county's transportation planning. Additional transportation improvements are necessary and have been identified in the plan.

It is acknowledged that there are some difference between the City of Kirkland CIP and the recommendations in the Executive Proposed Plan. The recommendations are presented based on an anticipated need. As the City develops its annual CIP update or further study and analysis, the County will coordinate with the City. The County would encourage the City to include these facility improvements in your Comprehensive Plan Update.

The County has developed and published a Draft King County Nonmotorized Transportation Plan (October 1992) to address the needs of pedestrians, bicyclists, and equestrians throughout King County. One of the considerations in the plan is to address HOV lane/bicycle joint use. It is the intent of the Draft King County Nonmotorized Transportation Plan to integrate the needs of bicyclists into those streets on the bicycle network which also include arterial HOV lanes. Such integration should include the development of demonstration projects to assess the appropriate design response for differing lane configurations and roadway environments.

The development of HOV lanes on arterials available for bicycling presents a unique challenge to highway designers. Bicycles are required by law to operate as far to the right as is practical on two-lane roads. The development of HOV lanes without bike access would ostensibly require bicyclists to operate with traffic on either side. Design and/or operational consideration should be given to bicyclists within such lanes for several important reasons.

First, the speed limit and speed differential between the bicyclist and motor vehicles are going to be relatively unchanged between a HOV facility on a surface street or in the adjacent left lane. Second, the HOV lane will (by definition) have less traffic and thus be a more appealing environment in which the bicyclist can operate. While there will doubtless be some concern about bicyclist's operation within an "exclusive" lane, a review of the purposes for which HOV lanes are built and of the benefits bicycling provides in these same areas will show significant consistency with the overall original intent of HOV facility development.

Some design options are available in the Draft King County Nonmotorized Transportation Plan for integrating bikes and arterial HOV lanes depending upon the anticipated volume and speed of traffic within

the HOV lane. Further study and demonstration projects will refine these options to more specific criteria. These options include:

- o **Wide Curb Lane** - The curb lane is widened to allow bicycle and HOV traffic to more easily share the same lane. A width of 16 to 18 feet is recommended. The widened lane allows bicycles to ride around a stopped bus without having to change lanes. In this option cyclists do not feel restricted to stay in a bike lane. Wide curb lanes are recommended in cases where the number of bus stops are high, and HOV traffic volumes are high.
- o **Bike Lane Against the Curb** - In this configuration, the HOV lane is located on the inside of the bike lane. Buses are subject to stopping in the bike lane to pick up passengers. Therefore, treatment is recommended where bus stops are minimal and HOV traffic volumes and speeds are high.
- o **Bike Lane Inside the HOV Lane** - In this option the curb lane consists of buses only with right turns for all traffic at intersections only. The bike lane is widened (from five to eight feet) to provide additional separation. This treatment is recommended where curb lane volumes and speeds are relatively low, and, particularly, if bus stops are frequent.

Your interest in reversible general purpose lanes for HOV use is acknowledged. There are no recommended reversible lane projects in King County.

4. Thank you for your comment. The King County Code contains regulations regarding billboards.
5. Thank you for your statement of concurrence with Executive Proposed Plan policies and analysis in the Draft EIS.
6. Your comment is noted.
7. Thank you for your comment; no response required.



**King County  
Cultural Resources Division**

Parks, Planning and  
Resources Department

1115 Smith Tower  
506 Second Avenue  
Seattle, Washington 98104

**Arts Commission 296-7580  
Landmarks Commission 296-4858**

June 7, 1991

To: Miriam Greenbaum, Manager,  
Planning and Community Development Division

From: Tom Quackenbush, Cultural Resource Specialist *Tom Quackenbush*

Re: Northshore Community Plan DEIS

1 | Our office has reviewed the Draft EIS for the Northshore  
Community Plan Update. We have many comments in the form of  
margin notes (attached), mostly to update terminology,  
correct statistical data, or clarify information related to  
the Historic Preservation Program.

If you have any questions, please call me at 296-8673. Thank  
you for the opportunity to comment.

attachments

cc: Erin Younger, Acting Historic Preservation Officer  
Lisa Majdiak, Northshore Project Manager



The Open Space Tax Act (RCW 84.34, King County Ordinance 20.36), which assesses and taxes certain lands based on their current use rather than their market potential, provides an important financial incentive for the retention of agricultural and open space lands. Seven parcels consisting of approximately 89.87 acres in Northshore are enrolled in the act's open space category (King County Assessor's Office, 1991). A majority of these open space lands, 4 parcels consisting of 74.39 acres, are located at the St. Michelle Winery. The remaining 3 parcels range in size from 3.98 to 7.2 acres and are located in the southeastern portion of the planning area.

According to statutory criteria, eligible open space lands include those designated in a comprehensive plan and zoned accordingly; or any land area whose preservation in current use would preserve natural or scenic resources, protect streams or water supply, conserve soils or wetlands, enhance recreational opportunities, preserve historical sites, or retain large undeveloped tracts in urban areas. King County also requires that open space lands provide recreational opportunities and public access. (KCC 20.36.100).

#### Historic/Cultural

In 1977, King County <sup>County</sup> began a survey of sites <sup>properties</sup> and buildings with historic significance and, to date, has identified, researched and documented 891 sites (King County Cultural Resources Division, 1990). Although <sup>Some prof</sup> the majority of sites were recorded for information purposes only, many were considered potentially eligible for listing on the State <sup>or</sup> and National Register of Historic Places. As of June, 1990, the following resources have been listed:

- o ~~44~~ <sup>40</sup> landmarks listed on the King County Register of Historic Places, and 8 designated community landmarks;
- o <sup>properties</sup> 6 National Historic Landmarks;
- o ~~156~~ landmarks listed on the National Register of Historic Places, and an additional 42 determined eligible in the County;
- o ~~70~~ <sup>properties</sup> landmarks listed on the State Register of Historic Places ~~and~~

In 1980, the County adopted ordinance 4828 establishing a Landmarks Commission and a process intended to: designate, preserve, protect, enhance and perpetuate those sites, buildings, districts, structures, and objects which reflect significant elements of the county's, state's, and nation's cultural, aesthetic, social, economic, political, architectural, archaeological, historic and other heritage. The <sup>Landmarks Commission</sup> program is administered by the King County Historic Preservation ~~Office~~ <sup>Program</sup>.

Nominations for landmark designation are reviewed by the <sup>King</sup> County Landmark <sup>s</sup> Commission, according to criteria in Ordinance 4828. To be eligible for designation, historic properties must be more than 40 years old and possess integrity of location, design, setting, materials, workmanship, feeling and association. In addition, the property must:

- o be associated with significant historic events or the lives of significant historic persons; <sup>or</sup>
- o embody distinctive characteristics of a type, period, style or method of design or construction; <sup>or</sup>
- o be historically important; or
- o be an outstanding work of an important designer or builder.

A category of "community landmarks," those important to the character or identity of individual neighborhoods, <sup>is</sup> also recognized. <sup>but not subject to regulatory controls</sup>

After designation <sup>is</sup> approved, any "alteration" to an historic structure, object or site requires issuance of a "certificate of appropriateness" from King County. County review is designed to ensure that the distinctive historic quality of the designated <sup>property</sup> site is preserved.

<sup>as a King County Landmark,</sup>

Table 19. Northshore Historic Resources

File

Site Number	Historic Name	Status
0037	W.A. Hannan Home	
0038	Beckstrom Log Cabin	
0039	Hollywood School	Landmark Potential
0040	Bothell Schoolhouse	
0042	Northern Pacific Depot	
0043	Bothell-Lake Forest Park Hwy.	
0044	Walter's Feed Mill	
0045	Glenwood Castle	
0047	Swedish Cemetery	Location Unconfirmed
0061	John and Ann Wold Homestead	Location Unconfirmed
0062	Odd Fellows Hall (Bothell)	
0084	Stimson House	Designated Landmark
0088	Hosmer Home	
0089	Alfred Pearson Homestead	
0090	Iver Larson Home	Landmark Potential
0091	Lytle House	
0095	Spring Hill Water Company	
0096	Streicher House and Barn	
0097	Hollywood Poultry Farm	Altered/Loss of Integrity
0098	George Shaw Home	
0099	Woodinville Memorial Park	
0100	Zackrison's Barn	Altered/Loss of Integrity
0107	Roland Langdon House and Ostberg Barn	
0178	Hawley House	Demolished
0179	Lund House	
0181	W.A. Hannan Store	
0182	Mohn Furniture and Hardware Store	
0184	Woodinville School	Landmark Potential
0185	Johann Koch Blacksmith Shop	Landmark Potential
0186	De Young House	Landmark Potential
0187	Jesse Brown House	Landmark Potential
0188	Stimson-Moore House	Landmark Potential
0189	William Evans House and Barn	Altered/Loss of Integrity
0191	Carlberg House	Landmark Potential
0192	Blyth House	
0195	Bothell Cemetery	
0281	Dorr Forbes Residence	
0290	Ray Forbes House	Demolished
0293	Kenmore Community Club	Altered/Loss of Integrity
0388	St. Edwards Seminary	Landmark Potential
0379	Miller Log House	Landmark Potential
0392	Charles Thomsen Estate	Designated Landmark Potential
0534	S.J. Bower House, Hitsman House	
0535	Skirving Home	
0539	Jens Hanson Home	
0780	Sales Smith House	Altered/Loss of Integrity
0781	Eaton's Cabin	Demolished
0782	W.P. Goldworthy Residence	Altered/Loss of Integrity
0783	Small Pioneer House	Altered/Loss of Integrity
0792	Erikson Log Cabin	Location Unconfirmed
0795	Nils Carson House	Demolished
0796	Boyer Farmhouse	Landmark Potential
0831	Kenmore Bridge	Landmark Potential

Source: King County Office of Historic Preservation Program

In addition to King County's landmark designation process, incentives for historic preservation are contained in federal and state programs. These generally provide tax incentives for improvements to identified historic properties.

Of the 54 <sup>properties</sup> sites in Northshore identified in historic <sup>resource</sup> site surveys, shown in Table 19, 37 are individual houses and barns, 4 are educational or park facilities, 8 are commercial <sup>two have</sup> buildings, 3 are cemeteries or religious institutions, and 3 are transportation facilities. To date, ~~one~~ has been designated as a County landmark, the <sup>Thomsen</sup> Stimson House and <sup>House and</sup> altered enough to minimize their historic value. Thirteen additional <sup>properties</sup> sites have been identified that could, if nominated, potentially meet the County's designation criteria as a historic landmark.

## Agriculture

In 1985, King County's agricultural base contributed an estimated \$160 million to the local economy in direct sales and indirect economic benefits. In addition, productive farmland close to urban areas provides local residents with fresh farm produce, valuable open space, and preserves an important component of the County's history and quality of life.

Some of King County's most valuable and productive farmlands, are located in the Sammamish River Valley in the Northshore planning area. The 1985 King County Comprehensive Plan designates a majority of the Sammamish River Valley as an Agricultural Production District. In 1979 County voters approved a \$50 million bond issue to provide funds to purchase development rights of prime agricultural lands. The intent of the program was to ensure the retention of a sufficient amount of high quality agricultural lands so that producers and suppliers had adequate markets to continue operation in the County.

Upon completion of the program, \$53.8 million was spent on acquiring development rights to 12,658 acres (Redmond, 1989) including 695.5 acres in the Sammamish River Valley (King County Assessor's Office, 1991). The Sammamish Valley acquisitions represent about 5.5% of total farmland enrolled in the program.

Approximately 1,150 acres of land in Northshore are currently zoned for agricultural use. All of these parcels are located in the western portion of the planning area along the Sammamish River Valley between Redmond and Woodinville.

