



City of Covington
Unmatched Quality of Life.

City of Covington
 16720 SE 271st Street, Suite 100 • Covington, WA 98042 • (253) 480-2400 • Fax: (253) 480-2401

The City of Covington is a place where community, business, and civic leaders work together with citizens to preserve and foster a strong sense of community.

PLANNING COMMISSION AGENDA
Thursday, November 7, 2013
6:30 PM

CALL TO ORDER

ROLL CALL

Vice Chair Paul Max, Jennifer Gilbert-Smith, Ed Holmes, Bill Judd, Sean Smith, & Alex White.

PLEDGE OF ALLEGIANCE

Special Order of Business: Election of New Officers

APPROVAL OF CONSENT AGENDA

1. Planning Commission Minutes from August 15, 2013 and August 29, 2013

CITIZEN COMMENTS - *Note: The Citizen Comment period is to provide the opportunity for members of the audience to address the Commission on items either not on the agenda or not listed as a Public Hearing. The Chair will open this portion of the meeting and ask for a show of hands of those persons wishing to address the Commission. When recognized, please approach the podium, give your name and city of residence, and state the matter of your interest. If your interest is an Agenda Item, the Chair may suggest that your comments wait until that time. Citizen comments will be limited to four minutes for Citizen Comments and four minutes for Unfinished Business. If you require more than the allotted time, your item will be placed on the next agenda. If you anticipate, in advance, your comments taking longer than the allotted time, you are encouraged to contact the Planning Department ten days in advance of the meeting so that your item may be placed on the next available agenda.*

PUBLIC HEARING

2. Hawk Property Preferred Subarea Plan amending the city’s Comprehensive Plan and Municipal Code and the Draft Planned Action Ordinance. (See Attachments)

UNFINISHED BUSINESS – None

NEW BUSINESS

3. Discussion of public testimony on the Hawk Property Subarea Plan and amending the city’s Comprehensive Plan and Municipal Code and Draft Planned Action Ordinance.

ATTENDANCE VOTE

PUBLIC COMMENT: (Same rules apply as stated in the 1st CITIZEN COMMENTS)

COMMENTS AND COMMUNICATIONS OF COMMISSIONERS AND STAFF

ADJOURN

*Any person requiring a disability accommodation should contact the City at least 24 hours in advance.
 For TDD relay service please use the state’s toll-free relay service (800) 833-6384 and ask the operator to dial (253) 480-2400*

Web Page: www.covingtonwa.gov

CITY OF COVINGTON
Planning Commission Minutes

August 15, 2013

City Hall Council Chambers

CALL TO ORDER

Chair Key called the regular meeting of the Planning Commission to order at 7:05 p.m.

MEMBERS PRESENT

Chair Daniel Key, Vice Chair Paul Max, Jennifer Gilbert-Smith, Bill Judd, Sean Smith and Alex White.

MEMBERS ABSENT - Ed Holmes

STAFF PRESENT

Richard Hart, Community Development Director
Salina Lyons, Principal Planner
Ann Mueller, Senior Planner
Larry Rabel, Kent Regional Fire Authority
Kelly Thompson, Planning Commission Secretary

APPROVAL OF CONSENT AGENDA

A Special Item of Business was added to the agenda. A correction was made to a typo on the last page of the minutes.

- **1. Commissioner Smith moved and Vice Chair Max seconded to approve the revised consent agenda and the corrected minutes for July 18, 2013. Motion carried 6-0.**

SPECIAL ITEM OF BUSINESS

Community Development Director, Richard Hart introduced the City's consultants Bill Stalzer of Stalzer and Associates and Lisa Grueter of BERK. Ms. Grueter gave a brief presentation on the Hawk Property Sub-Area Plan planning process and described two possible alternatives to the existing use. She outlined the Minimum Urban Village and the Maximum Urban Village. Both alternatives provide trails, housing, shopping, and roadway improvements.

Ms. Greeter also outlined mitigation measures in the Draft Environmental Impact Statement that included erosion control measures and critical area protection including buffers. Both development alternatives include transportation mitigation measures which would improve emergency vehicle access.

CITIZEN COMMENTS

Michelle Rogers – 26219 191st Pl SE – She is a resident of the city and would like to know if the city will require off site road improvements, such as sidewalks for the children who walk to Cedar Valley, Jenkins Creek and Covington Park. She works for another city in the transportation department and she is concerned that 191st does not have adequate stop signs, sidewalks or crosswalks. There will be a large number of children coming from this development and she would like to know how the city intends to address that. She has some ideas that she will write in to suggest including roundabouts and cross walks. She would also like to know if her road would be kept as “local” (as in emergency vehicle access only) and she wanted to know if the street would be gated or how traffic would be prevented from speeding down the street.

Chair Key thanked Ms. Rogers for her questions comments and explained that staff would summarize her comments and that she would find the discussion of her comments in the final EIS.

Commissioner White clarified that both Cedar Valley and Jenkins Creek do not provide bus transportation and are considered to be “walking” schools.

Matt and Elaine Kellner - 25830 193rd Pl SE – Their property is adjacent to the Hawk property. They would like the city to be aware of significant motorized traffic on the unofficial trails just north of their property including motor bikes and occasionally a full size jeep. They would like to know how the city will address this problem and discourage the problem from getting worse. They are concerned about quality of life. They moved to Covington in 2006 and would like to see green belts and open spaces continue regardless of which plan is adopted. They also asked the city to maintain current buffer space on the south side of the development. They would like to see this area maintained as trees when developing the new trails. They also wanted the city to be aware of the types of wildlife in the area. They have seen rabbits, raccoons, bobcats, coyotes, eagles and hummingbirds. They would also like to know the impacts of traffic on the area. Their concern is additional access might further increase the traffic and create more of a backup.

Tonya Benton – 20518 SE 261st Place – She asked that her neighborhood, Forest Creek Estates, be added to the list of property owners to receive mailing notification. Ms. Benton was asked to leave her contact information and/or contact information of the Homeowner’s Association.

CONTINUED BUSINESS

2. Overview of the Draft Hawk Property Subarea Plan and Draft Planned Action EIS. Opportunity for members of the public to provide public comments before the Planning Commission on the draft documents.

Mr. Stalzer outlined the traffic improvements that are necessitated by the development proposals.

The Planning Commission discussed the pond and the reclamation process and erosion control measures with the city's consultants.

Chair Key went through a number of clarifications throughout the Draft EIS with the city's consultants.

PUBLIC HEARING

3. New Clearing and Grading Regulations Section 14.60 of the Covington Municipal Code (CMC) and Proposed SEPA Threshold Changes

Chair Key opened the public hearing.

Principal Planner, Salina Lyons outlined a memo regarding the Clearing and Grading Ordinance. In addition to a minor revision suggestion from the Dept. of Ecology, staff incorporated the SEPA amendments discussed at the June 20, 2013 regular Planning Commission Meeting.

There was no public comment.

UNFINISHED BUSINESS

4. Planning Commission discussion and Final Recommendation to the City Council on Proposed Clearing and Grading Regulations

- **Vice Chair Max Moved and Commissioner Smith seconded to recommend to City Council the adoption of new Clearing and Grading Regulations Section 14.60 of the Covington Municipal Code and Proposed SEPA Threshold Changes. The motion passed 6-0.**

NEW BUSINESS

5. Discuss Codification of Shoreline Development Regulations in Accordance with Adopted Shoreline Master Program

Senior Planner, Ann Mueller provided an example of codified Shoreline Management Program (SMP) Regulations. Staff has proposed a more user-friendly guide for the public that would not be adopted into Title 16 of the municipal code. Staff discussed the limitations of codifying the SMP and usability by citizens.

ATTENDANCE VOTE

- **Commissioner White moved and Commissioner Gilbert-Smith seconded to excuse Commissioner Holmes. Motion passed 6-0.**

PUBLIC COMMENT – NONE

COMMENTS AND COMMUNICATIONS FROM STAFF

Mr. Hart reminded the Planning Commission of a special meeting on August 29, 2013. The September 5, 2013 meeting has been cancelled. The next meeting on September 19, 2013 is the State of the City Address.

There is a Planning Boot Camp on October 15, 2013 at Sammamish City Hall if any Planning Commissioners are interested. Commissioner Gilbert-Smith is attending.

ADJOURN

The August 15, 2013 Planning Commission Meeting adjourned at 7:50 p.m.

Respectfully submitted,

Kelly Thompson, Planning Commission Secretary

CITY OF COVINGTON
Planning Commission Minutes

August 29, 2013

City Hall Council Chambers

CALL TO ORDER

Chair Key called the special meeting of the Planning Commission to order at 6:30 p.m.

MEMBERS PRESENT

Chair Daniel Key, Vice Chair Paul Max, Jennifer Gilbert-Smith, Ed Holmes, Sean Smith and Alex White.

MEMBERS ABSENT - Bill Judd

STAFF PRESENT

Richard Hart, Community Development Director
Ann Mueller, Senior Planner

APPROVAL OF CONSENT AGENDA

The minutes that were included in the packet were not ready for distribution and removed from the agenda.

- **1. Vice Chair Max moved and Commissioner Gilbert-Smith seconded to approve the revised consent agenda. Motion carried 6-0.**

CITIZEN COMMENTS - None

CONTINUED BUSINESS – Action Required

2. Discussion and Direction to Staff and Consultant on the Draft Hawk Property Subarea Plan in Preparation for October Planning Commission Public Hearing.

The Planning Commission heard a summary of the public comments by topic including: fill, seismic hazards, impervious areas, storm water, fish and wildlife habitat, zoning, reclamation, economic impacts, transportation, traffic, pedestrian needs, utilities and critical areas.

They also discussed the impacts of the added households to the adjacent school districts with Kent School District absorbing the majority of those students.

The City's consultant will provide a detailed response to each of the public comments in the Final Planned Action EIS. Some of the new goals and associated

policies in the EIS will account for this new type of development to encourage an urban village. Economic Development policies were added to serve regional needs. Parks and Recreation policies were added to integrate trails and accessibility to neighborhood gathering spaces. A new Comprehensive Plan Land Use designation will apply only to the Hawk Property subarea.

The Planning Commission discussed the minimum vs. maximum alternatives, fiscal analysis and rates of growth. Some concern was expressed about residential uses around the pond and maintaining enough public space and public access.

The Planning Commission reached agreement to recommend the Alternative 3 – Maximum Urban Village.

PUBLIC HEARING - None

UNFINISHED BUSINESS - None

NEW BUSINESS – None

ATTENDANCE VOTE

- **Commissioner Smith moved and Vice Chair Max seconded to excuse Commissioner Judd. Motion passed 6-0.**

PUBLIC COMMENT – None

COMMENTS AND COMMUNICATIONS FROM STAFF

The Planning Commissioner and Community Development Director, Richard Hart thanked Chair Key for his service over the past 8 years.

There is no Planning Commission meeting on September 5th but there is Hazard Mitigation Plan meeting. The State of the City will be held on September 19th.

ADJOURN

The August 29, 2013 Planning Commission Meeting adjourned at p.m.

Respectfully submitted,

Kelly Thompson, Planning Commission Secretary

Memo

To: Planning Commission
From: Richard Hart, Community Development Director
Ann Mueller, Senior Planner
CC: Salina Lyons, Principal Planner
Don Vondran, Public Works Director
Date: October 31, 2013
Re: Public Hearing on the Hawk Property Planned Action Ordinance & Preferred Subarea Plan

Overview

The Hawk Property Subarea Plan and Planned Action Environmental Impact Statement (EIS) are intended to facilitate and promote the development of 212 acres located within the city's urban growth area along its northern border, southeast of SR 18. The subarea consists of the former Lakeside gravel mine, an asphalt batch plant and a highway interchange. In 2013, the city initiated a study to develop the Hawk property subarea plan and an environmental impact statement which will guide future development in the subarea (from mineral related uses to an urban village with regional commercial uses and mixed-use commercial and residential uses) and provide for a streamlined environmental review of future development proposals through a SEPA Planned Action.

Objectives of this planning effort include:

- To plan for future development of the Hawk property in Covington's Northern Gateway area by defining future land use options,
- To protect environmentally sensitive areas while fostering economic development,
- To create an urban village with a variety of housing types, regional commercial and related employment, and public parks, open space and trail facilities that are unique but secondary to Covington's downtown,
- To plan for an orderly transition of the Hawk Property Subarea from a reclaimed mineral extraction site to urban uses appropriate for its location in Covington's Northern Gateway,
- To improve transportation mobility in the area with a new arterial connection between SR 18 and 204th Avenue SE through the subarea and the connection to SE 272nd Street,
- To provide housing options, such as multifamily, townhomes, and small lot single family homes, that are not widely available in Covington and

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- To provide unique open space amenities such as an on-site pond and parks, and provide access to the regional trail system such as the Tri-City/Covington Highlands Trail.

Planned Action Environmental Impact Statement (EIS)

The Draft Planned Action EIS was issued on July 26, 2013 with a 30-day comment period. The Draft EIS included a draft of the Planned Action Ordinance (appendix C of the Draft EIS). A draft Subarea Plan was also issued on the same date. All public comments received during the comment period on the Draft EIS will be responded to in the Final EIS, which will be issued at the time the staff report is issued for the Planning Commission's meeting on November 21, 2013. The Final Planned Action EIS will be forwarded to the City Council along with the Planning Commission's recommendation on the Planned Action Ordinance and the Preferred Subarea Plan.