The Open Space Tax Act also encourages the preservation of agricultural lands as open space. Eligible agricultural land must be:

- o 20 or more acres in continuous ownership, devoted primarily to commercial production of livestock or agriculture;
- o 5-20 acres in size devoted primarily to agricultural uses if gross income from farming equaled \$100 per acre for three of the last five years; or
- o less than 5 acres devoted primarily to agricultural use if gross income for three of the last five years was \$1,000.

To enroll in the program, property owners must agree to continue the present agricultural use for ten years; back taxes and a penalty are assessed for early withdrawal.

As of 1990, 1,147.88 acres of land (75 tax parcels) in Northshore were enrolled in the program's agricultural category. This figure includes those agricultural lands for which the County has purchased the development rights. Most of the agricultural land with open space tax status is located in the Sammamish River Valley and in the eastern portion of the planning area, although approximately 85 acres are located east of the City of Bothell. Parcels range in size from one acre to 172.47 acres with the majority 10 acres or less; 12 parcels are larger than 20 acres. No parcels have recently been withdrawn from the agriculture and open space categories of the Open Space Tax Act (Kritsonis, 1991).

## Significant Impacts of the Proposed Action

### Recreation/Open Space

The Proposed Action designates Big Finn Hill Park and St. Edwards State Park each as a "park". While smaller neighborhood and community parks are not recognized on the land use map, their importance is recognized and existence protected by the policies of the Proposed Action.

Approximately 8 acres of land in the southeastern corner of Northshore currently in the open space category of the Open Space Tax Act could be removed from the program and converted to single-family development on one-acre parcels. The remaining 80 acres in the program include the winery and environmentally sensitive areas, both of which would probably remain within the open space tax status during the life of the Plan.

The plan's park and recreational policies emphasize the creation of a system of active and passive open spaces, recreation areas, trails, and scenic areas throughout Northshore. Major open space policies include the following:

- o A community-wide trail system that safely serves a broad range of users; avoids environmentally sensitive areas; and connects to the regional system should be developed. Route selection should consider connecting residential areas with parks; incorporate areas with special features; provide access to public shorelines, including the Sammamish River; and, provide access to schools and activity centers. (P-6, P-7, P-8, P-11, P-12)
- o Consider right-of-way easements along utility corridors and former transportation corridors for potential trail use. When development of property occurs, adequate right-of-way should be provided for trail use that connects existing and proposed schools, parks, riding stables, and neighborhoods. (P-9, P-10)
- o An open space system should be established that is consistent with the Park and open space mitigation should be required by all development. The County may require: lot clustering to preserve open space; linkages between open space; and/or provide incentives for development that preserves open space or establishes trails. (P-16)

### Historic/Cultural

The most direct impact on historic resources in a rapidly growing area such as Northshore is demolition and replacement by more economic uses. According to the County's Historic Preservation Office, 50% of the historic sites inventoried since 1977 have been destroyed or altered in such a manner as to be no longer eligible for designation as a landmark. Future construction could also result in the destruction of <sup>properties</sup> sites not yet identified by the County in a historic survey. Economic forces that influence investors to seek a better economic return for property create the greatest potential impact on historic resources. <sup>Program, approach, methods</sup>

Most (approximately 38) of the historic <sup>properties</sup> sites in Northshore are located in incorporated areas. Of those identified historic <sup>properties</sup> sites located in unincorporated King County, approximately one-half are located in areas subject to development pressures (Quackenbush, 1991). Unprotected <sup>properties</sup> sites located in the portions of the planning area that are proposed for urban residential, industrial, or commercial uses would likely come under strong development pressure and be converted to other uses. In contrast, historic structures located in areas designated and zoned for rural or agricultural uses would be subject to relatively less development pressure. In general, as compared to the Existing Plan and zoning, the Proposed Action would likely have about the same or somewhat greater impact on cultural resources since a greater amount of infill development is encouraged.

The Executive Proposed Plan encourages the County to coordinate with other jurisdictions to identify, preserve, and nominate as landmarks significant historic resources located within the urban growth area. This would be accomplished, in part, by:

- o Using a review process to protect archaeological sites and incorporating preservation incentives into the zoning for the Northshore area. County land use designations should encourage preservation and adaptive reuse to the greatest extent possible. (HP-3, HP-4, HP-8)
- o Historic resources should be retained and integrated into development plans for parks and recreational facilities and interpretive programs to increase public awareness should be developed. (HP-6, HP-7)

The Plan does, however, as a general policy focus ~~to~~ more intensive urban development in the Urban Activity Centers of Bothell, Redmond, Kirkland, Woodinville, and Kenmore. To the extent that this policy increases pressure to redevelop historic property, implementation of the Plan could, as an indirect effect, reduce the number of historic properties in urban areas.

### Agriculture

Agriculturally designated land would be zoned to permit lot sizes no smaller than 10 acres with the intent to preserve sufficient parcel sizes to sustain productive agriculture. Lands adjacent to the agricultural lands would be designated for low density rural uses to help buffer ongoing agricultural activities from incompatible uses.

The proposed land use designations could influence the rate at which parcels are withdrawn from the agricultural category of the Open Space Tax Act. It is estimated that approximately 143 acres of land with agricultural tax status would be assigned single-family urban or single-family low urban land use designations. As development pressures increase on these properties, potential economic returns could induce owners to develop or sell their properties.

The Executive Proposed Northshore Community Plan agricultural policies are intended to preserve the agricultural uses in the Sammamish River Valley. Rural land use designations apply to a majority of the planning area near agricultural lands and would buffer them from more intensive urban development and potential land use conflicts.

In general, continued growth in the Northshore Planning area, especially as it approaches development capacity, is likely to increase land use conflicts between urban and agricultural uses and produce additional financial incentives for property owners to seek necessary changes in zoning categories to permit conversion to urban uses. If development pressures increase as expected, existing preservation incentives (i.e. open space taxation) would probably be inadequate to prevent conversion.

### Mitigation Measures

#### Recreation/Open Space

The Executive Proposed Northshore Community Plan would provide passive open space; along with hiking, equestrian, and bicycle trails for active recreation. In part, this would help relieve a portion of the demand for public park and recreation facilities. The Executive Proposed Plan also proposes some alternative strategies to mitigate these needs such as requiring new multifamily development to mitigate the impacts of new residents on park and recreational facilities; clustered development is also encouraged to help preserve open space.



## Historic/Cultural

Tax incentives for private property owners are an effective means of reducing the economic pressures to demolish or otherwise alter historic properties. The federal Tax Reform Act (1986) preserved investment credits for certified historic properties; RCW 84.26 freezes property tax valuations on designated historic property that are substantially rehabilitated.

The King County Comprehensive Plan encourages the preservation of historic sites. Relevant policies encourage land uses that retain historic or scenic settings and new development to retain and/or enhance historic features to the greatest extent possible.

## Agriculture

Implementation of the Northshore plan's land use concept and policies would help reduce potential conflicts between agriculture and urban uses and some of the pressure for rezoning and development of existing agricultural lands.

## Unavoidable Adverse Impacts

### Recreation/Open Space

With or without the Proposed Action, population growth and development would increase pressure for the conversion of open space to more intensive urban uses.

### Historic/Cultural

With or without the Proposed Action, population growth and development would increase pressure for the redevelopment and reuse of historic sites.

### Agriculture

As population growth continues, some conflicts between agriculture and residential uses are likely to occur. These conflicts, although not considered significant impediments to farming operations are: increased trespassing and vandalism, movement of farm vehicles on public roads, and complaints of neighbors about farming activities. Economic factors could lead to the conversion of some agricultural lands to other uses.

## Impacts of the Alternatives

### Recreation/Open Space

The Existing Plan and alternatives propose agriculture use rather than an expansion of the County park northeast of St. Michelle Winery in the Sammamish River Valley. In terms of open space, however, the difference is not significant. Alternatives 2 and 3 seek to concentrate development in existing urban areas. To the extent that they are successful in attaining that objective, they could result in additional open space in other portions of the planning area.

### Historic/Cultural

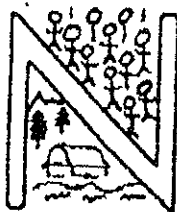
The impacts of each of the alternatives would be essentially the same as those identified for the Proposed Action. However, to the extent that Alternative 3 accommodates less development, the potential to convert historic sites to other uses would be reduced.

# Response to King County Cultural Resources Division -- Letter No. 11

1. Your corrections are noted and incorporated in the Final EIS.



Northshore team



# Friends of Northshore

Kenmore, Swamp Creek, Bothell, North Creek, Norway Hill, Holly Hills, Hollywood Hill, Woodinville, Leota, Sammamish River Valley, Inglemoor, Finn Hill, Juanita, Kingsgate

June 21, 1991

RECEIVED

JUN 24 1991

PCDD

Miriam Greenbaum, Manager  
Division of Planning and Community Development  
Smith Tower, 7th Floor  
506 Second Avenue  
Seattle, WA 98104

Re: Comments on the Draft Environmental Impact Statement to the Executive Proposed Northshore Community Plan Update.

Dear Ms. Greenbaum,

These comments are provided on behalf of the Friends of Northshore in response to the DEIS to the Community Plan Update for the Northshore planning area.

In general, the DEIS has done a good job of exploring impacts of the various proposed plan alternatives. We question the results where:

- o Potential problem areas were not addressed;
- o Insufficient background data was given, and we feel more research is needed;
- o We feel a conclusion is correct, but stronger language may be appropriate;
- o Inconsistencies within the plan itself, or between the plan and the King County Comprehensive Plan should have been noted.

We understand the Executive's directive to develop a 6-10 year Northshore Plan update, which would accommodate forecast growth consistent with other county goals, including: protecting the environment, preserving resource lands, and providing adequate facilities and services. We believe that the DEIS falls short of adequately analyzing the substantial impacts of placing the directive of accommodating the PSCOG population projections ahead of other land use goals.

Among the options presented in the Executive's proposed plan, the so called "No Action Alternative", the option of leaving in place the existing Northshore Community Plan, receives less than adequate evaluation because of the undue emphasis placed on "accommodating the PSCOG projected growth".

We believe a Supplemental Draft Environmental Impact Statement (SDEIS) is necessary to further address subjects in the DEIS that have not received sufficient scrutiny. A SDEIS could also be of benefit to decision makers by proposing as a fourth plan option, a "Modified No Action Alternative", based on a more realistic evaluation of the carrying capacity of Northshore, and of the growth potential reflected in the current zoning. This "Modified No Action Alternative" would take into consideration the development patterns in the community since 1981, and incorporate environmental and growth

management regulations adopted in the interim.

4 | We oppose a large portion of the area zoning changes recommended by the Executive Proposed Plan. We feel several of the proposed policies need to be revised. We support a more balanced distribution of population and housing throughout the Northshore area based on consistent and fair application of policies, environmental resources needs, and infrastructure capacity.

5 | We understand and applaud the goal to develop urban growth boundaries within which growth will be concentrated. However, the plan should assure restoration of already damaged resources in the urban areas. Before new growth proposals are made, current deficiencies in parks, transportation, and schools must be remedied. Full protection against further degradation should be assured in any proposed plan alternative.

6 | We believe that preserving and cultivating the character of "established neighborhoods" and "maintaining the quality of life" should receive equal or greater priority in the decision making process to the Executive's directive to accommodate growth. We do not agree with the DEIS, which categorizes these ideas as "perceived" changes in neighborhood character or quality of life. The changes are real and can be quantified. An adequate environmental analysis would document these changes.

7 | Since Northshore is the first community plan establishing urban growth boundaries, important precedents will be set for other plans in the County. It is of paramount importance that this planning effort be analyzed accurately and completely in the Environmental documents. We appreciate the opportunity to comment on these proposals, and we look forward to commenting on subsequent documents in the course of the plan revision process.