Public Hearing on the Planned Action Ordinance & Preferred Subarea Plan

On November 7, 2013, the Planning Commission will hold a public hearing on the Hawk Property Planned Action Ordinance [Attachment #1] and the Preferred Subarea Plan [Attachment #2]. A presentation from staff and the project consultants will be provided, and public testimony will be taken on these documents. Then the commissioners will discuss these documents, ask questions of staff and may provide feedback or ask for additional changes. The Planning Commission is responsible for holding a public hearing and forwarding a recommendation to the City Council. The Planning Commission is scheduled to review the final documents and public testimony, deliberate and then make a final recommendation to the City Council on the Planned Action Ordinance and Preferred Subarea Plan at their November 21 meeting.

Planned Action Ordinance

This Planned Action Ordinance is based on the draft Planned Action Ordinance included in the Draft Planned Action EIS, the Draft Planned Action EIS mitigation measures, and the agency and public comments made during the 30-day comment period.

A fact sheet [Attachment #3] on the Planned Action that was distributed at the October 29, 2013 Community Meeting to describe what a Planned Action is, the process, and how it will be implemented if approved. The October 29th Community Meeting held pursuant to RCW 43.21C.440(3) allowed public agencies and members of the public to discuss with city staff and the project consultants the purpose and content of the Hawk Property Planned Action Ordinance. Twenty-five people attended this Community Meeting along with commission members, city staff and consultants.

Preferred Subarea Plan

The Preferred Subarea Plan incorporates input received from the public, local, tribal and state agencies, the Planning Commission and city staff on the draft subarea plan and related comments on the Draft Planned Action EIS. It identifies the Subarea and includes conceptual site plans of the minimum and maximum development options, and amendments to the city's comprehensive plan and municipal code necessary to implement the community's vision for the Hawk Property Subarea.

Potential Associated Comprehensive Plan and Code Amendments

If the Preferred Subarea Plan is approved, there will need to be some associated minor amendments to the city's Comprehensive Plan and Covington Municipal Code. A preliminary list of these amendments [Attachment # 4] has been developed for Planning Commission review. A more refined list will be developed after the Planning Commission makes recommendations on the Preferred Subarea Plan.

Noticing and Outreach

Legal notice of the November 7, 2013 public hearing was published in the Covington Reporter on October 18, 2013. In addition, the legal notice was posted at City Hall and on the city's webpage. A letter with the legal notice was mailed to all parties of record, the Draft EIS distribution list, and attendees of the August 15, 2013 Open House and March 25, 2013 Community Workshop who provided a mailing address on the sign-in sheets. An email announcement was also mailed on October 15, 2013, to individuals who had provided email address at a prior meeting associated with the Northern Gateway Study or who had asked to be included on the informal email distribution for future email updates on the Northern Gateway/Hawk Property. Handouts with information about this public hearing were also posted on October 15, 2013 on two informational signs located at the northern ends of 204th Ave SE and 191st Place SE. Furthermore, the city has maintained a Hawk Property Subarea webpage with a list of upcoming meeting dates and links to associated documents.

Attachments:

1. Hawk Property Planned Action Ordinance – Draft, November 2013
2. Hawk Property Preferred Subarea Plan and Summary of Changes Memo
3. Planned Action Fact Sheet
4. List of Associated Comprehensive Plan and Code Amendments

ORDINANCE NO. _____

AN ORDINANCE OF THE CITY OF COVINGTON, WASHINGTON,
ESTABLISHING A PLANNED ACTION FOR THE HAWK PROPERTY
PURSUANT TO THE STATE ENVIRONMENTAL POLICY ACT.

WHEREAS, the State Environmental Policy Act (SEPA) and its implementing regulations provide for the integration of environmental review with land use planning and project review through the designation of planned actions by jurisdictions planning under the Growth Management Act (GMA), such as the City of Covington (“City”); and

WHEREAS, RCW 43.21C.440, WAC 197-11-164 through 172, and CMC 16.10.180 allow for and govern the adoption and application of a planned action designation under SEPA; and

WHEREAS, the State Department of Commerce (DOC) has studied planned actions in various communities throughout the state and found that predefined mitigation as allowed under a planned action ordinance has resulted in increased certainty and predictability for development, time and cost savings for development project proponents and cities, and increased revenues for cities when used with other economic development tools; and

WHEREAS, the designation of a planned action expedites the permitting process for projects of which the impacts have been previously addressed in an environmental impact statement (EIS); and

WHEREAS, a subarea of the City commonly referred to as the “Hawk Property”, as depicted on the map attached hereto as Exhibit A and incorporated herein by this reference, has been identified as a planned action area for future redevelopment from a reclaimed mine and asphalt batch plant to an urban village (“Planned Action Area”); and

WHEREAS, the City has developed and adopted a subarea plan complying with the GMA (RCW 36.70A), dated XXXXX XX, 2014, to guide the redevelopment of the Planned Action Area (“Hawk Property Subarea Plan”); and

WHEREAS, after extensive public participation and coordination with all affected parties, the City, as lead SEPA agency, issued the Hawk Property Planned Action Final Environmental Impact Statement (“FEIS”) dated XXXX XX, 2013, which identifies the impacts and mitigation measures associated with planned development in the Planned Action Area as identified in the Hawk Property Subarea Plan; the FEIS includes by incorporation the Draft Hawk Property Planned Action Environmental Impact Statement issued on July 26, 2013 (collectively referred to herein as the “Planned Action EIS”); and

WHEREAS, the City desires to designate a planned action under SEPA for the Hawk Property (“Planned Action”); and

WHEREAS, adopting a Planned Action for the Hawk Property with appropriate standards and procedures will help achieve efficient permit processing and promote environmental quality protection; and

WHEREAS, the City has adopted development regulations and ordinances that will help protect the environment and will adopt regulations to guide the allocation, form, and quality of development on the Hawk Property; and

WHEREAS, the City Council finds that adopting this Ordinance is in the public interest and will advance the public health, safety, and welfare;

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF COVINGTON, WASHINGTON DOES HEREBY ORDAIN AS FOLLOWS:

Section I. Purpose. The purpose of this Ordinance is to:

A. Combine environmental analysis, land use plans, development regulations, City codes and ordinances together with the mitigation measures in the Planned Action EIS to mitigate environmental impacts and process Planned Action development applications in the Planned Action Area;

B. Designate the Hawk Property subarea shown in Exhibit A as a Planned Action Area for purposes of environmental review and permitting of designated Planned Action projects pursuant RCW 43.21C.440;

C. Determine that the Planned Action EIS meets the requirements of a planned action EIS pursuant to SEPA;

D. Establish criteria and procedures for the designation of certain projects within the Planned Action Area as “Planned Action Projects” consistent with RCW 43.21C.440;

E. Provide clear definition as to what constitutes a Planned Action Project within the Planned Action Area, the criteria for Planned Action Project approval, and how development project applications that qualify as Planned Action Projects will be processed by the City;

F. Streamline and expedite the land use permit review process by relying on the Planned Action EIS; and

G. Apply applicable regulations within the City’s development regulations and the mitigation framework contained in this Ordinance for the processing of Planned Action Project applications and to incorporate the applicable mitigation measures into the underlying project permit conditions in order to address the impacts of future development contemplated by this Ordinance.

Section II. Findings. The City Council finds as follows:

A. The Recitals above are adopted herein as Findings of the City Council.

B. The City is subject to the requirements of the GMA.

C. The City has adopted a Comprehensive Plan complying with the GMA and is amending the Comprehensive Plan to incorporate text and policies specific to the Hawk Property Subarea.

D. The City is adopting zoning and development regulations concurrent with the Hawk Property Subarea Plan to implement said Plan, including this Ordinance.

E. The Planned Action EIS adequately identifies and addresses the probable significant environmental impacts associated with the type and amount of development planned to occur in the designated Planned Action Area.

F. The mitigation measures identified in the Planned Action EIS, attached to this Ordinance as Exhibit B and incorporated herein by reference, together with adopted City development regulations are adequate to mitigate significant adverse impacts from development within the Planned Action Area.

G. The Hawk Property Subarea Plan and Planned Action EIS identify the location, type, and amount of development that is contemplated by the Planned Action.

H. Future projects that are implemented consistent with the Planned Action will protect the environment, benefit the public, and enhance economic development.

I. The City provided several opportunities for meaningful public involvement and review in the Hawk Property Subarea Plan and Planned Action EIS processes, including a community meeting consistent with RCW 43.21C.440; has considered all comments received; and, as appropriate, has modified the proposal or mitigation measures in response to comments.

J. Essential public facilities as defined in RCW 36.70A.200 are excluded from the Planned Action as designated herein and are not eligible for review or permitting as Planned Action Projects unless they are accessory to or part of a project that otherwise qualifies as a Planned Action Project.

K. The designated Planned Action Area is located entirely within a UGA.

L. Implementation of the mitigation measures identified in the Planned Action EIS will provide for adequate public services and facilities to serve the proposed Planned Action Area.

Section III. Procedures and Criteria for Evaluating and Determining Planned Action Projects within the Planned Action Area.

A. Planned Action Area. This “Planned Action” designation shall apply to the area shown in Exhibit A of this Ordinance.

B. Environmental Document. A Planned Action Project determination for a site-specific project application within the Planned Action Area shall be based on the environmental analysis contained in the Planned Action EIS. The mitigation measures contained in Exhibit B of this Ordinance are based upon the findings of the Planned Action EIS and shall, along with adopted City regulations, provide the framework the City will use to apply appropriate conditions on qualifying Planned Action Projects within the Planned Action Area.

C. Planned Action Project Designated. Land uses and activities described in the Planned Action EIS, subject to the thresholds described in subsection III.D of this Ordinance and the mitigation measures contained in Exhibit B of this Ordinance, are designated “Planned Action Projects” pursuant to RCW 43.21C.440. A development application for a site-specific project located within the Planned Action Area shall be designated a Planned Action Project if it meets the criteria set forth in subsection III.D of this Ordinance and all other applicable laws, codes, development regulations, and standards of the City, including this Ordinance, are met.

D. Planned Action Qualifications. The following thresholds shall be used to determine if a site-specific development proposed within the Planned Action Area was contemplated as a Planned Action Project and has had its environmental impacts evaluated in the Planned Action EIS:

(1) Qualifying Land Uses.

(a) **Planned Action Categories:** The following general categories/types of land uses are defined in the Hawk Property Subarea Plan and can qualify as Planned Actions:

- i. Single Family dwelling units
- ii. Townhome dwelling units
- iii. Multi-family dwelling units
- iv. Commercial
- v. Large Format Retail
- vi. Iconic/Local Retail
- vii. Open Space, Parks, Plazas, Trails, Gathering Spaces
- viii. Park and Ride

(b) **Planned Action Project Land Uses:** A primary land use can qualify as a Planned Action Project land use when:

- i. it is within the Planned Action Area as shown in Exhibit A of this Ordinance;
- ii. it is within one or more of the land use categories described in subsection III.D(1)(a) above; and

iii. it is listed in development regulations applicable to the zoning classifications applied to properties within the Planned Action Area.

A Planned Action Project may be a single Planned Action land use or a combination of Planned Action land uses together in a mixed-use development. Planned Action land uses may include accessory uses.

(c) Public Services: The following public services, infrastructure and utilities can also qualify as Planned Actions: onsite roads, utilities, parks, trails, and similar facilities developed consistent with the Planned Action EIS mitigation measures, City and special district design standards, critical area regulations, and the Covington Municipal Code.

(2) Development Thresholds:

(a) Land Use: The following thresholds of new land uses are contemplated by the Planned Action:

Feature	Minimum Urban Village Proposal	Maximum Urban Village Proposal
Residential Dwellings (units)	1,000	1,500
Commercial Square Feet	680,000	850,000

(b) Shifting development amounts between land uses in identified in subsection III.D(2)(a) may be permitted when the total build-out is less than the aggregate amount of development reviewed in the Planned Action EIS; the traffic trips for the preferred alternative are not exceeded; and, the development impacts identified in the Planned Action EIS are mitigated consistent with Exhibit B of this Ordinance.

(c) Further environmental review may be required pursuant to WAC 197-11-172, if any individual Planned Action Project or combination of Planned Action Projects exceeds the development thresholds specified in this Ordinance and/or alter the assumptions and analysis in the Planned Action EIS.

(3) Transportation Thresholds:

(a) Trip Ranges & Thresholds. The number of new PM peak hour trips anticipated in the Planned Action Area and reviewed in the Planned Action EIS for 2035 is as follows:

	Alternative 2 – Minimum Urban Village				Alternative 3 – Maximum Urban Village			
	PM Peak Hour				PM Peak Hour			
	Daily	In	Out	Total	Daily	In	Out	Total
Primary Trips	21,950	1,025	940	1,965	28,270	1,343	1,235	2,578

Source: Heffron Transportation, April 2013.

(b) Concurrency. All Planned Actions shall meet the transportation concurrency requirements and the Level of Service (LOS) thresholds established in Chapter 12.100 CMC, Transportation Concurrency Management, and Chapter 12.110, Intersection Standards.

(c) Traffic Impact Mitigation. Traffic impact fees shall be paid consistent with Chapter 12.105 CMC. Transportation mitigation shall also be provided consistent with mitigation measures in Exhibit B, Attachment B-1 of this Ordinance and the calculation of additional transportation mitigation fees per PM peak hour trip in Exhibit D of this Ordinance, attached hereto and incorporated by this reference.

(d) The responsible City official shall require documentation by Planned Action Project applicants demonstrating that the total trips identified in subsection III.D(3)(a) are not exceeded, that the project meets the concurrency and intersection standards of subsection III.D(3)(b), and that the project has mitigated impacts consistent with subsection III.D (3)(c).

(e) Discretion.

i. The responsible City official shall have discretion to determine incremental and total trip generation, consistent with the Institute of Traffic Engineers (ITE) Trip Generation Manual (latest edition) or an alternative manual accepted by the Public Works Director at his or her sole discretion, for each project permit application proposed under this Planned Action.

ii. The responsible City official shall have discretion to condition Planned Action Project applications to meet the provisions of this Planned Action Ordinance and the Covington Municipal Code.

iii. The responsible City official shall have the discretion to adjust the allocation of responsibility for required improvements between individual Planned Action Projects based upon their identified impacts.

(4) Elements of the Environment and Degree of Impacts. A proposed project that would result in a significant change in the type or degree of adverse impacts to any element(s) of the environment analyzed in the Planned Action EIS, would not qualify as a Planned Action Project.

(5) Changed Conditions. Should environmental conditions change significantly from those analyzed in the Planned Action EIS, the City's SEPA Responsible Official may determine that the Planned Action Project designation is no longer applicable until supplemental environmental review is conducted.

E. Planned Action Project Review Criteria.

(1) The City's SEPA Responsible Official, or authorized representative, may designate as a Planned Action Project, pursuant to RCW 43.21C.440, a project application that meets all of the following conditions:

- (a) the project is located within the Planned Action Area identified in Exhibit A of this Ordinance;
- (b) the proposed uses and activities are consistent with those described in the Planned Action EIS and subsection III.D of this Ordinance;
- (c) the project is within the Planned Action thresholds and other criteria of subsection III.D of this Ordinance;
- (d) the project is consistent with the Covington Comprehensive Plan including the policies of the Hawk Property Subarea Plan incorporated into the Comprehensive Plan and the regulations of the Hawk Property Subarea Plan integrated into the Covington Municipal Code;
- (e) the project's significant adverse environmental impacts have been identified in the Planned Action EIS;
- (f) the project's significant impacts have been mitigated by application of the measures identified in Exhibit B of this Ordinance and other applicable City regulations, together with any conditions, modifications, variances, or special permits that may be required;
- (g) the project complies with all applicable local, state and/or federal laws and regulations, and the SEPA Responsible Official determines that these constitute adequate mitigation; and
- (h) the project is not an essential public facility as defined by RCW 36.70A.200, unless the essential public facility is accessory to or part of a development that is designated as a Planned Action Project under this Ordinance.

- (2) The City shall base its decision to qualify a project as a Planned Action Project on review of the Subarea SEPA Checklist form included in Exhibit B to this Ordinance and review of the Planned Action Project submittal and supporting documentation, provided on City required forms.

F. Effect of Planned Action Designation.

- (1) Designation as a Planned Action Project by the City's SEPA Responsible Official means that a qualifying project application has been reviewed in accordance with this Ordinance and found to be consistent with the development parameters and thresholds established herein and with the environmental analysis contained in the Planned Action EIS.
- (2) Upon determination by the City's SEPA Responsible Official that the project application meets the criteria of subsection III.D and qualifies as a Planned Action Project, the project shall not require a SEPA threshold determination, preparation of an EIS, or be subject to further review pursuant to SEPA. Planned Action Projects will still be subject to all other applicable City, state, and federal regulatory requirements. The Planned Action designation shall not excuse a project from meeting the City's code and ordinance requirements apart from the SEPA process.

G. Planned Action Project Permit Process. Applications submitted for qualification as a Planned Action Project shall be reviewed pursuant to the following process:

- (1) Development applications shall meet all applicable requirements of the Covington Municipal Code (CMC) and this Ordinance in place at the time of the Planned Action Project application. Planned Action Projects shall not vest to regulations required to protect public health and safety.
- (2) Applications for Planned Action Project shall:
 - (a) be made on forms provided by the City;
 - (b) include the Subarea SEPA checklist included in Exhibit B of this Ordinance;
 - (c) include a conceptual site plan pursuant to subsection III.G(2) of this Ordinance; and
 - (d) meet all applicable requirements of the Covington Municipal Code and this Ordinance,
- (3) A conceptual site plan shall be submitted for proposed Planned Action Projects. The purpose of the conceptual site plan process is to assess overall project concepts and phasing as well as to review how the major project elements work together to implement requirements of this Ordinance, the consistency of the Planned Action Project application with Planned Action EIS alternative concept plans included in Exhibit E of this Ordinance attached hereto and incorporated by this reference, the Covington Comprehensive Plan, the Hawk Property Subarea Plan, the Covington Municipal Code, and the City of Covington Design and Construction standards. The conceptual site plan shall contain and/or identify:
 - (a) Name of proposed project;
 - (b) Date, scale, and north arrow oriented to the top of the paper/plan sheet;
 - (c) Drawing of the subject property with all property lines dimensioned and names of adjacent streets;
 - (d) A legend listing all of the following information on one of the sheets:
 - Total square footage of the site
 - Square footage of each individual building and/or use
 - Total estimated square footage of all buildings (including footprint of each building)
 - Percentage estimate of the total lot covered by buildings and by total impervious area
 - Square footage estimate of all landscaping (total and parking lots)

- Allowable and proposed building height
 - Building setbacks proposed and required by the CMC
 - Parking analysis, including estimated number, size, and type of stalls required, by use; and number of stalls provided by use;
- (e) Phasing of development;
- (f) Major access points and access to public streets, vehicle and pedestrian circulation, public transit stops;
- (g) Critical areas;
- (h) Focal points within the project (e.g., public plazas, art work, wayfinding signage, gateways both into the site and into the city, etc.);
- (i) Private and public open space provisions, and recreation areas, and
- (j) Written summary of how the conceptual site plan meets the requirements of this Ordinance and Hawk Property Subarea Plan as well as relevant Covington Municipal Code requirements. The written summary shall also identify the consistency of the Planned Action Project application with Planned Action EIS alternative concept plans included in Exhibit E of this Ordinance.
- (4) The City's SEPA Responsible Official shall determine whether the application is complete and shall review the application to determine if it is consistent with and meets all of the criteria for qualification as a Planned Action Project as set forth in this Ordinance.
- (5) (a) If the City's SEPA Responsible Official determines that a proposed project qualifies as a Planned Action Project, he/she shall issue a "Determination of Consistency" and shall mail or otherwise verifiably deliver said Determination to the applicant; the owner of the property as listed on the application; and federally recognized tribal governments and agencies with jurisdiction over the Planned Action Project, pursuant to Chapter 1, Laws of 2012 (Engrossed Substitute Senate Bill (ESSB) 6406).
- (b) Upon issuance of the Determination of Consistency, the review of the underlying project permit(s) shall proceed in accordance with the applicable permit review procedures specified in Title 14 CMC, except that no SEPA threshold determination, EIS, or additional SEPA review shall be required.
- (c) The Determination of Consistency shall remain valid and in effect as long as the underlying project application approval is also in effect.
- (d) Public notice and review for qualified Planned Action Projects shall be tied to the underlying project permit(s). If notice is otherwise required for the underlying permit(s), the notice shall state that the project qualifies as a Planned Action Project. If notice is not otherwise required for the underlying project permit(s), no special notice is required by this Ordinance.
- (6) (a) If the City's SEPA Responsible Official determines that a proposed project does not qualify as a Planned Action Project, he/she shall issue a "Determination of Inconsistency" and shall mail or otherwise verifiably deliver said Determination to the applicant; the owner of the property as listed on the application; and federally recognized tribal governments and agencies with jurisdiction over the Planned Action Project, pursuant to Chapter 1, Laws of 2012 (Engrossed Substitute Senate Bill (ESSB) 6406).
- (b) The Determination of Inconsistency shall describe the elements of the Planned Action Project application that result in failure to qualify as a Planned Action Project.
- (c) Upon issuance of the Determination of Inconsistency, the City's SEPA Responsible Official shall prescribe a SEPA review procedure for the non-qualifying project that is consistent with the City's SEPA regulations and the requirements of state law.

- (d) A project that fails to qualify as a Planned Action Project may incorporate or otherwise use relevant elements of the Planned Action EIS, as well as other relevant SEPA documents, to meet the non-qualifying project's SEPA requirements. The City's SEPA Responsible Official may limit the scope of SEPA review for the non-qualifying project to those issues and environmental impacts not previously addressed in the Planned Action EIS.
- (7) To provide additional certainty about applicable requirements, the City or applicant may request consideration and execution of a development agreement for a Planned Action Project, consistent with RCW 36.70B.170 et seq. and CMC Chapter 18.114, Development Agreements.
- (8) A Determination of Consistency or Inconsistency are Type 2 land use decisions and may be appealed pursuant to the procedures established in Title 14 CMC. An appeal of a Determination of Consistency shall be consolidation with any pre-decision or appeal hearing on the underlying project application.

Section IV. Monitoring and Review.

A. The City should monitor the progress of development in the designated Planned Action area as deemed appropriate to ensure that it is consistent with the assumptions of this Ordinance and the Planned Action EIS regarding the type and amount of development and associated impacts and with the mitigation measures and improvements planned for the Planned Action Area.

B. This Planned Action Ordinance shall be reviewed by the SEPA Responsible Official no later than five (5) years from its effective date in conjunction with the City's regular Comprehensive Plan review cycle, as applicable. The timing of subsequent reviews after the first review shall be determined with the completion of the first review. The review shall determine the continuing relevance of the Planned Action assumptions and findings with respect to environmental conditions in the Planned Action Area, the impacts of development, and required mitigation measures (Exhibit B) and Public Agency Actions and Commitments (Exhibit C). Based upon this review, the City may propose amendments to this Ordinance or may supplement or revise the Planned Action EIS.

Section V. Conflict. In the event of a conflict between this Ordinance or any mitigation measures imposed thereto, and any ordinance or regulation of the City, the provisions of this Ordinance shall control.

Section VI. Severability. If any one or more sections, subsections, or sentences of this Ordinance are held to be unconstitutional or invalid such decision shall not affect the validity of the remaining portions of this Ordinance and the same shall remain in full force and effect.

Section VII. Effective Date. This Ordinance shall take effect and be in force ten (10) days after publication as provided by law.

Passed by the City Council of the City of Covington the ____ day of XXX, 2014.

[Signatures]

EXHIBIT A

HAWK PROPERTY SUBAREA PLANNED ACTION AREA

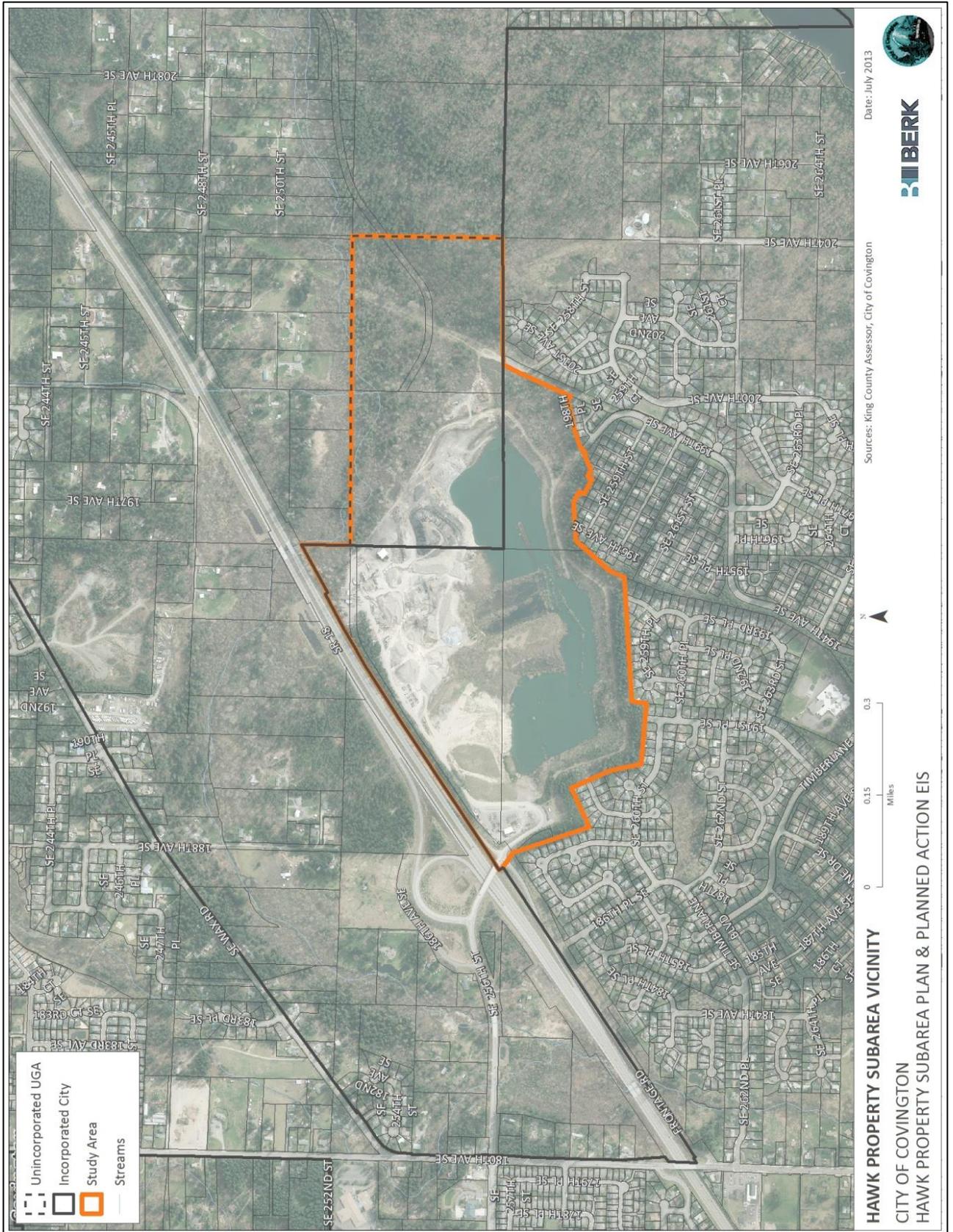


EXHIBIT B

HAWK PROPERTY SUBAREA SEPA CHECKLIST AND MITIGATION DOCUMENT

Draft



Exhibit B: Hawk Property Subarea SEPA Checklist and Mitigation Document

INTRODUCTION

The State Environmental Policy Act (SEPA) requires environmental review for project and non-project proposals that are likely to have adverse impacts upon the environment. In order to meet SEPA requirements, the City of Covington issued the Hawk Property Planned Action Draft Environmental Impact Statement (EIS) on July 26, 2013, and issued the Final EIS on XXX, 2013. The Draft and the Final EIS together are referenced herein as the "EIS". The EIS has identified significant beneficial and adverse impacts that are anticipated to occur with the future development of the Planned Action Area, together with a number of possible measures to mitigate those significant adverse impacts.