Specific comments on the DEIS follow:

#### MITIGATION MEASURES

Throughout the discussion of affected environment, the Executive DEIS proposes mitigating measures that are either inadequate, not based on specific data, or which contradict existing or proposed policies. Mitigation should avoid adverse impacts; where they cannot be avoided, they should be minimized to the extent that they can be deemed "minimal". Mitigation is not effective if its goal is only to bring impacts within a minimal range of acceptance.

8 | We do not consider it realistic to expect that individual project analysis under SEPA would provide any measure of mitigation. Based on a history of MDNS appeals on Northshore's west side, it is apparent that EIS's are required rarely, if ever, under current County policy, even on major multi-family developments impacting wetlands.

Mitigation that suggests future developments be required to dedicate land to meet demand generated by their developments is also a problem. First, this approach cannot address the deficit that already exists in regional facilities in such areas as transportation, parks, and schools.

Mitigation can only be assessed for direct impacts generated and associated with a particular development. Most developable lands on the west side are small parcels where infill will occur. The ability to assess direct substantial impacts from numerous small parcels is difficult, and requires greater analysis and specificity than MDNS's can require.

9 | The recommended SDEIS should include a section detailing the average size, size distribution, number, availability, constraints, and zoning status of vacant parcels on the west side of Northshore, within the urban growth boundaries. This basic information would provide a better data base for analysis of impact, and could result in mitigation methods that would be more effective in coping with

distribution of the dramatic projected population increase over a large number of small, separate sites.

10

Density credits and clustering (to reduce impervious surface coverage) are proposed to mitigate impacts to wetlands and sensitive areas, reduce storm drainage runoff, and create parks and recreation land. Higher density next to wetlands produces intense negative impacts that far outweigh mitigation provided by buffers and building setbacks. Because the vast majority of land parcels available for infill are small, it is unlikely that density credits can be an effective method of supplying park land or recreational facilities.

Use of impact mitigation fees to fund park acquisition and traffic improvements presents several problems:

First, it must be assured that adequate land base for the park (or road or school) is available. In Northshore, what little land is available is being rapidly developed; if the county waits until sufficient fee moneys have been collected to acquire park land, the opportunity to acquire and preserve undeveloped land for park and recreational uses will have been lost. The timing behind providing park lands and urban separators is critical, and it is nowhere addressed in the DEIS.

11

Second, the plan provides zoning that implies "infilling" all available land. It has not, to date, provided for identification and preservation of specific potential park sites. Even if zoning must show residential use because there is no "park" zoning category, the Northshore Community Plan should identify potential park sites, and provide measures for protection from development for those sites until funds for acquisition are available. Mitigation fees cannot address this need.

Finally, how do you establish a "mitigation fee" which adequately compensates current populations and future generations for the irretrievable loss of open space and wildlife habitat, and permanent damage to stream corridors?

## TRANSPORTATION

The DEIS states: "...all these new road projects are designed to improve circulation and provide relief to congested areas."

It also states: "... recommended improvements will not provide enough additional road capacity in some corridors to implement proposed land uses while still maintaining a road system that would comply with King County's road adequacy standards."

These two statements contradict each other.

12

Several of the specific roads that cannot be improved to comply with adequacy standards are crucial for access to the region; failure to bring these roads to adequacy guarantees gridlock for the area as a whole.

Transportation problems in Northshore are not easily solvable because of the topographic realities of the planning area. For example, the north end of Lake Washington ensures that the section of SR522 west of Kenmore must continue to be a funnel for regional traffic. The lake also limits the number of access routes for Finn Hill, all four of which now end in intersections rated at level of service E or F.

Since 70% of the traffic is generated outside the planning area, a solution to the Northshore transportation problems is highly dependent upon a regional transportation solution, such as rapid transit. Such a solution should be addressed before expensive road projects are proposed that will not solve the problems. Again, an example is the bottleneck on SR522 at Lake Forest Park. No amount of improvements at the central Kenmore intersection will increase traffic capacity just a short distance to

the west.

We oppose the Riverside Parkway bypass proposed around downtown Bothell.

The Executive's proposed plan uses traffic projection figures that assume that mixed use zoning, specifically in urban centers like Kenmore and Woodinville will generate fewer outbound trips, and a higher percentage of internal trips. This assumption should be examined carefully.

The peak hour figure of directional splits of 70%/30% and the assumption that peak hour trips comprise 10% of the daily trips also could use close scrutiny. These numbers were based on daily volumes studies. A study considering only peak hour volumes would give a more accurate level-of-service estimate.

Mitigation fees paid on a per-project basis can only ameliorate the impact of a particular development proposal. They cannot fund a solution to the regional transportation problems.

Mitigation measures proposed include upzoning areas where roads can support growth, and downzoning areas (designating them as future urban) where growth may occur when facilities are provided. So far this policy has not been followed, and without teeth in the measure, it will not be followed. The areas slated for the most concentrated growth are the very areas that already pose congestion problems: the 68th Ave. / SR522 intersection in Kenmore, SR202 and 175th Street in Woodinville, the 160th Street / I-405 interchange, and Juanita Drive and Simonds Road.

Data on the percentage of traffic reduction from TSM's should be supplied, and compared against the percentage reductions needed to bring traffic to acceptable level of service. A policy of handing out one month bus passes to new residents of a multi-family development (as has been proposed in Kenmore) will NOT provide effective mitigation.

The DEIS states in a number of places that the PSCOG population figure may not be able to be reached at buildout due to infrastructure limitations. Traffic is cited in several places as the limiting factor. If the limiting factor in determining population at buildout were a requirement that all intersections meet minimum acceptable levels of service, what would the effect be on the population at buildout, and what would be the appropriate zoning for THAT population projection? Since several intersections, notably the main Kenmore intersection at 68th Ave. and SR522, are already at LOS F, and are at ultimate design (cannot be improved), the effect on planning would be substantial! The limitation imposed by traffic constraints has not been quantified. It should be. When it is, the *achievable* population figures should be used in the Northshore Community Plan, not the PSCOG population projections.

#### TSM's

TSM's and incentives for carpooling are among the mitigating measures proposed for improving the lack of road capacity. What percentage of population would need to use TSM's in order to minimize the impact of the population increase projected? No analysis is given either of specific proposed TSM's or of the numbers necessary to effect a change.

The mitigating measure proposed to correct high CO levels associated with inadequate traffic flow in low lying areas is to locate intensive land uses in designated activity centers near major transportation facilities. This is a broad and vague statement which lacks any support documentation or data in this DEIS. In reality, the proposal does not mitigate the effects of congestion, it merely attempts to localize and concentrate the impact.

#### KENMORE ACTIVITY CENTER

Policy K-3 states: "Major new development would be contingent on future traffic improvements." The central Kenmore intersection is already at LOS F and at ultimate design. Yet the KAC plan specifies that a new commercial development should be centered around the 68th Ave. / SR522 intersection. The 90% of traffic that drives through Kenmore will continue to do so, and their numbers will increase. It will take a strong incentive to get people out of their cars. A mixed use commercial center is unlikely to provide an incentive. An attractive lake-front park, with public lake access is sorely needed. If these amenities were provided, it may be more likely to make Kenmore a destination.

12

Mitigating measures recommended for traffic congestion at the 68th Ave. / SR522 intersection include widening of 175th St. and 181st St. The wider streets, with heavier traffic and its attendant noise and pollution, will discourage pedestrian traffic in the core, defeating the planned pedestrian overlay. The proposed pedestrian overpass will make lake access difficult, if not impossible for the handicapped.

If a pedestrian overlay is to be implemented, the streets surrounding the overlay area need to be pedestrian friendly. It would be difficult to upgrade 181st St. to a collector level, and still provide an environment that is conducive to pedestrian use.

### OVERUSE OF GENERALITIES

This DEIS frequently uses the word "generally". Examples are prevalent in all sections of the analysis.

- o Low density residential designations are *generally* proposed adjacent to agricultural lands.
- o In *general*, western two-thirds of planning area is urban (six homes / acre).
- o The proposed action would *generally* apply low intensity land use and zoning designation to areas with potentially high erosion, landslide and seismic hazards.
- o Where a pattern of urbanization has not already been established, the Proposed Action would *generally* maintain existing low density uses in areas with potentially high erosion hazards.
- o The Single Family Urban and Single-Family Low Urban land use designations of the Proposed Update are *generally* consistent with the purposes of the draft R/1-8 zone.

13

Generalizations such as these minimize the accuracy of environmental impact assessments, and do not provide an accurate analysis.

### LACK OF SPECIFIC AND ACCURATE ANALYSIS

Additional data and analysis is necessary in the DEIS for population, parks and open space, traffic, impact on incorporated areas, and schools.

Population projections are based on PSCOG data. We understand the State Department of Community Development also develops population projections. The two projections should be compared and analyzed. Population statistics are at the foundation of the plan. It is essential that they be as accurate as possible.

14

According to the DEIS in the park section, there has been a lower than forecast population growth. What is this factor? To what is the shortfall attributed? How has that information been used in the PSCOG projection data used in the document?

15

The Growth Management Act requires designation of greenbelts and urban separators as part of the urban growth areas. We believe separators should be established between communities as well as

between jurisdictions. The greenbelts indicated in the current document are inadequate both for separating jurisdictions, and separating communities. New greenbelts and open space corridors need to be identified, and a plan established to acquire and preserve them.

15 State Parks should not be part of any urban growth area. We question whether agricultural lands, for which the development rights have been purchased under the farmlands program, should be designated as urban separators. Any agricultural lands should be designated as resource lands, whether they are located in the urban, urban growth, or rural areas.

16 A more detailed analysis should be provided of land base needed to provide the Parks and Open Space requirements of current and future populations, including an inventory of all available lands and their potential for meeting the open space and recreational needs. Because there is currently a deficit of park land (155.28 acres), and because growth is forecast primarily for the west side, the park land analysis should concentrate on defining park needs in the urban growth areas, identifying available lands to meet those needs, and specifying measures and a schedule for obtaining those lands.

17 The school section needs to be expanded. Like the section on Parks and Recreation, a list of numbers of schools necessary to meet population projections, and inventories of potential viable lands for meeting school siting criteria needs to be developed and analyzed.

18 The traffic analysis needs to be revised. In order to obtain a more accurate level of service estimate on the various intersections, peak hour volumes should be used.

19 The assumption that additional work, shopping and residential opportunities created in Northshore by concentrated land use patterns will help keep Northshore residents from leaving the area needs to be justified. This assumption must have been used in the trip percentages projected under the Northshore Plan and the Executive Proposal. What if this assumption proved false? Due to the increasing specialization of the job market, we feel that this assumption may not only be invalid, but that the opposite may be true - that people may have to travel farther distances to jobs in the future.

#### INCONSISTENCIES WITH SURROUNDING JURISDICTIONS

There is no discussion in the DEIS of apparent inconsistencies between adjacent jurisdictions in zoning, road standards or park standards. A detailed matrix outlining the differences between Bothell, Kirkland, and King County should be developed.

20 The County is proposing 3-8 units / acre for Future Urban in Growth reserve (interim down zones) to be effected upon annexation to the City of Bothell. Current Bothell zoning along Riverside Drive (north slopes of Norway Hill facing the Sammamish) is at the highest 5 units / acre. Bothell's Hazardous Slope Ordinance allows 3 units / acre on 15% slope. These inconsistencies would also involve the GR area (future urban) on West Hill.

The Bothell Park Plan establishes need using a 10 acres / 100 people park / population ratio. King County only uses 7.9 acres / 100 people.

There are also differences in road standards. The SDEIS should examine all the inconsistencies, and discuss not only the differences but the potential for negative impacts to the City of Bothell or Kirkland.

#### ERRORS AND OMISSIONS

21 A large wetland owned jointly by King County and the City of Bothell along the Sammamish River trail is neither listed in Table 3 nor identified on the map. While this is in the City of Bothell, the joint ownership identifies it with King County. It is of particular concern to this planning effort because of potential



negative impacts due to the proposed increase in zoning densities along the slopes of the Sammamish River.