On XX, 2014, the City of Covington adopted Ordinance XXX establishing a planned action designation for the Hawk Property Subarea studied as Planned Action in the EIS (see **Exhibit A**). SEPA Rules indicates review of a project proposed as a planned action is intended to be simpler and more focused than for other projects (WAC 197-11-172). In addition, SEPA allows an agency to utilize a modified checklist form that is designated within the planned action ordinance (see RCW 43.21c.440). This **Exhibit B** provides a modified checklist form adopted in the Hawk Property Subarea Planned Action Ordinance.

MITIGATION DOCUMENT

A Mitigation Document is provided in **Attachment B-1**, and also summarized in the environmental checklist. **Attachment B-1** establishes specific mitigation measures, based upon significant adverse impacts identified in the EIS. The mitigation measures shall apply to future development proposals which are consistent with the Planned Action scenarios reviewed in the EIS, and which are located within the Hawk Property Subarea Planned Action Area (see **Exhibit A**).

APPLICABLE PLANS AND REGULATIONS

The EIS identifies specific regulations that act as mitigation measures. These are summarized in **Attachment B-2** by EIS topic, and are advisory to applicants. All applicable federal, state, and local regulations shall apply to Planned Actions, including the regulations that are adopted with the Preferred Alternative. Planned Action applicants shall comply with all adopted regulations where applicable including those listed in the EIS and those not included in the EIS.

INSTRUCTIONS TO APPLICANTS

This environmental checklist asks you to describe some basic information about your proposal. The City will use this checklist to determine whether the project is consistent with the analysis in the Hawk Property Subarea Plan EIS and qualifies as a planned action, or would otherwise require additional environmental review under SEPA. Answer the questions briefly, with the most precise information known, or give the best description you can. You must answer each question accurately and carefully, to the best of your knowledge. The checklist questions apply to all parts of your proposal, even if you plan to do them over a period of time or on different parcels of land. Attach any additional information that will help describe your proposal or its environmental effects. The City may ask you to explain your answers or provide additional information.

A. PROPOSAL DESCRIPTION

Date:			
Applicant:	Name/Company:	Phone #:	Cell #:
	Mailing Address:	Email Address:	
Property Owner:	Name/Company:	Phone #:	Cell #:
	Mailing Address:	Email Address:	
Property Address	Street:	City, State, Zip Code:	
Parcel Information	Assessor Parcel Number:	Property Size in Acres:	
Give a brief, complete description of your proposal.			

Property Zoning	District Name: _____		Building Type: _____	
Permits Requested (list all that apply)	<input type="checkbox"/> Land Use: _____		<input type="checkbox"/> Engineering: _____	
	<input type="checkbox"/> Building: _____		<input type="checkbox"/> Other: _____	
	All Applications Deemed Complete? Yes ___ No ___ Explain: _____			
Are there pending governmental approvals of other proposals directly affecting the property covered by your proposal? Yes ___ No ___ Explain: _____				
Existing Land Use	Describe Existing Uses on the Site: _____			
Proposed Land Use – Check and Circle All That Apply	<input type="checkbox"/> Single Family dwelling units		<input type="checkbox"/> Large Format Retail	
	<input type="checkbox"/> Townhomes dwelling units		<input type="checkbox"/> Iconic/Local Retail	
<input type="checkbox"/> Multi-family dwelling units		<input type="checkbox"/> Open Space, Parks, Plazas, Trails, Gathering Spaces		
<input type="checkbox"/> Commercial		<input type="checkbox"/> Park and Ride		
Dwellings	# Existing Dwelling Units:		# Proposed Dwelling Units:	Proposed Density (du/ac):
	# ___ Dwelling Type _____		# ___ Type _____	
	# ___ Dwelling Type _____		# ___ Type _____	
Dwelling Threshold Total in Ordinance: 1,000 to 1,500			Dwelling Bank Remainder as of _____ 20__ _____ dwellings	
Non-residential Uses: Building Square Feet	Existing Square Feet:		Proposed Square Feet:	
	Employment Square Feet in Ordinance: 680,000 to 850,000 square feet		Square Feet Remainder as of _____ 20__ _____ square feet	
	Type of Employment:			
	<input type="checkbox"/> Large Format Retail Square Feet _____ SF <input type="checkbox"/> Iconic/Local Retail _____ SF <input type="checkbox"/> Commercial Office _____ SF <input type="checkbox"/> Other (describe): _____ SF			
Building Height	Existing Stories: Existing Height in feet _____		Proposed Stories: Proposed Height in feet: _____	
Parking Spaces	Existing: _____		Proposed: _____	
PM Peak Hour Weekday Vehicle Trips	Existing Estimated Trips Total: _____		Future Estimated Trips Total: _____	Net New Trips: _____
	Maximum net new primary PM peak hour trips in Ordinance: 1,965 to 2,578		Trip Bank Remainder as of _____ 20__ _____ dwellings	
	Source of Trip Rate: ITE Manual ___ Other ___		Transportation Impacts Determined Consistent with Ordinance XXX , Section III.D(3) Yes ___ No ___	

Impervious Surfaces	Existing Square Feet or Acres:	Proposed Square Feet or Acres:
Proposed timing or schedule (including phasing).		
Describe plans for future additions, expansion, or further activity related to this proposal.		
List any available or pending environmental information directly related to this proposal.		

B. ENVIRONMENTAL CHECKLIST AND MITIGATION MEASURES

Earth Checklist and Mitigation Measures	
<p>1. Description of Conditions</p> <p>A. General description of the site (circle one): Flat, rolling, hilly, steep slopes, mountainous, other _____</p> <p>B. What is the steepest slope on the site (approximate percent slope)? _____</p> <p>C. What general types of soils are found on the site (for example, clay, sand, gravel, peat, muck)? _____</p>	<p>STAFF COMMENTS:</p>
<p>2. Describe the purpose, type, and approximate quantities of any filling or grading proposed. Indicate source of fill.</p>	
<p>3. Has any part of the site been classified as a "geologically hazardous" area? (Check all that apply)</p> <p><input type="checkbox"/> Landslide Hazards</p> <p><input type="checkbox"/> Erosion Hazards</p> <p><input type="checkbox"/> Seismic Hazards</p> <p><input type="checkbox"/> Liquefaction Hazards</p> <p><input type="checkbox"/> Other: _____</p> <p>Describe: _____</p>	

<p>4. Are there surface indications or history of unstable soils in the immediate vicinity? If so, describe.</p>	
<p>5. Proposed Measures to control impacts to earth, soils, and geologic hazardous areas:</p> <p>THE APPLICATION INCLUDES MITIGATION MEASURES AS REQUIRED IN ATTACHMENT B-1 MITIGATION REQUIRED FOR DEVELOPMENT APPLICATIONS, AND ATTACHMENT B-2 APPLICABLE REGULATIONS AND COMMITMENTS, INCLUDING ALL RELEVANT CITY PLANS AND CODES IN EFFECT AT THE TIME OF APPLICATION (CHECK ALL THAT APPLY):</p> <ul style="list-style-type: none"> <input type="checkbox"/> Site Specific Study <input type="checkbox"/> Ground improvement and foundation support requirements <input type="checkbox"/> Temporary Erosion and Sedimentation Control (TESC) measures and Best Management Practices to control erosion as required under the NPDES construction permit <input type="checkbox"/> Other: _____ 	

Surface Water and Groundwater Resources Checklist	
<p>6. Is there any surface water body on or in the immediate vicinity of the site (including year-round and seasonal streams, saltwater, lakes, ponds, wetlands)?</p> <p>If yes, describe type of surface water body, including their name(s), stream classification, and whether there is a 100-year floodplain.</p> <p>If appropriate, state what stream or river the surface water body flows into.</p>	STAFF COMMENTS:
<p>7. Will the proposal require or result in (check all that apply and describe below):</p> <ul style="list-style-type: none"> <input type="checkbox"/> any work over, in, or adjacent to (within 200 feet) the described waters? <input type="checkbox"/> fill and dredge material that would be placed in or removed from surface water or wetlands? <input type="checkbox"/> surface water withdrawals or diversions? <input type="checkbox"/> discharges of waste materials to surface waters? <input type="checkbox"/> groundwater withdrawal or discharge? <input type="checkbox"/> waste materials entering ground or surface waters? <p>Describe:</p>	
<p>8. Describe the source of runoff (including storm water) and method of collection, treatment, and disposal, if any (include quantities, if known). Where will this water flow? Will this water flow into other waters? If so, describe.</p>	

<p>9. Is the area designated a critical aquifer recharge area? If so, please describe:</p>	
<p>10. About what percent of the site will be covered with impervious surfaces after project construction (for example, asphalt or buildings)?</p>	
<p>11. What measures are proposed to reduce or control water resources/stormwater impacts?</p> <p>THE APPLICATION INCLUDES MITIGATION MEASURES AS REQUIRED IN ATTACHMENT B-1 MITIGATION REQUIRED FOR DEVELOPMENT APPLICATIONS, AND ATTACHMENT B-2 APPLICABLE REGULATIONS AND COMMITMENTS, INCLUDING ALL RELEVANT CITY PLANS AND CODES IN EFFECT AT THE TIME OF APPLICATION (CHECK ALL THAT APPLY):</p> <ul style="list-style-type: none"> <input type="checkbox"/> Low Impact Development (LID) techniques <input type="checkbox"/> Stormwater Manual Basic Water Quality menu <input type="checkbox"/> Stormwater Manual Enhanced Basic Water Quality menu <input type="checkbox"/> Stormwater Infiltration and pretreatment <input type="checkbox"/> Construction refueling containment measures <input type="checkbox"/> Wells decommissioned or property constructed <input type="checkbox"/> Best Management Practices (BMP) Plan <input type="checkbox"/> Native species landscaping <input type="checkbox"/> Demonstrate compliance with the 2008 City of Kent Draft Water System Plan Chapter 8: Wellhead Protection Program <p>Other: _____</p>	

Air Quality/GHG Checklist and Mitigation Measures	
<p>12. What types of emissions to the air would result from the proposal a) during construction and b) when the project is completed? Please describe and give quantities if known.</p>	<p>STAFF COMMENTS:</p>
<p>13. What measures are proposed to reduce or control air emissions?</p> <p>THE APPLICATION INCLUDES MITIGATION MEASURES AS REQUIRED IN ATTACHMENT B-1 MITIGATION REQUIRED FOR DEVELOPMENT APPLICATIONS, AND ATTACHMENT B-2 APPLICABLE REGULATIONS AND COMMITMENTS, INCLUDING ALL RELEVANT CITY PLANS AND CODES IN EFFECT AT THE TIME OF APPLICATION (CHECK ALL THAT APPLY):</p> <ul style="list-style-type: none"> <input type="checkbox"/> Air Quality Control Plans <input type="checkbox"/> Puget Sound Clean Air Agency Approval of Burning Slash <input type="checkbox"/> Greenhouse Gas Reduction Measures <input type="checkbox"/> Other: _____ <p>Explain how additional mitigation and Greenhouse Gas Reduction Measures are incorporated into the project, and which measures are not incorporated and why they are infeasible:</p>	

Plants and Animals Checklist and Mitigation Measures	
Plants and Habitat Checklist	STAFF COMMENTS:
14. Check or circle types of vegetation found on the site: <input type="checkbox"/> Deciduous tree: Alder, maple, aspen, other _____ <input type="checkbox"/> Evergreen tree: Fir, cedar, pine, other _____ <input type="checkbox"/> Shrubs <input type="checkbox"/> Grass <input type="checkbox"/> Pasture <input type="checkbox"/> Crop or grain <input type="checkbox"/> Wet soil plants: Cattail, buttercup, bullrush, skunk cabbage, other _____ <input type="checkbox"/> Water plants: Water lily, eelgrass, milfoil, other _____ <input type="checkbox"/> Other types of vegetation: _____	
15. Are there wetlands on the property? Please describe their acreage and classification.	
16. Is there riparian habitat on the property?	
17. What kind and amount of vegetation will be removed or altered?	
18. List threatened or endangered species known to be on or near the site.	
19. Is the proposal consistent with critical area regulations? Please describe.	

<p>20. Proposed landscaping, use of native plants, buffers, or other measures to preserve or enhance vegetation on the site:</p> <p>THE APPLICATION INCLUDES MITIGATION MEASURES AS REQUIRED IN ATTACHMENT B-1 MITIGATION REQUIRED FOR DEVELOPMENT APPLICATIONS, AND ATTACHMENT B-2 APPLICABLE REGULATIONS AND COMMITMENTS, INCLUDING ALL RELEVANT CITY PLANS AND CODES IN EFFECT AT THE TIME OF APPLICATION (CHECK ALL THAT APPLY):</p> <ul style="list-style-type: none"> <input type="checkbox"/> Water quality <input type="checkbox"/> LID stormwater practices <input type="checkbox"/> Critical area protection/avoidance <input type="checkbox"/> Buffers consistent with regulations and placed in tract <input type="checkbox"/> Native landscaping <input type="checkbox"/> A long-term stewardship program for natural open spaces and critical areas <input type="checkbox"/> Other: _____ <p>Describe: _____</p>	<p>STAFF COMMENTS:</p>
<p>Fish and Wildlife</p>	
<p>21. Circle any birds and animals which have been observed on or near the site or are known to be on or near the site:</p> <ul style="list-style-type: none"> <input type="checkbox"/> Birds: Hawk, heron, eagle, songbirds, other: _____ <input type="checkbox"/> Mammals: Deer, bear, elk, beaver, other: _____ <input type="checkbox"/> Fish: Bass, salmon, trout, herring, shellfish, other: _____ 	
<p>22. List any threatened or endangered species known to be on or near the site.</p>	
<p>23. Is the proposal consistent with standard critical area buffers? Please describe.</p>	
<p>24. Proposed measures to preserve or enhance fish and wildlife, if any:</p> <p>THE APPLICATION INCLUDES MITIGATION MEASURES AS REQUIRED IN ATTACHMENT B-1 MITIGATION REQUIRED FOR DEVELOPMENT APPLICATIONS, AND ATTACHMENT B-2 APPLICABLE REGULATIONS AND COMMITMENTS, INCLUDING ALL RELEVANT CITY PLANS AND CODES IN EFFECT AT THE TIME OF APPLICATION (CHECK ALL THAT APPLY):</p> <ul style="list-style-type: none"> <input type="checkbox"/> Native landscaping retained and added <input type="checkbox"/> Wildlife crossing <input type="checkbox"/> Critical area protection/avoidance <input type="checkbox"/> Other: _____ <p>Describe: _____</p>	

Noise Checklist and Mitigation Measures	
25. What types of noise exist in the area which may affect your project (for example: traffic, equipment, operation, other)?	STAFF COMMENTS:
26. What types and levels of noise would be created by or associated with the project on a short-term or a long-term basis (for example: traffic, construction, operation, other)? Indicate what hours noise would come from the site.	
<p>THE APPLICATION INCLUDES MITIGATION MEASURES AS REQUIRED IN ATTACHMENT B-1 MITIGATION REQUIRED FOR DEVELOPMENT APPLICATIONS, AND ATTACHMENT B-2 APPLICABLE REGULATIONS AND COMMITMENTS, INCLUDING ALL RELEVANT CITY PLANS AND CODES IN EFFECT AT THE TIME OF APPLICATION (CHECK ALL THAT APPLY):</p> <ul style="list-style-type: none"> <input type="checkbox"/> Chapter 8.20 of the Covington Municipal Code, Noise Control <input type="checkbox"/> Washington State Noise Control Act of 1974 (WAC 173-60) <input type="checkbox"/> Noise control plans <input type="checkbox"/> Construction noise reduction measures <input type="checkbox"/> Noise field measurements <input type="checkbox"/> Appropriate site design. For example, based on the Hawk Property Planned Action EIS analysis, with a 35-foot minimum setback to residential buildings or residential outdoor use areas, the modeled traffic noise levels at new dwellings would be less than the impact criteria. <input type="checkbox"/> Building materials and design (e.g. double pane windows) if exterior noise levels exceed local, state, or federal thresholds as studied in EIS <input type="checkbox"/> Other: _____ <p>Describe: _____</p>	

Land Use Checklist	
27. What is the current use of the site and adjacent properties? (Add more explanation as needed beyond description in Part A.)	STAFF COMMENTS:
28. Describe any structures on the site. Will any structures be demolished? If so, what type, dwelling units, square feet?	
29. What is the current comprehensive plan designation of the site?	
30. What is the current zoning classification of the site?	
31. If applicable, what is the current shoreline master program designation of the site?	
32. What is the planned use of the site? List type of use, number of dwelling units and building square feet.	
33. What is the tallest height of any proposed structure(s)?	
34. Proposed measures to ensure the proposal is compatible with existing and projected land uses and plans, if any. THE APPLICATION INCLUDES MITIGATION MEASURES AS REQUIRED IN ATTACHMENT B-1 MITIGATION REQUIRED FOR DEVELOPMENT APPLICATIONS, AND ATTACHMENT B-2 APPLICABLE REGULATIONS AND COMMITMENTS, INCLUDING ALL RELEVANT CITY PLANS AND CODES IN EFFECT AT THE TIME OF APPLICATION (CHECK ALL THAT APPLY): <input type="checkbox"/> Consistency with Hawk Property Subarea Plan as described below <input type="checkbox"/> Other: _____ Describe these measures and how they are incorporated into the development:	

Transportation Checklist	
35. Identify public streets and highways serving the site, and describe proposed access to the existing street system. Show on site plans, if any.	<p>STAFF COMMENTS:</p> <p>Verify that:</p> <ul style="list-style-type: none"> <input type="checkbox"/> The planned action applicant has submitted documentation of the trips, required improvements, impact fees and other mitigation in comparison to the EIS and the Planned Action Ordinance. <input type="checkbox"/> The City has verified incremental and total trip generation.
36. Is site currently served by public transit? If not, what is the approximate distance to the nearest transit stop?	
37. How many parking spaces would the completed project have? How many would the project eliminate?	
38. Will the proposal require any new roads or streets, or improvements to existing roads or streets, not including driveways? If so, generally describe (indicate whether public or private).	
39. How many PM peak hour vehicular trips per day would be generated by the completed project? Attach appropriate documentation.	
<p>40. Proposed measures to reduce or control transportation impacts, if any:</p> <p>THE APPLICATION INCLUDES MITIGATION MEASURES AS REQUIRED IN ATTACHMENT B-1 MITIGATION REQUIRED FOR DEVELOPMENT APPLICATIONS, AND ATTACHMENT B-2 APPLICABLE REGULATIONS AND COMMITMENTS, INCLUDING ALL RELEVANT CITY PLANS AND CODES IN EFFECT AT THE TIME OF APPLICATION (CHECK ALL THAT APPLY):</p> <ul style="list-style-type: none"> <input type="checkbox"/> Trips in Ordinance Section III.D(3)(a) are not exceeded, the project meets the Concurrency and Intersection Standards of Section 3.D(3)(b), and that the project has mitigated impacts consistent with Section III.D (3)(c). <input type="checkbox"/> Installation of required improvements necessitated by development or that are part of Planned Action (e.g. spine road and associated intersection improvements). <input type="checkbox"/> Fair share contribution to improvements at City concurrency intersections and roads. <input type="checkbox"/> Other measures to reduce or control transportation impacts: _____ <p>Describe:</p>	

Public Services and Utilities Checklist	
41. Police Protection: Would the project increase demand for police services? Can City levels of service be met?	STAFF COMMENTS:
42. Fire and Emergency Services: Would the project increase demand for fire and/or emergency services? Can levels of services be met?	
43. Schools: Would the project result in an increase in demand for school services? Can levels of services be met? Is an impact fee required?	
44. Parks and Recreation: Would the project require an increase in demand for parks and recreation? Can levels of services be met? Are parks and trails provided consistent with the Planned Action EIS Alternatives? Is an impact fee required?	
45. Water Supply: Would the project result in an increased need for water supply or fire flow pressure? Can levels of service be met?	
46. Wastewater: Would the project result in an increased need for wastewater services? Can levels of service be met?	
47. Other Public Services and Utilities: Would the project require an increase in demand for other services and utilities? Can levels of services be met?	
<p>48. Proposed measures to reduce or control direct impacts on public services.</p> <p>THE APPLICATION INCLUDES MITIGATION MEASURES AS REQUIRED IN ATTACHMENT B-1 MITIGATION REQUIRED FOR DEVELOPMENT APPLICATIONS, AND ATTACHMENT B-2 APPLICABLE REGULATIONS AND COMMITMENTS, INCLUDING ALL RELEVANT CITY PLANS AND CODES IN EFFECT AT THE TIME OF APPLICATION (CHECK ALL THAT APPLY):</p> <ul style="list-style-type: none"> <input type="checkbox"/> Police Services: Adequate levels of service available to serve development (verified by levels of service studied in the EIS and City contract with King County Sheriff Office) <input type="checkbox"/> Fire Services: Mitigation agreement between the developer and Kent Regional Fire Authority <input type="checkbox"/> Parks and Recreation: Park space and trails are provided to be consistent with both the LOS standards of the Parks and Recreation Element of the Comprehensive Plan and with the requirements of CMC 18.35.150 and this Planned Action Ordinance. <input type="checkbox"/> Water and Wastewater: Adequate service at the time of development. <input type="checkbox"/> Other Measures to reduce or control public services and utilities impacts: _____ <p>Describe:</p>	

ADDITIONAL ENVIRONMENTAL TOPICS

Historic and Cultural Preservation	
49. Are there any places or objects listed on, or proposed for, national, state, or local preservation registers known to be on or next to the site? If so, generally describe.	STAFF COMMENTS:
50. Generally describe any landmarks or evidence of historic, archaeological, scientific, or cultural importance known to be on or next to the site.	
51. Proposed measures to reduce or control impacts to historic or cultural resources, if any: THE APPLICATION INCLUDES MITIGATION MEASURES AS REQUIRED IN ATTACHMENT B-1 MITIGATION REQUIRED FOR DEVELOPMENT APPLICATIONS, AND ATTACHMENT B-2 APPLICABLE REGULATIONS AND COMMITMENTS, INCLUDING ALL RELEVANT CITY PLANS AND CODES IN EFFECT AT THE TIME OF APPLICATION (CHECK ALL THAT APPLY): <input type="checkbox"/> Condition to stop construction if remains of historic or archeological significance are found. <input type="checkbox"/> Consultation with the Washington State Department of Archaeology and Historic Preservation. <input type="checkbox"/> Where project is proposed on or immediately surrounding a site containing an archaeological resource a study is conducted by a qualified professional archaeologist Describe:	

C. APPLICANT SIGNATURE

I DECLARE UNDER PENALTY OF THE PERJURY LAWS THAT THE INFORMATION I HAVE PROVIDED ON THIS FORM/APPLICATION IS TRUE CORRECT AND COMPLETE. I UNDERSTAND THAT THE LEAD AGENCY IS RELYING ON THEM TO MAKE ITS DECISION.

Signature:	
Date:	

D. REVIEW CRITERIA

Review Criteria

The City’s SEPA Responsible Official may designate “planned actions” consistent with criteria in Ordinance XXX Subsection III.E, if the following criteria are met.

Criteria	Describe how your application and proposed development meets the criteria.
(a) the proposal is located within the Planned Action area identified in Exhibit A of Ordinance XXX;	
(b) the proposed uses and densities are consistent with those described in the Planned Action EIS and Section III.D of this Ordinance;	
(c) the proposal is within the Planned Action thresholds and other criteria of Section III.D of this Ordinance;	
(d) the proposal is consistent with the Hawk Property Subarea Plan and the Covington Comprehensive Plan;	
(e) the proposal’s significant adverse environmental impacts were identified in the Planned Action EIS;	
(f) the proposal’s significant adverse impacts have been mitigated by the application of the measures identified in Exhibit B, Ordinance XXX Section III.D, and other applicable city regulations, together with any modifications or variances or special permits that may be required;	
(g) the proposal complies with all applicable local, state and/or federal laws and regulations, and the SEPA Responsible Official determines that these constitute adequate mitigation;	

Criteria	Describe how your application and proposed development meets the criteria.
(h) the proposal is not an essential public facility as defined by RCW 36.70A.200(1) unless an essential public facility is accessory to or part of a development that is designated a planned action under Ordinance Subsection III.E	

Determination Criteria

Applications for planned actions shall be reviewed pursuant to the process in Ordinance XXX Section 3.G.

Requirement	Staff Comments
Applications for Planned Actions shall be made on forms provided by the City and shall include the Subarea SEPA checklist included in Exhibit B of Ordinance XXX.	
A conceptual site plan consistent with Section III.G(3) demonstrates how the Planned Action is consistent with the overall site plan and EIS conceptual alternatives.	
The application has been deemed complete in accordance with Title 14 CMC, Planning and Development.	
The application is for a project within the Planned Action Area defined in Exhibit A of Ordinance XXX.	
The proposed use(s) are listed in Section III.D of the Ordinance and qualify as a Planned Action.	

E. SEPA RESPONSIBLE OFFICIAL DETERMINATION

A. Qualifies as a Planned Action: The application is consistent with the criteria of Ordinance XXX and thereby qualifies as a Planned Action project. It shall proceed in accordance with the applicable permit review procedures specified in with Title 14 CMC, Planning and Development, except that no SEPA threshold determination, EIS or additional SEPA review shall be required. Notice shall be made pursuant to Title 14 CMC, Planning and Development as part of notice of the underlying permits and shall include the results of the Planned Action determination. If notice is not otherwise required for the underlying permit, no special notice is required. The review process for the underlying permit shall be as provided in Title 14 CMC, Planning and Development. See also the notification provisions of Section III.G.5(a).

Signature	
Date:	

B. Does not Qualify as Planned Action: The application is not consistent with the criteria of Ordinance XXX, and does not qualify as a Planned Action project for the following reasons:

Projects that fail to qualify as Planned Actions may incorporate or otherwise use relevant elements of the Planned Action EIS, as well as other relevant SEPA documents, to meet their SEPA requirements. The SEPA Responsible Official may limit the scope of SEPA review for the non-qualifying project to those issues and environmental impacts not previously addressed in the Planned Action EIS.

SEPA Process Prescribed: _____

Signature:	
Date:	

ATTACHMENT B-1

Mitigation Required for Development Applications

INTRODUCTION

The City of Covington issued the Hawk Property Planned Action Draft Environmental Impact Statement (EIS) on July 26, 2013, and issued the Final EIS on XXX, 2013. The Draft and the Final EIS together are referenced herein as the "EIS". The EIS has identified significant beneficial and adverse impacts that are anticipated to occur with the future development of the Planned Action Area, together with a number of possible measures to mitigate those significant adverse impacts. Please see Final EIS Chapter 1 Summary for a description of impacts, mitigation measures, and significant unavoidable adverse impacts.