22 The development rights to Magnolia Dairy on West Hill in Bothell have been purchased under the farmlands bond issue. The land should be shown on maps as agricultural. Properties adjacent to this area should be designated as single family rural or single family low urban to be consistent with policy A-4, and the area zoning applied to agricultural lands in the Sammamish Valley. Is this land within an Agricultural Production District?

#### POLICIES INCONSISTENT WITH KING COUNTY COMPREHENSIVE PLAN

The King County Comprehensive Plan contains residential policies which guide development in areas with an existing established character of lower densities such as those which exist in three communities on the west side. It also specifies policies for environmentally sensitive lands. (See policies R-201, R-203, R-204 and R-205).

23 The DEIS mistakenly tries to characterize the west side as urban in character with average 6 units / acre. Residential policies (R-5, R-8, R-9c) are reworded, inconsistent with existing Comprehensive Plan policies, in order justify infill at higher densities than existing established development.

The policies also allow development on environmentally sensitive lands at much higher densities by clustering high density development rather than applying the low density zoning prescribed in the King County Comprehensive Plan.

#### INCONSISTENT APPLICATION OF POLICIES WITHIN THE NORTSHORE PLAN

Policy on zoning adjacent to agricultural land should be consistently applied. The land adjacent to agricultural lands on Bothell's West Hill should have lower density zoning (policies R-3 and A-4).

24 Sensitive lands on Finn Hill with high erosion potential should be assigned low density zoning at 1 unit / acre (NR-1, R-8, R-9c). P- suffixes should not be relied upon to protect sensitive lands.

Property containing or adjacent to sensitive areas, such as wetlands or unstable soils, should be zoned low density, one unit per acre, as is proposed on the east side. Instead, on the west side, low density is redefined as 2-4 units / acre or higher. Even higher zoning is applied to some sensitive areas, e.g.: Knutsen's Dairy, zoned 10-12 units / acre.

25 Developed areas with established densities of 3 units / acre or less do not have existing densities applied on the west side. Instead, a blanket zoning of 3-8 units has been applied with P- suffix conditions for certain areas.

We do not feel these P- suffixes and potential zones are consistently and fairly applied.

26 When zoning is temporary, based on P- suffixes and future urban designations, the pressure is great to upzone in the neighboring areas. At annexation, the jurisdiction that inherits the area inherits resulting problems as well. Zoning should be definitive and fixed. Concurrence requirements have not been enforced effectively in the past, and, unless they are given teeth, they are an ineffective tool. Potential zoning should not be used as an excuse to delay difficult decisions.

27 "Natural drainage systems of the Sammamish River, Swamp, Juanita, Daniels, Little Bear, North Creek and other area creeks should be restored, maintained, and enhanced..." (policy NR-11). Yet, the DEIS states that the Executive Proposed Plan would impose the greatest impacts on these streams. Plan

policy and zoning must be revised to assure that policy NR-11 is followed in fact, not just on paper.

The transportation section states that all the new road projects detailed (the major ones in Woodinville, Sammamish Valley, and Kenmore) are designed to improve circulation and provide relief to congested areas. Yet in another section the document states that even with improvements the arterials will be operating at capacity. Eight intersections are identified that will remain at level of service (LOS) F.

28

Mitigation strategy for transportation issues proposes selectively increasing densities and growth potential in areas with adequate or excess road capacity and / or limiting growth sufficient facilities are in place. The proposed area zoning does just the opposite by applying high density zoning in already congested intersections and the neighborhoods that feed those intersections; examples are central Kenmore, the I-405 and I60th St. interchange (Norway Hill), and the intersection at Simonds Road and Juanita Drive.

We believe that the Plan, its policies, and the DEIS should be consistent, so that one should not be left with uncertainties about when and where the policies might be applied, or whether the mitigating measures will or will not be effective.

### SUMMARY OF RECOMMENDATIONS

1. The Executive should prepare a SDEIS.

The SDEIS should expand the analysis for Open Space and Recreation, Schools, Traffic, Population, and comparison of standards and zoning of adjacent jurisdictions.

The SDEIS should include a "Modified No Action Alternative" with changes to the Kenmore Activity Center, and the Woodinville Activity Center and to the Commercial zoning. The option should explore the possibility of establishing regional solutions to the 70% of the traffic originating outside the planning area, prior to recommending major traffic improvements in Northshore. Major increases in population should also be delayed until a solution to the regional traffic solution is assured.

29

2. Determine accurately the density of established developed areas so that compatible development may be specified according to the King County Comprehensive Plan policies.
3. Consistently apply low density zoning adjacent to sensitive areas, including wetlands, steep unstable slopes, seismic areas, and floodplains.
4. Apply one acre zoning in selected areas on Finn Hill, Norway Hill, and Swamp Creek consistent with King County Comprehensive Plan policies.
5. In the Kenmore Activity Center, relocate the transit center to the north to SR522; provide a park with public lake access on the southwestern portion of the land designated for mixed use; encourage pedestrian use by providing bike lanes and discouraging through traffic on 175th St. and 181st St.
6. Provide protection for wetlands and animal habitats in the Swamp Creek area, by assigning lower zoning to adjacent lands, as specified by the King County Comprehensive Plan.
7. Existing commercial businesses in the seven identified "Neighborhood Activity Centers" should be recognized, but these centers should NOT be expanded to include high density, multi-family housing. Most of these centers are located in single family residential neighborhoods, and high-density zoning is inconsistent with the established land use patterns.

Additional neighborhood centers should be discouraged, as they promote strip development, making it more difficult to establish urban separators.

Often these centers are located at already-congested intersections which cannot be improved without severely degrading the single family neighborhoods.

8. The plan states that low density areas must be established to the east and west of the Sammamish River Valley to help buffer agricultural uses. (A-4 and R-3) But in policy C1-21, it establishes a neighborhood center at NE 145th St. / 148th N.E. (Hollywood Hill). Even though it proposes P- suffix conditions to "protect the integrity... of adjacent ag lands", any new development of commercial businesses and multi-family housing is inappropriate at this location and inconsistent with the agricultural policies in the Comprehensive Plan.
9. Set a maximum density on Norway Hill and West Hill that is consistent with Bothell's adopted Hazardous slope ordinance and Riverside Drive Comprehensive Plan.
10. Establish rural densities next to the Agricultural land in Bothell.
11. Look at the areas designated as RS 5000 to assure that they are not lands with sensitive areas that should be designated low density. Do not use P- suffixes to protect sensitive areas.
12. Lower the densities at I-405 and 160th to reflect the sensitive wetlands, and adjacent residential densities.
13. Re-evaluate zoning along Juanita-Woodinville Way south of 160th for office uses rather than multi-family.
14. Explore the purchase of the Knutsen property for Recreation / Open Space and community separator between Norway Hill and Kingsgate. It is also close to the Urban Growth Boundary between Kirkland and Bothell, and Bothell and Woodinville. Part of the property is or has been in Open Space Tax status. This should be evaluated as a candidate for partially fulfilling the deficit in recreation land.

Explore the possibility of reversing the surplus process for South Norway Hill Park, in Kingsgate. This land, until recently slated as a park, and which Bothell has targeted in its plan as a future park, could help alleviate the park land shortage at little cost to the County.

15. Designate greenbelts along the southern border of Bothell to separate Kirkland and Bothell.
16. Designate greenbelts between Kenmore and Bothell for Urban separators. Discuss mitigation with Bothell for the difference in park land acres 7.8 vs. 10 / 1000 and how this discrepancy will be resolved.
17. Designate greenbelts between Bothell and Woodinville along the northwest edges of Woodinville.
18. Further detail specific areas where sewers are economically unfeasible, unavailable, or unlikely because of physical constraints in the local service areas on the west side. Clearly establish a policy regarding their inclusion or exclusion in urban growth areas. Establish the zoning of one acre as consistent with urban growth areas given special conditions such as lack of sewers, environmental constraints, established developed character, and lack of facilities.
19. Specify areas in the stream basins where restoration and enhancement will be accomplished through more stringent P- suffix policies and appropriate zoning for future development.

In closing, we bring to your attention the following excerpts from the DEIS (pp. 11-13):

"The area's ability to accommodate growth could be limited in the near and long terms, however, by deficiencies in Northshore's road system."

"As a result of growth being limited in Northshore, due to infrastructure limitations, King County may need to reexamine the land use assumptions of other community plans. It is possible that densities could be increased in other areas with adequate land and infrastructure capacity to offset any deficiencies in Northshore."

29 "In view of potential limitations of population growth due to infrastructure limitations (primarily roads), King County should identify selected areas within Northshore where excess capacity exists or where additional growth capacity can be provided cost effectively; this is unlikely to off-set the likely population shortfall, however."

All these statements concur with our opinion: despite the Executive staff's best efforts, the geography of the Northshore area makes it impossible to accommodate the population figures from PSCOG without creating severe problems. We urge the county to propose a "Modified No Action Alternative" for the Northshore Plan that sets realistic population limits based on carrying capacity of the land, rather than an abstract projected population target.

## Response to Friends of Northshore -- Letter No. 12

1. Your comment is acknowledged.
2. The Land Use and Population & Housing sections of the Draft EIS clearly identify that the Executive Proposed Plan could accommodate the year 2000 forecast but not the year 2010 forecast. Infrastructure limitations are also noted. The potential regional implications of this situation is also analyzed in the Draft EIS. Please refer to pages 151-152, 162-168
3. Preparation of an SEIS is not felt to be appropriate. The Draft EIS evaluates a reasonable range of alternative land use and growth scenarios; the Final EIS also analyzes changes recommended by the Council Panel.
4. Your opposition to the proposed area zoning is noted.
5. The proposed plan -- either the Executive's Proposed Update or the changes proposed by the Council Panel -- addresses the issue of adequacy of services and facilities. Phasing is applied to coordinate growth with the provision of adequate infrastructure. The re designation of the eastern portion of the planning area as Rural in the Countywide Planning Policies, as well as the presence of environmentally sensitive areas and resource lands, limits the ability to distribute population evenly throughout the planning consistent with adopted policies and regulations.
6. The effects you describe are documented in the EIS; see the discussion in the Land Use section for example. Effects are quantified where appropriate and meaningful. The balancing of these environmental concerns with other policy considerations is a task appropriately performed by elected decision makers, not by the EIS.
7. Thank you for your comment.
8. Please see the definition of "mitigation" contained in the SEPA rules (WAC 197-11-768). Mitigation includes reducing, rectifying or compensating for impacts, as well as avoiding impacts. Project-level environmental review is believed to provide a realistic opportunity to impose effective mitigation measures. According to Washington law, mitigation must be focused on identified impacts caused by a proposal; they are not intended to remedy past deficiencies. Please refer to the response to comment 6 regarding phasing of development as a tool to coordinate future growth with infrastructure. As a non-project EIS, the Northshore environmental documents (Draft and Final EIS) are focused on the broad impacts of the proposed plan's policies and zoning; see WAC 197-11-442. Please refer to the additional P-suffix conditions recommended by the Council Panel.
9. Please refer to the Land Use section the Draft EIS and the discussion of the methodology of the land capacity analysis performed for the Executive Proposed Plan and the alternatives; that analysis was updated to analyze the effects of the Panel's recommended changes. The detailed results of the land capacity are included in Appendix B of the Draft EIS.
10. Your comment is noted.
11. Phasing growth with provision of infrastructure is discussed in several sections of the Draft EIS, including Land Use, Population and Housing and Public Services and Utilities. The Draft EIS notes that development could be limited until adequate services and facilities are available. King County does not have an impact fee program for parks at this time. Your comments regarding the need for additional park land is noted; such needs were identified in the Draft EIS (see page 277).