A Mitigation Document is provided in this **Attachment B-1**, and it establishes specific mitigation measures, based upon significant adverse impacts identified in the EIS. The mitigation measures in this **Attachment B-1** shall apply to future development proposals which are consistent with the Planned Action scenarios reviewed in the EIS, and which are located within the Hawk Property Subarea Planned Action Area (see **Exhibit A**).

Where a mitigation measure includes the words "shall" or "will," inclusion of that measure in project plans is mandatory in order to qualify a project as a Planned Action. Where "should" or "would" appear, the mitigation measure may be considered by the project applicant as a source of additional mitigation, as feasible or necessary, to ensure that a project qualifies as a Planned Action. Unless stated specifically otherwise, the mitigation measures that require preparation of plans, conduct of studies, construction of improvements, conduct of maintenance activities, etc., are the responsibility of the applicant or designee to fund and/or perform.

Note: The following mitigation measures are taken from the Hawk Property Draft Planned Action EIS, particularly the "potential mitigation measures", as amended to be more actionable or implementable, such as by specifying the responsible party or changing "should" to "shall". Mitigation measures also reflect clarifications and amendments in response to public comments on the Draft EIS.

MITIGATION MEASURES

No.	Topic and Mitigation Measure
Earth	
1.	Specific foundation support systems to be used for onsite improvements will be determined as part of the specific design and permitting of infrastructure and individual buildings associated with future site development. Site-specific studies and evaluations shall be conducted in accordance with Covington Municipal Code requirements and the provisions of the 2012 IBC [International Building Code] or current version in effect at the time of development application. Mitigation measures to limit impacts from geologic hazards and associated foundation support considerations shall be identified in the site-specific study. The City shall condition planned actions to be consistent with City codes and to limit impacts from geologic hazards and provide sufficient foundation support.

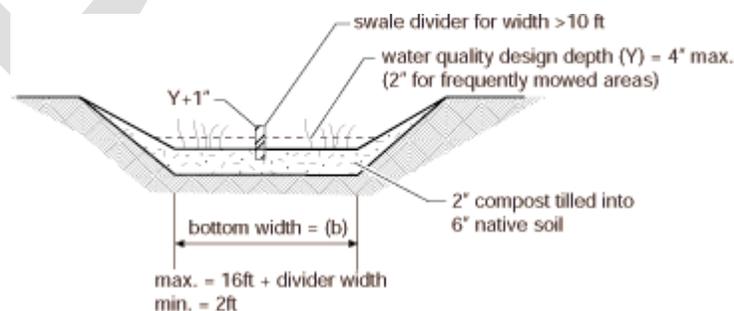
No.	Topic and Mitigation Measure
2.	<p data-bbox="277 216 500 237">STEEP SLOPES / LANDSLIDES</p> <p data-bbox="277 258 1503 506">Development adjacent to steep slopes shall require site-specific slope stability analyses prior to construction (CMC, Sections 18.65.280 and 18.65.310). If post reclamation slopes are assessed and found to require stabilization near any future structure, action shall be taken to mitigate slope instability concerns during the design and permitting for those structures. Mitigation measures shall be incorporated based on the findings of the site-specific slope stability analyses, and may include but are not limited to retaining walls, structure setbacks, buttresses, and cutting and filling to establish flatter grades. The City shall condition planned actions to be consistent with City codes and to limit impacts regarding slope stability.</p>
3.	<p data-bbox="277 531 350 552">EROSION</p> <p data-bbox="277 573 1503 783">During construction, contractors shall employ Temporary Erosion and Sedimentation Control (TESC) measures and Best Management Practices (BMPs) to control erosion as required under the National Pollutant Discharge Elimination System (NPDES) construction permit. These measures shall be consistent with the City of Covington critical area and grading regulations (CMC, Chapter 18.60 and Section 18.65.220). The City shall condition planned actions to be consistent with City codes and to limit erosion impacts. City conditions may include, but are not limited to, the following:</p> <ul data-bbox="277 804 1503 1409" style="list-style-type: none"> • Minimize areas of exposure. • Schedule earthwork during drier times of the year (May 1st to September 30th). • Retain vegetation where possible. • Seed or plant appropriate vegetation on exposed areas as soon as earthwork is completed. • Route surface water through temporary drainage channels around and away from disturbed soils or exposed slopes. • Use silt fences, temporary sedimentation ponds, or other suitable sedimentation control devices to collect and retain possible eroded material. • Cover exposed soil stockpiles with plastic sheeting and exposed slopes with mulching, blankets, or plastic sheeting, as appropriate. • Intercept and drain water from any surface seeps, if encountered. • Incorporate contract provisions allowing temporary cessation of work under certain, limited circumstances, if weather conditions warrant.
4.	<p data-bbox="277 1434 394 1455">LIQUEFACTION</p> <p data-bbox="277 1476 1503 1833">At the time of application, planned actions shall demonstrate the completed reclamation has implemented high quality, well-compacted crushed rock or gravel fill material during reclamation to significantly reduce the potential for soil liquefaction. Ground improvement and foundation support requirements shall be determined as part of the design and permit approval process for each future onsite development project. The site specific evaluation by a licensed geotechnical engineer shall identify additional techniques to reduce liquefaction impacts. Several methods of ground improvement are available, including stone columns, vibro-compaction, vibro-replacement, deep soil mixing, compaction grouting, and others. Selection of the appropriate deep foundation or ground improvement technique is location-specific at the site and would depend on a number of factors that would be considered during design and permitting of the future structures. The City shall condition planned actions to be consistent with City codes and to limit potential liquefaction impacts.</p>

No. Topic and Mitigation Measure**5. STRUCTURE SETTLEMENT UNDER STATIC LOADS**

At the time of application, planned actions shall demonstrate the completed reclamation has implemented high quality, well-compacted crushed rock or gravel fill material to reduce the potential for future structure settlement. Although not associated with a specific environmental hazard, structure settlement shall be mitigated during the design and permitting for individual future structures. For multi-story structures, total and differential settlements could be accommodated by founding the structures on deep foundations or by implementing ground improvement techniques. Soil preloading/surcharging could likely be used to reduce total and differential settlements to within tolerable levels for utilities and single-story structures. Alternatively, lightly loaded structures could potentially be founded on mat foundations with flexible utility connections that would limit the potential adverse effect of differential settlement. Deep foundation options include driven piles and drilled shafts. Site structures will require site-specific geotechnical studies by a licensed geotechnical engineer in order to design appropriate foundation systems under the City's building permit process.

Surface Water Resources**6. STORMWATER QUALITY: BASIC WATER QUALITY MENU**

Water quality treatment shall be accomplished using the Basic Water Quality menu from 2012 Stormwater Management Manual for Western Washington, or the manual in effect at the time of development applications. The goal of this treatment is to remove 80 percent of total suspended solids (TSS) for influent concentrations that are greater than 100 mg/l, but less than 200 mg/l. Ecology encourages the design and operation of treatment facilities that engage a bypass at flow rates higher than the water quality design flow rate as long as the reduction in TSS loading exceeds that achieved with initiating bypass at the water quality design flow rate. There are several options for the basic water quality menu, and a biofiltration swale is the most likely option to be implemented due to its cost effectiveness and aesthetics to satisfy the basic water quality protection requirement. Biofilters are vegetated treatment systems (typically grass) that remove pollutants by means of sedimentation, filtration, soil absorption, and/or plant uptake. They are typically configured as swales or flat filter strips and designed to remove low concentrations and quantities of TSS, heavy metals, petroleum hydrocarbons, and/or nutrients from stormwater (SMMWW 2012). A biofilter can be used as a basic treatment BMP for contaminated stormwater runoff from roadways, driveways, parking lots, and highly impervious ultra-urban areas, or as the first stage of a treatment train. In cases where hydrocarbons, high TSS, or debris would be present in the runoff, such as high-use sites, a pretreatment system for those components would be necessary. Exhibit B.1-1 below shows the typical swale section (SMMWW 2012).

Exhibit B.1-1. Typical Swale Section

No.	Topic and Mitigation Measure
7.	<p>STORMWATER QUALITY: ENHANCED BASIC WATER QUALITY MENU</p> <p>Consistent with the 2012 Stormwater Management Manual for Western Washington, or the manual in effect at the time of development applications, where the development is more intensive, such as a park and ride, commercial, and multifamily areas, the Enhanced Basic Water Quality menu shall be applied to this site, where an enhanced level of treatment is required for those development sites or portions thereof that generate the highest concentrations of metals in stormwater runoff. Based on a review of dissolved metals removal of basic treatment options, a “higher rate of removal” is currently defined as greater than 30% dissolved copper removal, and greater than 60% dissolved zinc removal. For the enhanced treatment menu, there are couple options that will satisfy the enhanced treatment requirements such as: infiltration, large sand filter, stormwater treatment wetland, compost-amended vegetated filter strip, two facility treatment trains, bioretention, media filter drain, and emerging stormwater treatment technologies.</p>
Groundwater Resources	
8.	<p>During site construction, equipment refueling shall be located in a specific designated location and include secondary containment in the event of a spill, including spill kits and associated equipment. Fuel storage shall not occur on-site during construction. In the event of an on-site spill, notification shall be reported to the Washington State Department of Ecology, the City of Covington, and City of Kent, noting that the spill area is located adjacent to an aquifer protection area.</p>
9.	<p>Potential impacts due to reduced recharge shall be mitigated by stormwater detention and infiltration design and construction considerations per Surface Water Resources mitigation measures above. Site soils are well drained and suitable for infiltration; infiltration shall be required with pretreatment of stormwater inflows. Given the potential creation of impervious area on the site, natural recharge from critical areas and the pond shall be protected, such as through the use of stormwater infiltration methods, which could significantly reduce potential impacts due to loss of groundwater recharge. Following the 2012 Stormwater Manual, or the manual in effect at the time of development application, stormwater designs for the sub-area can be optimized by separating roof runoff from other pollution-generating impervious surfaces.</p>
10.	<p>To increase public awareness, the applicant shall post signage in appropriate locations in the development stating, “protect groundwater, it’s the water you drink” or equivalent language. These signs should be placed adjacent to any stormwater facility with infiltration or overflow to the pond or critical areas.</p>
11.	<p>Any abandoned wells on the site shall be decommissioned consistent with requirements from the Washington State Department of Ecology. If retained, planned actions shall demonstrate that existing wells, properly constructed with sanitary seals and steel casing, would not pose significant adverse risks to groundwater resources.</p>
12.	<p>A Best Management Practices (BMPs) Plan shall be developed for the entire property, especially if there are planned fueling areas, gas stations, and any associated automotive services, to protect groundwater resources.</p>
13.	<p>Stormwater management facilities shall be designed to maintain a no net loss of recharge to the aquifer. All stormwater shall be treated appropriately to avoid any potential degradation to groundwater resources.</p>
14.	<p>Any landscaping associated with the development shall consist of native species to reduce the potential use of pesticide/fertilizer application. Native vegetation shall be incorporated to promote water conservation, as these species require less irrigation.</p>

No.	Topic and Mitigation Measure
15.	Planned action applicants shall demonstrate that the applicant has consulted with the City of Kent. Planned Action applicants shall also document compliance with the 2008 City of Kent Draft Water System Plan Chapter 8: Wellhead Protection Program, as it applies to a portion of the Hawk Property Subarea, to the satisfaction of the City of Covington SEPA Responsible Official.
Air Quality	
16.	<p>CONSTRUCTION EMISSION CONTROL</p> <p>The City shall require all construction contractors to implement air quality control plans for construction activities in the Planned Action Area. The City shall require all future developers to prepare a dust control plan that commits the construction crews to implement all reasonable control measures described in the <i>Associated General Contractors of Washington's Guide to Handling Fugitive Dust from Construction Projects</i>. Copies of that guidance document are distributed by PSCAA [Puget Sound Clean Air Agency]. The air quality control plans shall include best management practices (BMPs) to control fugitive dust and odors emitted by diesel construction equipment.</p> <p>The following BMPs shall be used to control fugitive dust.</p> <ul style="list-style-type: none"> • Use water sprays or other non-toxic dust control methods on unpaved roadways. • Minimize vehicle speed while traveling on unpaved surfaces. • Prevent track-out of mud onto public streets. • Cover soil piles when practical. • Minimize work during periods of high winds when practical.
17.	<p>The following mitigation measures shall be used to minimize air quality and odor issues caused by tailpipe emissions.</p> <ul style="list-style-type: none"> • Maintain the engines of construction equipment according to manufacturers' specifications. • Minimize idling of equipment while the equipment is not in use.
18.	If there is heavy traffic during some periods of the day, contractors shall schedule haul traffic during off-peak times that would have the least effect on traffic and would minimize indirect increases in traffic related emissions.
19.	Burning of slash or demolition debris shall not be permitted without express approval from PSCAA.
20.	<p>GREENHOUSE GAS REDUCTION MEASURES</p> <p>The City shall require planned action developers to implement additional trip-reduction measures and energy conservation measures. GHG emissions reductions could be provided by using building design and construction methods to use recycled construction materials, reduce space heating and electricity usage, incorporate renewable energy sources and reduce water consumption and waste generation.</p> <p>Exhibit B.1-2 lists a variety of mitigation measures that could reduce GHG emissions caused by transportation facilities, building construction, space heating, and electricity usage (Ecology 2008b). The Exhibit lists potential GHG reduction measures and indicates where the emission reductions might occur.</p> <p>The City shall require development applicants to evaluate the reduction measures shown in Exhibit B.1-2 for their projects and document to the satisfaction of the SEPA Responsible Official which measures are incorporated, and which measures are infeasible and not incorporated.</p>