12. The statements should not be viewed as contradictory. Road projects were identified to improve circulation and provide relief to congested areas. Recommended projects in the Executive Proposed Plan are intended to do just that. In some areas, the relief may be for the short term or the circulation may improve but not necessarily the congestion level. This is particularly true for buildout of the land use by the year 2010.

The County is working with other jurisdictions on regional solutions to transportation problems. While HCT is viewed as one of several important pieces of the transportation puzzle, it is important to understand it alone will not solve our transportation problems. The problem at Lake Forest Park is significant but should not preclude improvements that can be made to other parts of the road network.

The Riverside Parkway project has been dropped from the plan at the request of the City of Bothell.

The travel forecast model used by the County is an evening peak hour model. Peak hour volumes were used for analysis purposes because they do provide for more accurate analysis. The daily volumes for road types were provided as a rule of thumb because the public is more familiar with daily volumes.

King County acknowledges the need for regional steps in dealing with transportation funding issues. The County is working with WSDOT and local jurisdictions to enter into Mitigation Payment System (MPS) interlocal agreements which would greatly expand the regional aspects of the MPS. However, impact fees cannot be used to fund 100 percent of growth-related road improvement projects. A public share is required by GMA.

Your concerns regarding up zoning and down zoning are acknowledged. The County is following this policy in the Executive Proposed Plan. Road improvements in congested areas will provide additional roadway capacity and will allow for increased housing densities. Coupled with efforts to comply with the GMA, there will be requirements that road improvements be completed within a designated time period for development to occur. Development in activity centers such as Kenmore and Woodinville will experience continued congestion. However, the County believes that the total number of trips generated by development will be reduced by placing more density in these activity centers. And increased use of modes of travel other than the single occupant auto will be enhanced.

In 1990, a study was done for the County to assess the costs and benefits of a transportation management ordinance. Various sized employment sites using different levels of incentives, from minimal to aggressive, were studied. The results indicate peak hour vehicle trips may be reduced from two percent to as much as twenty percent, depending on the incentive level.

Data were not available for residential sites. However, local experience suggests that residential-based incentives are much less effective in changing behavior than are employment-based programs.

The State Commute Trip Reduction law focuses on large employers who regionally employ about 60 percent of employees. Reductions mandated in the law are for proportion of single-occupant vehicles and vehicle miles traveled per employee. It can be expected these reductions would be greater than those projected in the County study because they are based on person trips rather than vehicle trips. The law requires a 35 percent reduction from the surrounding average by 1999.

The number of vehicles that can be accommodated on the transportation system is a complex interaction of population, employment, mode split, and time of day. It is not possible to say what percent of the population would have to use alternative modes to "minimize" the impact of population growth. The County and other local jurisdictions are trying to establish LOS standards to address the interplay of roadway and system capacity, transit availability, TDM, and nonmotorized facility access. With GMA requirements for facility concurrency with development, a balance will have to be achieved.

The strategies set forth in this plan are aimed at increasing the transportation systems efficiency. By providing incentives and regulations for transportation management in combination with infrastructure improvements to support those incentives and regulations, the County should be able to get the maximum effect in reducing vehicle trips.

Transportation goals for increasing non-drive alone travel may come into direct conflict with air quality goals related to reduction of carbon monoxide hot spots. On the one hand, concentrating development in activity centers makes it possible to provide transit and ridesharing services more effectively and efficiently; walking and bicycling are also more attractive for a variety of transportation purposes.

Other factors, such as increased congestion and numbers of vehicles on the road, increase potential air quality problems. It is essential that transportation facilities be provided to mitigate potential air quality effects caused by concentrating development.

The County does not believe, however, that dispersing development will result in better air quality in the long term. Experience has shown that increased distances of travel and unacceptable congestion at intersections result from such dispersion. It is impossible to effectively serve such locations with transit and other alternative modes.

Your concerns regarding traffic as the limiting factor for population buildout are acknowledged. The county is working with the state and cities on addressing LOS issues as part of the GMA work.

13. Your comment is noted. Non-project EISs are general in nature., consistent with their scope and purpose as described in the SEPA rules (WAC 197-11-442). While general, the statements referred to in your comment are nevertheless accurate, however.
14. The population projections prepared by OFM are for Counties; OFM does not develop forecasts for population or employment at a sub-area level. The Puget Sound Regional Council prepare projections for Forecast Analysis Zones (FAZ), including the Northshore planning area, based on countywide forecasts. Their model considers a wide variety of land use, economic and policy factors.
15. Your comment is noted.
16. Your comment is noted. Such analysis would seem more appropriate in connection with implementation of a capital facilities program for park acquisition.
17. Your comment is noted. The analysis of school needs associated with future growth in Northshore contained in the Draft EIS is believed to be appropriate for a non-project EIS.
18. The Draft EIS traffic analysis used data from the travel forecast model developed specifically for the Northshore Community Plan Update. Roadway sections in the model are identified, in part, based on intersection design and traffic control. The model was run with this intersection information in it, and forecast results were in peak hour volumes. Daily volumes presented for the Draft EIS alternatives were calculated using peak hour volumes from the model; these represent 9 percent of average daily volumes.
19. Your comment regarding mobility is noted. It is not possible to identify precisely where Northshore residents will work in the future. Assumptions used in the traffic modeling are explained on pages 212-213 of the Draft EIS.
20. The analysis contained in the Plans and Policies section provides a general discussion of the consistency of the Executive Proposed Plan with the plans and policies of adjacent regulations. The City of Bothell is in the process of updating its Comprehensive Plan and development standards. Also see the response to the City of Bothell, comments 6 and 7.

21. Your correction is noted.
22. Your comment is noted. The subject property is zoned Agriculture but is not within the Agricultural Production District. Adjacent properties are zoned RS-15000. The
23. Your comments are acknowledged.
24. Please refer to the Council Panel's recommended changes to the Northshore Plan Update; they include more detailed development conditions relating to clearing and grading and protection of water quality.
25. Your comment is noted.
26. Potential zoning is used to indicate the potential appropriateness of a particular density or use, subject to meeting specific criteria for adequate services and facilities. It is a tool used by King County to phase development with infrastructure. The interim urban reserve designation is also used in the Executive Proposed Northshore Update as a tool to phase and coordinate growth with the provision of services and facilities. It should be noted that zoning, by its nature is not permanent.
27. Thank you for your comment.
28. Your comment is noted. The portion of the Draft EIS Transportation section referenced in your comment (page 248) includes several other possible mitigation measures for addressing traffic system deficiencies, including implementing strong transportation demand management programs, coupled with disincentives to single-occupancy vehicle use; and increasing road capacity through an aggressive program of capital improvements. The Draft EIS, at pages 267-268, also suggests a range of possible land use actions to mitigate transportation problems.
29. Please refer to the responses to comments 1 through 28 above which respond to the issues repeated in the summary.



WOODINVILLE CITIZENS FOR HOME RULE  
P.O. Box 331  
Woodinville, Washington 98072

June 6, 1991

Ms. Miriam Greenbaum, Manager  
King County Division of Planning  
and Community Development  
506 Second Avenue, 7th Floor  
Seattle, Washington 98104

DEPT. OF PLANNING  
JUN - 7 1991  
KING COUNTY  
PCDD

Dear Ms. Greenbaum:

SUBJECT: Draft Environmental Impact Statement for the Northshore  
Community Plan Update

The Woodinville Citizens for Home Rule Committee has reviewed the Draft Environmental Impact Statement (DEIS) for the Northshore Community Plan Update and has the following comments on the proposed Urban Growth Area (UGA) for Woodinville described under the Proposed Action.

The Woodinville Citizens for Home Rule Committee disagrees with the urban growth area proposed by the County for Woodinville for the following reasons:

1. Lands designated as urban in the King County Comprehensive Plan and the proposed Northshore Plan are excluded from the UGA, including lands already zoned at greater than one dwelling unit per acre.
2. The proposed UGA does not provide sufficient land to accommodate the forecasted 20 year growth.
3. It is not mandatory that areas have a full range of urban services before being included within an UGA.
4. It is not necessary to exclude agriculture and critical area lands from UGA's to ensure their protection.
5. The proposed UGA precludes neighborhoods that identify with Woodinville from annexing that should be included in Woodinville's 20 year growth boundary.
6. If the UGA proposed by the County were to define future city limits it would be inconsistent with State Boundary Review Board (BRB) criteria for incorporation.

1

1. **Exclusion of Urban Designated Lands from the UGA:** The 1985 King County Comprehensive Plan as amended designates the western two-thirds of the Northshore Plan area as urban and the eastern one-third as transitional. Under the proposed Northshore Plan, the majority of the transitional area would also be designated as urban (single family-low urban--one dwelling unit

per acre). In addition, the area immediately to the east adjacent to the Northshore transitional area and other areas farther east in the Bear Creek Community Plan area have also been designated urban (refer to King County Comprehensive Plan map). Also included within this area are pockets of land currently zoned at 2-3 units per acre. This includes land west of 148th Avenue N.E., land around Lake Leota, and land in the Wellington Hills area.

The UGA proposed by the County excludes most if not all of the transitional area land which under the Northshore Plan will be classified as urban as well as the urban designated lands in the Bear Creek Plan.

The section of the Growth Management Act (GMA) dealing with urban growth areas states that the County shall designate areas "within which urban growth shall be encouraged and outside of which growth can occur only if it is not urban in nature." The GMA contains only two classifications of land under this section: urban and non-urban or rural. Since the County has designated these lands as urban rather than rural, they should be included within the urban growth boundary. If they are not to be considered for urban growth, then they must be designated as rural.

Further, this section of the Act also specifies that UGA's include land that is characterized by urban growth or land that is adjacent to land already characterized by urban growth. In the definitions section of the Act, urban growth is described as 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. The large areas of land designated as single family-low urban (one unit per acre) in the proposed Northshore Community Plan are consistent with this definition and therefore are appropriate for inclusion within the UGA.

In the section of the Northshore Plan on identifying urban growth areas, the County acknowledges that it has applied a definition of urban inconsistent with that of the GMA. It further acknowledges that the urban areas that have been excluded from the UGA may be planned for urban growth in the future.

2. **Insufficient Land Within the UGA Boundary to Accommodate Twenty Year Growth:** The GMA states that "urban growth areas within the county shall include areas and densities sufficient to permit the urban growth that is projected to occur in the county for the succeeding twenty-year period."

Under the Executive-proposed area zoning, the planning area would reach capacity between 2004-2007, three to six years sooner than required by the GMA. The Executive-proposed Northshore Plan would not meet the Act's mandate. Therefore, the County needs to either revise the densities permitted within its proposed urban growth area, enlarge its proposed UGA boundary, or postpone designation of individual community plan UGA's until the overall Urban Growth Area of King County is designated in order to recognize the potential for trade-offs and distinctions between urban areas within the County. The UGA proposed by the County seems to be based on the plan's ten-year horizon rather than the twenty-year horizon required by the GMA.

3. **It is not mandatory that areas have a full range of urban services before being included with an UGA:** The County links the designation of UGA's to the provision of a full range of urban services, including location within a proposed Sewer Local Service Area (SLSA). Location within a SLSA is not a requirement of the GMA for establishing UGA's.

Again in the section on urban growth areas, the GMA further specifies that "urban growth should be located first in areas already characterized by urban growth that have existing public facility and service capacities to serve such development and second in areas already characterized by urban growth that will be served by a combination of both existing public facilities and services and any additional needed public facilities and services that are provided by either public or private sources. The GMA defines "public facilities" as including streets, roads, highways, sidewalks, street and road lighting systems, traffic signals, domestic water systems, storm and sanitary sewer systems, parks and recreational facilities, and schools.

The intent of this definition is to be all inclusive in describing the kinds of "public facilities" that do exist in areas rather than to prescribe that all these facilities and services must exist before an area can be included within an UGA. Had that been the intent, mandatory language would have been specified in the Act. However, the County has interpreted this section as mandatory language for the purposes of defining UGA's. That this was not the legislative intent is further evidenced by the acknowledgement that urban growth can be located "in areas already characterized by urban growth that will (future tense) be served by a combination... and any additional needed public facilities..."

The use of the words *will* and *needed* indicates that some areas characterized as urban may not have the full range of public facilities and services now, but will have them at some future date. This is exactly how the County describes the single family-low urban areas included within the Plan which are located outside the proposed UGA. These areas should be included within the UGA and the phasing of public facilities and services should be jointly planned by the new City of Woodinville and King County. Other than sanitary sewers, the area excluded by the County from the UGA has the full range of public facilities listed by the GMA, but as a developing area, they do not exist uniformly throughout the area.

The use of the word *needed* also indicates that some public facilities may not be required. Built-out neighborhoods on properly functioning septic systems do not require sewers.

4. **It is not necessary to exclude agriculture and critical area lands from UGA's to ensure their protection:** Another area of concern is the determination by the County that agricultural lands and critical areas which are zoned rural in the eastern portion of the Northshore Plan must be excluded from the Urban Growth Areas. These lands exist now within cities and provide greenbelt and open space amenities. They can and do serve as urban separators for those eastern areas of the Northshore Plan that are zoned or proposed to be zoned as urban. The GMA states that "each urban growth area shall...include greenbelt and open space areas." It was not the intent of the Act to exclude agricultural and critical area lands from urban growth areas in all cases.

With respect to agricultural lands, during the previous incorporation process, the Boundary Review Board considered a request to remove a large area of agricultural land from the proposed incorporation area. In part, the decision of the Boundary Review Board stated:

"The Board has considered the request for deletion of the Hollywood Farm area and has determined that it should remain in the incorporation. Cities in the vicinity can be expected to annex until there is virtually no unincorporated area remaining. This site would then be a large island of unincorporated territory, which would constitute an abnormally irregular boundary. It would also be a difficult and illogical service area for the County. The County's ownership of development rights for the land provides ample protection for agricultural purposes, and it is appropriate that the modest property tax revenues be in part shared by the new city, which will provide at least some services used by the farm. This decision therefore tends to accomplish the objective specified in RCW 36.93.180(9)."

Further, the affidavit of James C. Tracy, then Manager of the King County Building and Land Use Division, filed on behalf of the Woodinville Yes Committee, stated in part that

1 "King County's position regarding agricultural lands in the Sammamish Valley is that, regardless of whether the land remains under County jurisdiction or is included in the Woodinville incorporation, the responsible jurisdiction should enforce land use policies designed to protect and promote use of lands in the Agricultural Protection District for agricultural and open space uses."

The comments made by the Boundary Review Board and James Tracy are also appropriate for the land that is on the hillside adjacent to the Sammamish Valley and the land adjacent to Daniels Creek.

Land adjacent to the Sammamish Valley agricultural district is limited to rural residential uses in the Plan to avoid potential conflicts along the border of the district and lands adjacent to Daniels Creek which has been identified as a locally significant resource area are also limited to rural densities to project the sub-basin.

These lands, which are surrounded by existing or proposed urban lands, should not be excluded from the UGA merely because they have been zoned rural to protect these areas. The value that Woodinville area residents place on the agricultural lands in the Sammamish Valley and resource lands is well known to the County. It is inconceivable that the future City of Woodinville wouldn't be just as aggressive as the County in protecting these lands.

5. **The proposed UGA precludes neighborhoods that identify with Woodinville from annexing that should be included in Woodinville's 20 year growth boundary.** The GMA states that no city may annex territory beyond an urban growth area. Adoption of the proposed incorporation

boundaries as Woodinville's UGA or the UGA proposed by the County as stated in policies E-25 and E-26 precludes areas that identify with Woodinville and, in accordance with the Growth Management Act, should be included in our twenty year planning horizon as potential annexation areas. A scientific survey of nearly 1100 Woodinville residents, covering an area from the Snohomish County line on the north to N.E. 124th-128th-133rd on the south and from 124th Avenue N.E. on the west to Bear Creek Road on the east, found that over 60% of the residents within this area supported being incorporated into Woodinville. Also, most of this area was included in the previous incorporation efforts. The UGA proposed by the County would preclude these citizens from having the opportunity to annex into the future city. As stated previously, these areas are needed to accommodate the twenty year growth that is projected for Woodinville.

- 1
6. **If the UGA proposed by the County were to define future city limits, it would be inconsistent with State Boundary Review Board (BRB) criteria for incorporation.** Boundary Review Board criteria require the use of physical boundaries such as roads to define incorporation areas and that regular boundaries be established. In many instances, the UGA proposed by the County follows property lines which are not readily identifiable on the ground. Further, the highly irregular boundaries result in unincorporated islands as previously discussed and create situations where the city would have to traverse unincorporated County land to provide services and the County would have to cross city land in other areas. Such a situation would certainly result in service delivery problems for both Woodinville and King County.

To summarize our comments, the Woodinville Citizens for Home Rule Committee believes that the County has misinterpreted the GMA in determining the proposed UGA for Woodinville. The Committee thinks that the UGA should include all the areas designated as urban in (1) the 1985 King County Comprehensive Plan as amended, (2) the proposed Northshore Community Plan, and (3) the Bear Creek Community Plan between the Snohomish County line on the north and N.E. 124th-128th-133rd on the south, 124th Avenue N.E. on the west, and 232nd Avenue N.E. on the east. Agricultural lands and rural lands so designated to protect resource areas contained within this area should be considered as open space lands and urban separators.

Sincerely,



Don Brocha  
Co-Chair



Dianne Campbell  
Co-Chair

cc: Councilmember Audrey Gruger, King County Council  
Mayor Doreen Marchione, City of Redmond  
Mike McCormick, Assistant Director, Local Government Assistance Center,  
Washington State Department of Community Development  
Rich Yukubousky, Executive Director,  
Municipal Research Center

## Response to Woodinville Citizens for Home Rule -- Letter No. 13

1. Your interpretation of the Growth Management Act's requirements is acknowledged. Please refer to the changes proposed by the Council Panel to the Woodinville urban growth area and to annexation criteria. In addition, please note that the Countywide Planning Policies, ratified by the Cities in September 1992, contain procedures and standards for annexation. The Countywide policies also established an urban/rural boundary that reduces the Urban area as designated in King County's Comprehensive Plan; the Northshore Panel rezoned the eastern portion of Northshore (to AR-2.5) consistent with this revised urban/rural boundary.

You are correct in noting that there is insufficient capacity (both land capacity and infrastructure capacity) in the Urban portion of Northshore to accommodate the Puget Sound Regional Council's 20 year growth forecast. This is true for the Executive Proposed Plan and the Panel's revised proposal. This deficiency, and potential environmental impacts to the region, are discussed in the Draft EIS. It is likely that, as part of the cooperative regional planning process reflected in the County Planning Policies, some population and employment will be reallocated to designated Urban Centers. Many of the issues raised in your letter are best addressed through the comprehensive planning process that is currently underway.

**L**eota  
**W**ellington  
**A**ssociation  
P.O. Box 756  
Woodinville, Wa. 98072

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JUN 6 1991

PCDD

Miriam Greenbaum  
Division of Planning and Community Development  
King County

June 5, 1991

The Leota Wellington Association is a homeowners organization in the Leota and Wellington neighborhoods of Woodinville. We have been working with King County Planners and the Citizens Advisory Council on the Northshore Plan since 1989. This is our response to the draft EIS for the Northshore Plan.

1 The DEIS is very complete and does a good job of describing the impacts of the plan and a much poorer job of describing effective mitigation measures for these impacts. In general we are concerned that the proposed mitigations are not strong enough and that there is no assurance that the measures mentioned will even be carried out. The descriptions of the mitigation measures only describe what might happen. Every mitigation measure in the EIS should have an accompanying description of the laws and ordinances that will be used to enforce compliance.

2 There is one area in which the DEIS is missing information and that is in the identification of environmental constraints. Specifically, a wetland area on the Bear Creek Tributary #0126 was not identified. Please note that the tributary was not identified by number but is shown on the map "SENSITIVE AREAS" page 87 and is referred to as a Class II stream and is shown flowing into Lake Leota from the northwest. The wetland is just north of the Top of the Hill center. This of course brings up the question of what other significant features are missing. Due to the massive change that is proposed to occur in the area, a complete environmental survey must be done and included in the final EIS.

3 An area of significant impact that was not even mentioned is the effects of the construction phase of the proposed changes. Activities such as road widening, land clearing, housing construction, and general construction will have impacts. The magnitude of the proposed changes in the Leota Wellington area will cause large and prolonged impacts to traffic flow, surface water runoff, noise pollution and school population due to these activities to say nothing of the longer term effects that the DEIS mentions. The EIS must include an impact/mitigation section specifically for the construction phase. This is important in that the impacts of such a large amount of short term changes will be potentially more adverse than the longer term changes.

We trust that these changes to the EIS will be made to insure that this document fulfills its purpose.

sincerely,

  
Don Brocha, President

## Response to Leota Wellington Association -- Letter No. 14

1. Thank you for your comment. Although programmatic in nature, proposed mitigation measures are believed to be reasonable and effective in mitigating identified impacts. To be effective, they must be implemented; it is assumed that King County will enforce its adopted policies and regulations.
2. Your correction is noted. Identification of wetlands and other sensitive areas in the Draft EIS is based on King County's Sensitive Areas Maps; these are generally acknowledged to be a reliable source of information. No independent site investigations were conducted for the Draft or Final EISs.
3. As noted in the Draft EIS, the proposed action is adoption of a plan and area zoning; in itself, this action will not directly cause any adverse effects to the environment, and is intended to mitigate impacts that would otherwise occur. Construction impacts associated with future development are analyzed throughout the Draft EIS at a general level of detail (e.g. see the Draft EIS sections on Earth, Air, Water, Plants and Animals, Environmental Health, Land Use, Population and Housing, and Public Services). Construction level impacts would be investigated in greater detail during environmental review of site specific development proposals.



LAW OFFICES

CRAIG H. SHRONTZ

RECEIVED

JUN 10 1991

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June 7, 1991

VIA FACSIMILE, HARD COPY TO FOLLOW

Division of Planning and  
Community Development  
7th Floor Smith Tower  
506 Second Avenue  
Seattle, Washington 98104  
Attention: Miriam Greenbaum, Manager

Re: Comments to Draft Environmental Impact Statement  
for the Executive Proposed Northshore Community  
Plan Update

Dear Ms. Greenbaum:

We represent the owner of the Chateau St. Michelle winery (the "Winery"), which is located in the Northshore Community Planning Area. The purpose of this letter is to convey to the County our comments on the Draft Environmental Impact Statement (the "Draft EIS") that has been issued for the Executive Proposed Northshore Community Plan Update and Area Zoning (the "Plan").

Our comments regarding the Draft EIS are set forth below:

1- The Draft EIS states that the proposed extension of Willows Road from 124th Street north to 145th Street, which the Plan describes as a "high" priority, will be "the key to providing a functional roadway network in the Sammamish Valley and maintaining the rural atmosphere of the valley's east side." However, the Draft EIS does not describe in any meaningful manner the impacts the proposed extension of Willows Road will have on the Sammamish Valley as a whole or, more specifically, to the properties located on the west side of the Valley between 124th Street and 145th Street, which would include the Winery.