No. Topic and Mitigation Measure

Exhibit B.1-2. Potential Greenhouse Gas Reduction Mitigation Measures

Reduction Measures	Comments
Site Design	
Retain and enhance vegetated open spaces.	Retains or increases sequestration by plants.
Plant trees and vegetation near structures to shade buildings.	Reduces on-site fuel combustion emissions and purchased electricity, and enhances carbon sinks.
Minimize building footprint.	Reduces on-site fuel combustion emissions and purchased electricity consumption, materials used, maintenance, land disturbance, and direct construction emissions.
Design water efficient landscaping.	Minimizes water consumption, purchased energy, and upstream emissions from water management.
Minimize energy use through building orientation.	Reduces on-site fuel combustion emissions and purchased electricity consumption.
Building Design and Operations	
Apply LEED standards (or equivalent) for design and operations.	Reduces on-site fuel combustion emissions and off-site/indirect purchased electricity, water use, waste disposal.
Purchase Energy Star equipment and appliances for public agency use.	Reduces on-site fuel combustion emissions and purchased electricity consumption.
Incorporate on-site renewable energy production, including installation of photovoltaic cells or other solar options.	Reduces on-site fuel combustion emissions and purchased electricity consumption.
Design street lights to use energy-efficient bulbs and fixtures.	Reduces purchased electricity.
Construct "green roofs" and use high-albedo roofing materials.	Reduces on-site fuel combustion emissions and purchased electricity consumption.
Install high-efficiency HVAC systems.	Minimizes fuel combustion and purchased electricity consumption.
Eliminate or reduce use of refrigerants in HVAC systems.	Reduces fugitive emissions. Compare refrigerant usage before/after to determine GHG reduction.
Maximize interior day lighting through floor plates, increased building perimeter and use of skylights, celestries, and light wells.	Increases natural/day lighting initiatives and reduces purchased electrical energy consumption.
Incorporate energy efficiency technology such as super insulation motion sensors for lighting and climate-control-efficient, directed exterior lighting.	Reduces fuel combustion and purchased electricity consumption.
Use water-conserving fixtures that surpass building code requirements.	Reduces water consumption.
Reuse gray water and/or collect and reuse rainwater.	Reduces water consumption with its indirect upstream electricity requirements.
Use recycled building materials and products.	Reduces extraction of purchased materials, possibly reduces transportation of materials, encourages recycling and reduction of solid waste disposal.
Use building materials that are extracted and/or manufactured within the region.	Reduces transportation of purchased materials.
Use rapidly renewable building materials.	Reduces emissions from extraction of purchased materials.
Conduct third-party building commissioning to ensure energy performance.	Reduces fuel combustion and purchased electricity consumption.

No.	Topic and Mitigation Measure																	
	Track energy performance of building and develop strategy to maintain efficiency.	Reduces fuel combustion and purchased electricity consumption.																
Transportation																		
	Size parking capacity to not exceed local parking requirements and, where possible, seek reductions in parking supply through special permits or waivers.	Reduced parking discourages auto-dependent travel, encouraging alternative modes such as transit, walking, and biking. Reduces direct and indirect VMT.																
	Develop and implement a marketing/information program that includes posting and distribution of ridesharing/transit information.	Reduces direct and indirect VMT.																
	Subsidize transit passes. Reduce employee trips during peak periods through alternative work schedules, telecommuting, and/or flex time. Provide a guaranteed-ride-home program.	Reduces employee VMT.																
	Provide bicycle storage and showers/changing rooms.	Reduces employee VMT.																
	Use traffic signalization and coordination to improve traffic flow and support pedestrian and bicycle safety.	Reduces transportation emissions and VMT.																
	Apply advanced technology systems and management strategies to improve operational efficiency of local streets.	Reduces emissions from transportation by minimizing idling and maximizing transportation routes/systems for fuel efficiency.																
	Develop shuttle systems around business district parking garages to reduce congestion and create shorter commutes.	Reduces idling fuel emissions and direct and indirect VMT.																
	Source: Ecology 2008b LEED = Leadership in Energy and Environmental Design; HVAC = heating, ventilation, and air-conditioning																	
21.	In addition to the representative GHG reduction mitigation measures listed in Exhibit B.1-2, additional vehicle trip reduction measures and land-use-related GHG reduction measures have been published by various air quality agencies. For example, Exhibit B.1-3 lists the emission reduction measures developed by Sacramento Metropolitan Air Quality Management District (SMAQMD 2010). The Exhibit lists SMAQMD’s estimated “mitigation points” value, where each point value corresponds to the percent reduction in emissions. For example, a mitigation points value of 1.0 corresponds to a 1% reduction in land-use-related emissions. SMAQMD developed this Exhibit to quantify reductions in criteria pollutant emissions, but the listed measures would also generally reduce GHG emissions. The City shall require development applicants to evaluate the reduction measures shown in Exhibit B.1-3 for their projects and document to the satisfaction of the SEPA Responsible official which measures are incorporated, and which measures are infeasible and not incorporated.																	
Exhibit B.1-3. SMAQMD Recommended Measures for Land Use Emission Reductions																		
	<table border="1"> <thead> <tr> <th data-bbox="289 1633 380 1686">Measure Number</th> <th data-bbox="435 1661 483 1686">Title</th> <th data-bbox="704 1661 821 1686">Description</th> <th data-bbox="1321 1577 1451 1686">Mitigation Points (% Reduction in Emissions)</th> </tr> </thead> <tbody> <tr> <td colspan="4" data-bbox="289 1703 659 1730">Bicycle/Pedestrian/Transit Measures</td> </tr> <tr> <td data-bbox="289 1738 302 1766">1</td> <td data-bbox="435 1738 558 1766">Bike parking</td> <td data-bbox="704 1738 1260 1818">Non-residential projects provide plentiful short-term and long-term bicycle parking facilities to meet peak season maximum demand.</td> <td data-bbox="1321 1738 1382 1766">0.625</td> </tr> <tr> <td data-bbox="289 1835 302 1862">2</td> <td data-bbox="435 1835 626 1862">End of trip facilities</td> <td data-bbox="704 1835 1235 1894">Non-residential projects provide “end-of-trip” facilities including showers, lockers, and changing space.</td> <td data-bbox="1321 1835 1382 1862">0.625</td> </tr> </tbody> </table>		Measure Number	Title	Description	Mitigation Points (% Reduction in Emissions)	Bicycle/Pedestrian/Transit Measures				1	Bike parking	Non-residential projects provide plentiful short-term and long-term bicycle parking facilities to meet peak season maximum demand.	0.625	2	End of trip facilities	Non-residential projects provide “end-of-trip” facilities including showers, lockers, and changing space.	0.625
Measure Number	Title	Description	Mitigation Points (% Reduction in Emissions)															
Bicycle/Pedestrian/Transit Measures																		
1	Bike parking	Non-residential projects provide plentiful short-term and long-term bicycle parking facilities to meet peak season maximum demand.	0.625															
2	End of trip facilities	Non-residential projects provide “end-of-trip” facilities including showers, lockers, and changing space.	0.625															

No.	Topic and Mitigation Measure		
3	Bike parking at multi-unit residential	Long-term bicycle parking is provided at apartment complexes or condominiums without garages.	0.625
4	Proximity to bike path/bike lanes	Entire project is located within 1/2 mile of an existing bike lane and project design includes a comparable network that connects the project uses to the existing offsite facility.	0.625
5	Pedestrian network	The project provides a pedestrian access network that internally links all uses and connects to all existing or planned external streets and pedestrian facilities contiguous with the subarea.	1.0
6	Pedestrian barriers minimized	Site design and building placement minimize barriers to pedestrian access and interconnectivity. Physical barriers such as walls, berms, landscaping, and slopes between residential and non-residential uses that impede bicycle or pedestrian circulation are eliminated.	1.0
7	Bus shelter for existing transit service	Bus or Streetcar service provides headways of one hour or less for stops within 1/4 mile; project provides safe and convenient bicycle/pedestrian access to transit stop(s) and provides essential transit stop improvements (i.e., shelters, route information, benches, and lighting).	0.25-1.0
8	Bus shelter for planned transit service	Project provides transit stops with safe and convenient bicycle/pedestrian access. Project provides essential transit stop improvements (i.e., shelters, route information, benches, and lighting) in anticipation of future transit service.	0.25
9	Traffic calming	Project design includes pedestrian/bicycle safety and traffic calming measures in excess of jurisdiction requirements. Roadways are designed to reduce motor vehicle speeds and encourage pedestrian and bicycle trips by featuring traffic calming features.	0.25-1.0
Parking Measures			
10a	Paid parking	Employee and/or customer paid parking system	1.0-7.2
10b	Parking cash out	Employer provides employees with a choice of forgoing subsidized parking for a cash payment equivalent to the cost of the parking space to the employer.	0.6-4.5
11	Minimum parking	Provide minimum amount of parking required. Special review of parking required.	0.1-6.0
12	Parking reduction beyond code	Provide parking reduction less than code. Special review of parking required. Recommend a Shared Parking strategy.	0.1-12
13	Pedestrian pathway through parking	Provide a parking lot design that includes clearly marked and shaded pedestrian pathways between transit facilities and building entrances.	0.5
14	Off street parking	Parking facilities are not adjacent to street frontage.	0.1-1.5
Site Design Measures			
15	Office/Mixed-use density	Project provides high density office or mixed-use proximate to transit.	0.1-2.0
16	Orientation to existing transit, bikeway, or pedestrian corridor	Project is oriented towards existing transit, bicycle, or pedestrian corridor. Setback distance is minimized.	0.5

No.	Topic and Mitigation Measure		
17	Orientation toward planned transit, bikeway, or pedestrian corridor	Project is oriented towards planned transit, bicycle, or pedestrian corridor. Setback distance is minimized.	0.25
18	Residential density	Project provides high-density residential development.	1.0-12
19	Street grid	Multiple and direct street routing (grid style).	1.0
20	Neighborhood electric vehicle access	Make physical development consistent with requirements for neighborhood electric vehicles.	0.5-1.5
21	Affordable housing component	Residential development projects of 5 or more dwelling units provide a deed-restricted low-income housing component on-site.	0.6-4.0
Mixed-use Measures			
22	Urban mixed-use	Development of projects predominantly characterized by properties on which various uses, such as office, commercial, institutional, and residential, are combined in a single building or on a single site in an integrated development project with functional interrelationships and a coherent physical design.	3.0-9.0
23	Suburban mixed-use	Have at least three of the following on site and/or offsite within ¼ mile: Residential Development, Retail Development, Park, Open Space, or Office.	3.0
24	Other mixed-use	All residential units are within ¼ mile of parks, schools or other civic uses.	1.0
Building Component Measures			
25	No fireplace	Project does not feature fireplaces or wood burning stoves.	1.0
26	Reserved for future measure		
27	Energy Star roof	Install Energy Star labeled roof materials.	0.5-1.0
28	Onsite renewable energy system	Project provides onsite renewable energy system(s).	1.0-3.0
30	Solar orientation	Orient 75 or more percent of homes and/or buildings to face either north or south (within 30 degrees of N/S).	0.5
31	Non-roof surfaces	Provide shade (within 5 years) and/or use light-colored/high-albedo materials (reflectance of at least 0.3) and/or open grid pavement for at least 30% of the site's non-roof impervious surfaces, including parking lots, walkways, plazas, etc.; OR place a minimum of 50% of parking spaces underground or covered by structured parking; OR use an open-grid pavement system (less than 50% impervious) for a minimum of 50% of the parking lot area. Unshaded parking lot areas, driveways, fire lanes, and other paved areas have a minimum albedo of .3 or greater.	1.0
32	Green roof	Install a vegetated roof that covers at least 50% of roof area.	0.5

No.	Topic and Mitigation Measure		
TDM and Miscellaneous Measures			
33	Transportation Management Association membership	Include permanent TMA membership and funding requirement. Funding to be provided by non-revocable funding mechanism.	5.0
34	Electric lawnmower	Provide a complimentary electric lawnmower to each residential buyer.	1.0
99	Other	Other proposed strategies, in consultation City of Covington and other agencies with expertise.	To Be Determined
Source: SMAQMD, 2010			
Plants and Animals			
22.	<p>WATER QUALITY AND BASE FLOW</p> <p>The mitigation measures identified in the Surface Water and Groundwater sections shall be implemented to avoid aquatic habitat degradation. Runoff shall be captured, treated, and where feasible infiltrated to prevent poor water quality spikes. Untreated urban runoff contains metals and polycyclic aromatic hydrocarbons (PAHs), which has been shown to adversely affect salmon, particularly Coho salmon (Feist, B. et al 2011; McIntyre, J. et al. 2012). Implementing LID stormwater practices shall comply with 2012 Ecology Stormwater Manual or successor manual in effect at the time of the development application.</p> <p>To further reduce impacts to base flow and salmonids, the City shall limit impervious surface increases based on zoning standards. Additionally, the project will follow the 2012 Ecology Stormwater Manual, including LID practices, or successor manual in effect at the time of the development application.</p>		
23.	<p>CRITICAL AREAS</p> <p>Consistent with EIS alternatives, Planned Action Applicants shall demonstrate the riparian corridor, Jenkins Creek and associated wetlands, are left intact and that the Planned Action is consistent with adopted critical area regulations. To further protect the wetland/riparian corridor, that area shall be put under a protective easement or non-buildable tract, dedicated to the City or a conservation organization approved by the City. Once the baseline impacts necessary for construction of the arterial street and other infrastructure, such as utilities, are determined, the modified buffer shall be placed in an easement or a non-buildable tract, dedicated to the City or a conservation organization approved by the City, to effectively protect it in perpetuity and prevent future incremental impacts as adjacent land is developed. The non-buildable tract shall be recorded with King County and dedicated to the City of Covington or an approved conservation group. Additional buffer protection shall be provided by applying the wider King County buffer to Wetland A (which is contiguous with Jenkins Creek) following annexation.</p>		