June 7, 1991

Page 2

For example, where precisely would the proposed new roadway be located and how would the right-of-way for the roadway be acquired? The Plan appears to indicate, in Chapter 4, that the extension would run through the middle of the Winery. Currently, there is no room to locate such a roadway along the route indicated, at least not without having to tear down the entire Chateau together with a number of trees that have been designated as protected landmarks. Furthermore, if the roadway is sited where indicated in the Plan, the roadway would run through an area the Plan has designated as a Parks and Recreation area and an area that is a major point of interest for local citizens and tourists. The Draft EIS does not discuss these impacts.

If the extension of Willows Road is to be located in the current railroad right-of-way, the EIS should discuss the impacts to the Northshore Area of losing this railway. In addition to its current commercial use, a number of alternative uses have been proposed. The possible loss of these commercial and non-commercial uses is not discussed at all in the Draft EIS.

1- If the extension of Willows Road is to be located east of the railroad right-of-way, it would be on property the development rights to which have already been purchased. However, the Draft EIS does not discuss whether such a location is legally permissible, much less the impact such a major roadway would have on the agricultural character of the Valley and surrounding areas.

Also not included in the Draft EIS is any discussion as to how the intersection of 145th Street would be handled along with the extension of Willows Road. For some time, the Winery has been opposed to the introduction of traffic signals on the west side of the Valley. The Draft EIS needs to consider how this transition would be accomplished and what safety and other impacts would result. In addition, the owners of the Winery proposed and the King County Council approved and endorsed by a formal Motion (No.8607) certain alternative traffic and roadway improvements for 145th Street to enhance the safety of the intersection for pedestrians, equestrians, bicyclists and motorists. This is an area the Council has identified as being of "special concern." The Draft EIS makes no mention of the proposed improvements or the safety related impacts of the proposed extension of Willows Road.

As noted above, the proposed extension of Willows Road is a critical and integral component of the overall Plan. However, the only statement in the Draft EIS regarding the impact

BOGLE & GATES

1- of the extension is on page 231, wherein it is noted that the extension will "limit improvements" and "meet the policies of the Northshore plan." In light of the importance of the extension, much more in the way of discussion and analysis is needed.

2- The Draft EIS also fails to discuss in any meaningful manner the impacts of the proposed Sammamish Valley Access Restrictions. How will these restrictions function and impact development in the areas to which they apply? The Winery is located on the Valley floor and access is obtained from roadways located on the Valley floor. The EIS needs to discuss and disclose the impacts the proposed access restrictions will have on the Winery and property similarly located.

Likewise, the combined impacts of the extension of Willows Road and the application of the Sammamish Valley Access Restrictions should be addressed in the EIS. What, for example, will be the impact on the AR-5-P property that would be located east of the proposed extension in view of the Sammamish Valley Access Restrictions?

3- If the extension of Willows Road becomes part of SR 202, it will have a number of significant impacts, not all of which will be beneficial. For example, traffic will be traveling along the west side of the Valley at a relatively high speed. Aside from the safety impacts mentioned above, the impacts on the recreational activities and facilities along the west side of the Valley should be disclosed and discussed.

4- The Draft EIS does not identify the land use, traffic circulation or other impacts of the property located south of the Tolt pipeline and north of 145th Street. Of particular importance are the impacts that this property, which is included in a Manufacturing Park classification, will have on the agricultural and open space property in the Valley, including the property just south of 145th Street. The Draft EIS needs to discuss the full range of impacts of development in this Manufacturing Park zone. We are concerned that the proposed development conditions included in the Agricultural Impact Area overlay zone will not be sufficient to mitigate the potential adverse impacts. The Draft EIS needs to discuss in detail the impacts of industrial development in this area so the Council can consider all of the mitigation measures that may be necessary to ensure that the impacts are adequately mitigated.

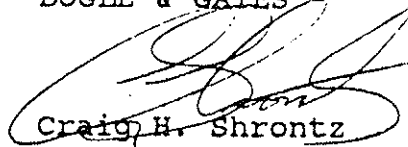
If the County has any questions regarding these

Division of Planning and  
Community Development  
June 7, 1991  
Page 4

comments, please contact the undersigned.

Very truly yours,

BOGLE & GATES



Craig H. Shrontz

cc: Chuck Rapp (via facsimile)  
Keith Dearborn

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BOGLE & GATES

## Response to Bogle & Gates -- Letter No. 15

1. The intent of the Executive Proposed Plan in the Sammamish Valley is to maintain a transportation corridor emphasis on the western side of the valley. The west side has more industrial and nonagricultural uses than the eastern side. Discussion during the community planning process indicated the community desire to keep the east side of the Valley rural with minimum road improvements. The road system in the Valley functions as a major north south regional route. This function will continue. A complete analysis of the impact of the Willows Road extension, the missing segment of the road system on the west side, is not possible in this community plan. However, the importance of this improvement was not believed to be over shadowed by its anticipated major challenges. The details of impact on the St. Michelle Winery cannot be properly addressed in this plan. An exact alignment and amount of right-of-way required are unknown at this time as is its effect on the railroad and intersection with Northeast 145th Street. The extension is expected to reduce the demand for major road improvements on the east side of the Valley. This will help maintain the rural character of the Valley as a whole while providing improvements on the more industrial and nonagricultural side of the Valley. The information you provide and the questions you asked are useful and appreciated.
2. Access restrictions identified in the policies are important to the intended function of the proposed Willows Road extension. This does not mean that access should not or would not be provided to properties along the extension. It means that such access would be studied carefully and access would be restricted. The restriction of access along Willows Road is intended to minimize access from upslope properties to the roadways in the Sammamish Valley. Properties which have no other viable access except via the Valley roads, such as Willows, would be allowed access. Because the exact location of the road has not been determined, any impacts of access restriction cannot be identified at this time.
3. As proposed, the Willows Road extension will be designated as SR 202. This designation of SR 202 to the west side of the Valley has been proposed by State Representative John Betrozoff in the past. It makes sense to do so when Willows Road is extended. The speed limits for the facility would be the same as on the east side of the valley. Any specific positive or negative impact on recreational activity is not known at this time. It is understood the winery property would be affected.
4. Thank you for your comment regarding land use compatibility. Please refer to the Council Panel's proposed revision to Policy A-6; it contains revised P-suffix conditions that address potential conflicts between activities in the Agricultural Production District and adjacent non-residential uses. Detailed analysis would occur in the context of specific development proposals.

FROM: Maxine Keesling, 15241 N.E. 153rd St., Woodinville WA 98072  
TO: Miriam Greenbaum, Manager, Division of Planning & Community Dev.  
RE: NORTHSHORE PLAN REVISION EIS COMMENT, "Erosion Problem",  
Hollywood Hill, per Map on Page 90 of the EIS

June 11, 1991

Technically, this letter is late. However, on May 14th, within the comment period, I discussed this issue with Derek Booth of SWM. (After having called Sean Kennedy of SWM, Jan Briggs of Planning, Kitty Ford of Weinman Associates, and Lisa Madjiak of Planning, in that order, before ending up with Mr. Booth.) Additionally, I brought the subject up at the local public hearings (meetings?), and wrote a letter to the editor, copied below. So I trust this will be treated as an addendum to a comment already timely submitted.

1 The latest Sensitive Areas Maps for King County show no erosion problems on Hollywood Hill. And, as pointed out in the letter below, hillside areas depicted as "Erosion Hazard" in those maps (summarized in the EIS map on page 89) are NOT erosive.

Derek Booth of SWM said he collected information from a number of sources for the map on page 90 - Hollywood Hill "Erosion Problem" - and that he may have reached a wrong conclusion, in which case he would be glad to issue a correction. The Final EIS should analyze the sources of Mr. Booth's map information, and, as I requested during the original scoping process for the EIS, there should be an analysis of the TRUE potential for erosion from the west slopes of Hollywood Hill, since there has been no discernible erosion from existing acre-lot development thereon.

**Achieve goals without fabricating facts** *WW 6-4-91*

At the Woodinville hearing on the proposed Northshore Plan Revision, I was misquoted as wondering why "flooding problems on Hollywood Hill" can't be cured when such problems in Seattle are routinely taken care of.

I have NEVER wondered about said flooding problems on Hollywood Hill, as I understand the situation perfectly. Those so-called problems are being used by Hollywood Hill residents as an excuse for stopping further development, and by King County's Surface Water Management Division (SWM) as a major example of development-caused flood damage, that helps necessitate the renewal of SWM's program in this, its sunset year...

A too-small, plugged culvert, not development, was what caused the famous 1986 washout of the N.E. 146th Place entry road to Hollywood Hill. Ever since that culvert was replaced (by the Roads Division, not SWM) with a new large culvert (that has been kept clear by the Roads Division, not SWM), there has been no further flood damage to the Hollywood Hill entry road. Flood wash around the corner on 148th could be solved by replacing other too-small culverts and substituting a gentle stream curve for the present right-angle curve. (SWM wants to solve that particular problem by spending hundreds of thousands of dollars to send the stream across the street and through the Little League ball fields to the Sammamish River--to furnish habitat for fish that are to be introduced into the "rehabilitated" stream.)

The latest twist is depicted on a new map in the Northshore Plan book, showing all of Hollywood Hill as an "Erosion Problem" area, which never before has been suggested by previous mapping, or by my own observations during more than 27 years of living on Hollywood Hill. If this were true, there would be signs of erosion from the 30-home development on the side hill north of the Old Schoolhouse, and from The Farm, which extends over the hill south of the Schoolhouse.

It would be appreciated if Hollywood Hill residents and SWM would try to achieve their goals without fabricating facts.

*Maxine Keesling, Woodinville*

2 One last item: Why is the Hollywood Canyon stream shown going through its ancient location through the Little League Fields, when it actually was re-routed by King County along the east side of 148th N.E. If the County is going to go by old locations, it should also show the Sammamish River in its former ancient bed.

Sincerely,

Maxine Keesling

RECEIVED

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PCDL

## Response to Maxine Keesling -- Letter No. 16

1. Thank you for your comment. A revised Sensitive Areas map Folio was prepared subsequent to publication of the Draft EIS; it does not include the subject area. "Erosion hazard areas" identified in the Folio indicate soils that are highly erosive based on SCS map categorized. "Erosion problem areas" are identified to help assess the susceptibility of downstream channel reaches as a result of increased flows.
2. Your correction is noted.





# Appendix A

## Distribution List

### Federal Agencies

U.S. Department of Agriculture  
U.S. Environmental Protection Agency, Region X  
U.S. Fish and Wildlife Service.  
U.S. Department of Housing and Urban Development, Region 10  
U.S. Geological Survey  
Federal Emergency Management Act  
Muckleshoot Tribes  
Snoqualmie Tribe  
Soil Conservation District  
U.S. Army Corps of Engineers

### State Agencies

Washington State Office of Financial Management  
Washington State Department of Ecology  
Washington State Department of Ecology, Northwest Regional Office  
Washington State Department of Game  
Washington State Department of Natural Resources  
Washington State Department of Fisheries  
Washington State Department of Transportation  
Washington State Department of Transportation, District 1  
Washington State Department of Commerce and Economic Development  
Washington State Department of Social and Health Services  
Washington State Parks and Recreation Commission  
Washington State Ecological Commission  
Washington State Office of Archaeology and Historic Preservation  
Washington State Planning and Community Affairs Agency  
Washington State Utilities and Transportation Commission  
University of Washington, Department of Urban Design and Planning

### Regional Agencies

Puget Sound Council of Governments  
METRO, Environmental Planning  
METRO, Service Planning  
Puget Sound Air Pollution Control Agency  
Seattle-King County Department of Public Health  
Washington Environmental Council  
Seattle-King County Economic Development Council  
Snohomish County Planning Department

## **King County Agencies/Offices**

King County Executive  
King County Council  
King County Prosecuting Attorney  
Regional Policy Programs Section  
King County Building and Land Development Division  
King County Planning and Community Development Division  
King County Department of Public Works  
Transportation Planning Section  
King County Conservation District  
King County Parks Division  
Resource Planning Section  
King County Office of Open Space  
King County Health Department  
King County Cultural Resources Division  
King County Department of Public Safety  
King County Department of Budget and Program Development  
King County Office of Zoning and Subdivision Examiner

## **Cities of Redmond, Bothell and Kirkland**

Mayors Office, City of Redmond  
Mayors Office, City of Bothell  
Mayors Office, City of Kirkland  
Planning Department, City of Redmond  
Planning Department, City of Kirkland  
Planning and Community Development Department, City of Bothell

## **Utilities/Services**

Lake Washington School District #414  
Northshore School District #417  
Northeast Lake Washington Sewer and Water District  
Woodinville Sewer and Water District  
Redmond Water Department  
Seattle Water Department  
Fire District No. 36  
Fire District No. 16  
Fire District No. 41  
Fire District 42  
Bothell Fire Department  
Washington Natural Gas Company  
Northwest Pipeline Company  
Puget Sound Power and Light Company, Real Estate Division  
Pacific Northwest Bell  
General Telephone Company

## **Libraries**

University of Washington Library  
Seattle Public Library  
Redmond Library  
King County Library System  
Bothell Library  
Kingsgate Library  
Kenmore Library

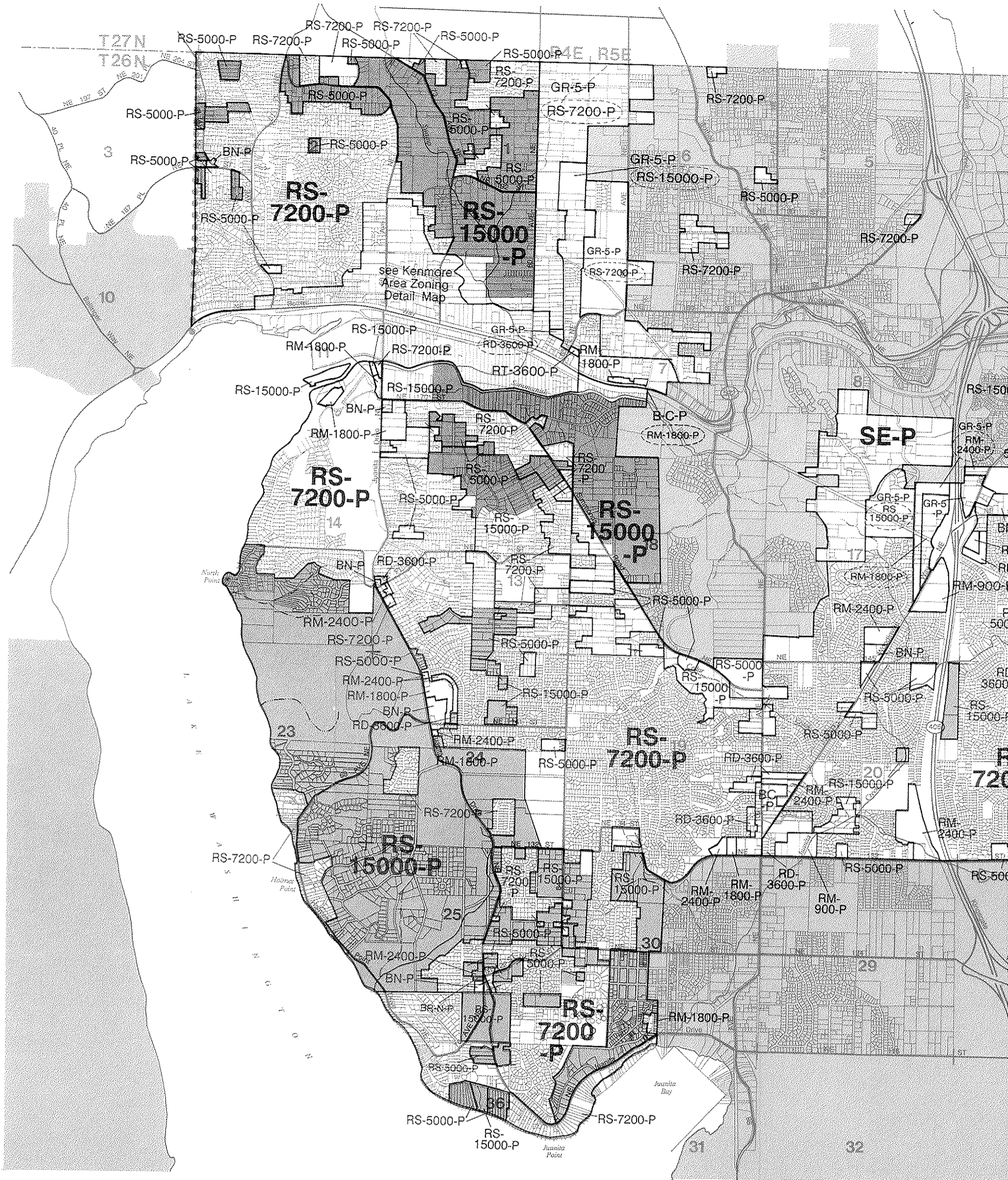
## **Media**

Seattle Times  
Seattle Times Eastside Bureau  
Seattle Post-Intelligencer  
Journal American  
Woodinville Weekly  
The Woodinville Citizen  
The Northshore Citizen

## **Community Organizations**

Woodinville Community Action Council  
Woodinville Citizen's for Home Rule  
East Lake Washington Audobon Society  
League of Women Voters  
Friends of Northshore  
Sierra Club  
Woodinville Historical Society  
The Nature Conservancy  
Bothell Chamber of Commerce  
Woodinville Chamber of Commerce  
Kenmore Chamber of Commerce  
Swamp Creek Preservation Society  
Bothell Mobile Home Owners Association  
Hollywood Hill Association  
King County Executive Horse Council  
Juanita Homeowners Association  
Longtree Homeowner Association  
Grousemont Homeowners Association  
Leota-Wellington Homeowners Association



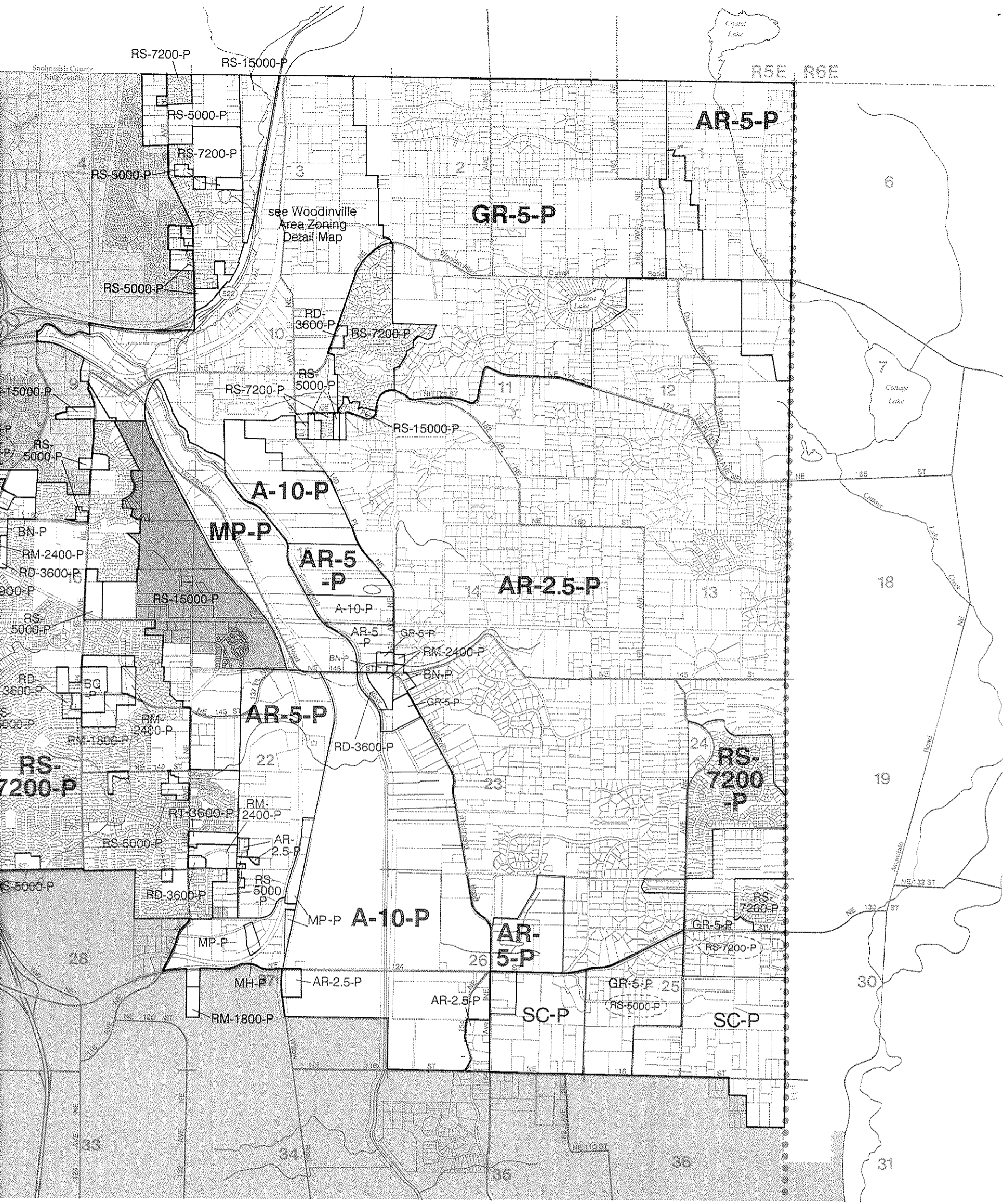


# King County Council Panel Recommended Northshore Area Zoning

## Residential:

AR-5	Rural Area, 1 unit per 5 acres	RM-2400	Medium Density Multiple Dwelling, 1 unit per 2,400 sq. ft.	BN
AR-2.5	Rural Area, 1 unit per 2.5 acres	RM-1800	Medium Dwelling Multiple Dwelling, 1 unit per 1,800 sq. ft.	BC
SE	Suburban Estate, 1 unit per 35,000 sq. ft.	RM-900	Maximum Density Multiple Dwelling, 1 unit per 900 sq. ft.	CG
SC	Suburban Cluster, 1 unit per 35,000 sq. ft.	GR-5	Growth Reserve, 1 unit per 5 acres	BR
RS-15000	Single Family, 1 unit per 15,000 sq. ft.			ML
RS-7200	Single Family, 1 unit per 7,200 sq. ft.			MH
RS-5000	Single Family, 1 unit per 5,000 sq. ft.			MP
RMHP	Residential Mobile Home Park			
RT-3600	Residential Townhouse, 1 unit per 3,600 sq. ft.			
RD-3600	Low Density Multiple Dwelling, 1 unit per 3,600 sq. ft.	A-10	Agriculture, 1 unit per 10 acres	-P

## Resource:



**Commercial:**

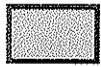
- BN Neighborhood Business
- BC Community Business
- CG General Commercial
- BR-C Regional Business, Mixed Use

**Industrial:**

- ML Light Manufacturing
- MH Heavy Manufacturing
- MP Manufacturing Park

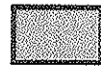
Potential Zone

**-P** P-Suffix conditions apply,  
 (See Area Zoning in the Executive Proposed Northshore Community Plan Update and Council Review Panel Recommended Amendments for specific P-Suffix conditions, available from King County Planning and Community Development Division.)



**Incorporated Areas**

\*City of Woodinville incorporation effective approximately March, 1993



**Interim Urban Reserve**

(GR-5 overlay. In 1994, a study will be transmitted to the County Council to determine if the overlay should be removed and the underlying zone come into effect.)

Northshore Community Planning Area



King County Planning and Community Development Division  
 1991