No.	Topic and Mitigation Measure
24.	<p>A stewardship program for natural open spaces and critical areas shall be created at the time easements or tracts are approved for the site, and prior to development occurring within 500 feet of the onsite critical areas. The stewardship program shall set forth 5-year goals and requirements to be implemented by the Planned Action developer, and long-term goals for the agency assuming responsibility for the protective easement or non-buildable tracts required in Mitigation Measure 23. Elements such as removing non-native and invasive plants, native revegetation, removing garbage, and trail maintenance shall be included. This program shall include stewardship goals and objectives for the care of the Jenkins Creek natural corridor as well as five year and overall, long-term goals for the ecological health and habitat value of Jenkins Creek and associated wetland and buffer areas. Long-term goals and allowed maintenance practices for critical areas/non-buildable tract(s) shall be incorporated into a vegetation management plan (CMC 18.65.150).</p>
25.	<p>PLANTS</p> <p>Upland vegetation removed during construction shall be replaced to the extent possible. The eventual build-out under Planned Action EIS Alternatives would cause loss of vegetation in some areas, such as the southeast corner, and increase vegetation in other areas through creation of parks and interior landscaping. Public landscaped areas, stormwater bioswales, and other green space areas provided with redevelopment shall be planted with native grasses, groundcovers, trees and shrubs wherever possible to maximize wildlife habitat and minimize needed maintenance.</p>
26.	<p>To avoid impacts to steep slopes and wetlands:</p> <ul style="list-style-type: none"> • All clearing and grading construction shall be in accordance with specific permit conditions, codes, ordinances, and standards. Temporary sedimentation control measures such as silt fencing shall be installed as needed and disturbed soils would be covered with straw, hydroseeded, or otherwise revegetated with sod or native plants as soon after construction as possible. • Based on existing site conditions and current plans, there appears to be more than enough intact forest continuous with the standard buffer that could be expanded as necessary to off-set any buffer losses. As part of any platting or subdivision, or prior to the start of construction, a wetland and stream delineation is required to precisely map the critical area and quantify any impacts. This level of detail will be needed to prepare a compensatory mitigation plan.
27.	<p>ANIMALS</p> <p>Planned Actions shall avoid critical areas and buffers through mitigation sequencing, and place buffers in a protected easement or non-buildable tract, dedicated to the City or a conservation organization approved by the City. The new access street shall be planned to bisect as little of the vegetated areas as is practicable. One ponded mining area will be preserved as an open water feature. Planting native vegetation and installing snags and other habitat features on the pond fringe shall be considered in Planned Action landscape plans to enhance the pond area for wildlife. Construction timing restrictions shall be implemented as needed and required to protect priority species.</p> <p>Landscaping and park spaces may incorporate native planting, snags, logs, and other special habitat features to improve habitat functions and values. Preserving and establishing native trees, shrubs, and groundcovers around the perimeter of the open water feature, would improve the habitat value of this feature by creating refuge, foraging, and nesting opportunities.</p>

No.	Topic and Mitigation Measure
28.	At the time of development, the developer shall interpretive signage along proposed trails and/or within park spaces. Signage shall be designed and installed to educate the public about the functions and values of critical areas and urban habitats. Pet waste bags and trash cans shall be installed to help limit water quality impacts. Public park rules or homeowner association rules shall establish leash rules to limit wildlife disturbances.
29.	To reduce habitat fragmentation between the Jenkins Creek corridor and habitat patches to the south and west, a wildlife crossing shall be incorporated into the new arterial street design. A crossing could potentially be established in the southeast corner of the site, approaching the connection with 204 th Avenue. In addition to providing safe crossing for Elk, a corridor could benefit invertebrates and small mammals that are likely to access the open water feature (Hansen et al. 2005). Even mobile species, such as songbirds, exhibit a preference for travel through wooded corridors compared to open gaps (Desrochers and Hannon 1997).
30.	Prior to completion of reclamation and upon any amendment to the current reclamation permit (e.g. to resize the lake), the applicant shall consult with the lead federal agency regarding compliance with state and federal laws, including the State Hydraulic Code, Sections 401 and 404 of the Clean Water Act, and Section 7 of the Endangered Species Act.
Noise	
31.	<p>CONSTRUCTION NOISE ABATEMENT</p> <p>Nighttime construction shall not be allowed without a waiver from the City Manager or his/her designee. Based on site-specific considerations at the time of construction permit review, the City shall require all construction contractors to implement noise control plans for construction activities in the study area for daytime activities. See CMC 8.20.020(2)(i).</p>
32.	<p>Construction noise shall be reduced by using enclosures or walls to surround noisy stationary equipment, installing mufflers on engines, substituting quieter equipment or construction methods, minimizing time of operation, and locating equipment as far as practical from sensitive receivers. To reduce construction noise at nearby receivers, the following mitigation measures shall be incorporated into construction plans and contractor specifications.</p> <ul style="list-style-type: none"> • Locate stationary equipment away from receiving properties. • Erect portable noise barriers around loud stationary equipment located near sensitive receivers. • Limit construction activities to between 7:00 a.m. and 8:00 p.m. on weekdays and between 9:00 a.m. and 6:00 p.m. on weekends and holidays to avoid sensitive nighttime hours. • Turn off idling construction equipment. • Require contractors to rigorously maintain all equipment. • Train construction crews to avoid unnecessarily loud actions (e.g., dropping bundles of rebar onto the ground or dragging steel plates across pavement) near noise-sensitive areas (e.g. critical areas, open spaces, residences).
33.	<p>TRAFFIC NOISE MITIGATION</p> <p>The Planned Action EIS screening-level traffic noise study indicated the potential for traffic noise impacts at future dwellings to be constructed adjacent to the proposed new section of 204th Avenue SE within the planned action area. The City shall require the new developments to install noise control measures at the new dwellings along the proposed new section of 204th Avenue SE within the development. Noise mitigation measures shall</p>

No.	Topic and Mitigation Measure
	<p>include:</p> <ul style="list-style-type: none"> ● Requiring developers to perform noise field measurements as a condition of engineering approvals once the ultimate roadway alignment, width and final grade has been designed. Require developers to conduct site-specific traffic noise studies, to confirm the number and location of dwellings that would be impacted by traffic noise. ● Appropriate site design, based on the noise study and specific alignment. For example, with a 35-foot minimum setback, the modeled traffic noise levels at new dwellings would be less than the WSDOT's noise guidelines applied as EIS impact criteria. ● Double-pane glass windows or other building insulation measures designed in accordance with the Washington State Energy Code (4-5-040). These would reduce indoor noise levels, but would not reduce exterior noise at outdoor use areas. ● Installation of noise barrier walls to shield outdoor use areas facing the street.
Transportation	
34.	<p>PROJECTS INCLUDED IN PLANNED ACTION</p> <p>A. Planned Actions shall demonstrate consistency with Planned Action EIS Alternatives 2 and 3 that include a new 2-to-3-lane arterial between SE 256th Street and SE 272nd Street. The 204th Avenue SE Connector will serve as the spine of the site's internal roadway circulation system, will provide a second major roadway connection to the site from the east, and will also provide an additional emergency vehicle access point. This roadway was included as part of Alternatives 2 and 3, and it was assumed in the EIS analysis to be in place in the future transportation analyses for each of these alternatives. The 204th Avenue SE Connector is required to be built as part of the redevelopment of the Hawk Property. If the Planned Action applicant proposes not to implement this connection, or to delay or reduce its extent, the City shall require a supplemental transportation analysis to be completed demonstrating to the SEPA Responsible Official's satisfaction that no adverse transportation impacts will result, and that all City transportation standards shall be met.</p> <p>B. Planned Actions shall demonstrate consistency with Planned Action EIS Alternatives 2 and 3 that include a local roadway connection between 191st Avenue SE and the local internal roadway system at the south end of the subarea. The purpose of this roadway is to provide a direct connection between the subarea and residential development located to the south, and to provide an additional emergency vehicle access point. This connection is not intended to serve trips generated outside of the local neighborhood. The local access connection shall be designed with traffic calming measures such as on-street parking, landscaping, and/or devices such as traffic circles to limit access to the local neighborhood and discourage cut-through traffic. This local connection was included as part of Alternatives 2 and 3, and it is assumed to be in place in the future transportation analyses for each of these alternatives. The local roadway connection between 191st Avenue SE is required to be built as part of the redevelopment of the Hawk Property. If the developer desired not to implement this local connection, the City shall require a supplemental transportation analysis to be completed demonstrating to the SEPA Responsible Official's satisfaction that no adverse transportation impacts will result, and that all City transportation standards shall be met.</p>
35.	<p>OTHER ROADWAY CAPACITY IMPROVEMENTS</p> <p>A. Exhibit B.1-4 summarizes the roadway capacity improvements that have been identified to mitigate intersection operation impacts of EIS alternatives, along with planning-level estimates of each project's cost. For projects that include new lanes or turn-pockets, planning level cost-estimates take into account the length of lane that would be needed to accommodate typical vehicle queues that would occur during the PM peak hour (typically the most congested time of day) under projected future conditions. For each intersection location, an</p>

No. Topic and Mitigation Measure

"X" indicates whether the identified measure would be required for each alternative. For EIS Alternatives 2 and 3, the table also summarizes the share of total PM peak hour trips through each intersection that build-out of the proposed project is expected to contribute.

Exhibit B.1-4. Roadway Capacity Improvements and Action Alternative Proportional Trip Shares¹

ID	Intersection	Measure ⁽¹⁾	Jurisdiction	Estimated Cost	Alt 1 No Action	Alt 2 Min Village		Alt 3 Max Village	
						Project % Share	Project % Share	Project % Share	Project % Share
Signalized									
21	SE 272 nd St/Covington Way	None Identified ⁽²⁾	Covington, WSDOT	⁽²⁾	X	X	<1%	X	1%
22	SE 272 nd St (SR 516)/164 th Ave SE	None Identified ⁽²⁾	Covington, WSDOT	⁽²⁾	X	X	1%	X	2%
23	SE 272 nd St (SR 516)/Westbound SR 18 Ramps	None Identified ⁽²⁾	Covington, WSDOT	⁽²⁾		X	3%	X	4%
26	SE 272 nd St/168 th Ave SE	None Identified ⁽²⁾	Covington, WSDOT	⁽²⁾	X	X	<1%	X	1%
29	SE 272 nd St/172 nd Ave SE	None Identified ⁽²⁾	Covington, WSDOT	⁽²⁾	X	X	-2%	X	-1%
32	SE 272 nd St (SR 516)/SE Wax Rd	None Identified ⁽²⁾	Covington, WSDOT	⁽²⁾	X	X	-4%	X	-4%
37	SE 272 nd St/216 th Ave SE	Add eastbound through lane, add eastbound receiving lane. (from Maple Valley Comprehensive Plan)	Maple Valley, WSDOT	⁽⁹⁾	X	X	10%	X	12%
310	SE 231 st St/SR 169	Add westbound through lane (from Maple Valley Comprehensive Plan)	Maple Valley, WSDOT	⁽⁹⁾	X	X	1%	X	2%
313	SE 240 th St/SR 169	Add eastbound right-turn lane (from Maple Valley Comprehensive Plan)	Maple Valley, WSDOT	⁽⁹⁾	X	X	1%	X	2%
314	SR 516/Witte Rd SE	Add eastbound through lane, convert westbound right-turn lane to right-through, add northbound right-turn lane, add eastbound and westbound receiving lane. ⁽³⁾	Maple Valley, WSDOT	⁽³⁾	X	X	1%	X	2%

¹ This table excludes locations 8 and 17 regarding Roundabouts at SE 256th St/164th Ave SE and SE 267th Place/SE Wax Rd/180th Ave SE. In the roundabout analyses presented in the Draft EIS, coding errors were discovered in the analysis files that resulted in overestimation of delay. With correction made to the coding, all three roundabouts are projected to operate well within City level of service standards through 2035, and no future impacts are expected to result under any of the alternatives.

No.	Topic and Mitigation Measure									
315	SR 516/SR 169	Convert westbound right-turn lane to right-though, add westbound receiving lane. ⁽³⁾	Maple Valley, WSDOT	⁽³⁾	X	X	1%	X	1%	
All-Way Stop-Control										
2	SE 240 th St/196 th Ave SE	Add eastbound left-turn lane.	Covington	\$900,000	X	X	6%	X	7%	
5	SE Wax Rd/ 180 th Ave SE	In traffic impact fee program, CIP 1149 ⁽⁴⁾	Covington	In traffic impact fee program, #1149		X	11%	X	12%	
51	SE 240 th St/164 th Ave SE	Add eastbound left-turn lane, add westbound left-turn lane, add traffic signal.	Covington, King County ⁽⁵⁾	\$1,850,000	X	X	4%	X	6%	
One- or Two-Way Stop Control										
1	SE 240 th St/180 th Ave SE	Add traffic signal.	Covington	\$650,000	X	X	9%	X	11%	
3	SE 240 th St/SE Wax Rd/200 th Ave SE	Add traffic signal.	Covington, King County ⁽⁵⁾	\$300,000	X	X	6%	X	7%	
6	SE 256 th St/148 th Ave SE	Add westbound right-turn lane and eastbound left-turn lane (CIP #1041), add traffic signal.	Covington	In traffic impact fee program, CIP #1041	X	X	4%	X	5%	
13	SE 261 st St/180 th Ave SE	Add traffic signal.	Covington	\$450,000	X			X	-12%	
		Add eastbound left-turn lane.	Covington	\$1,650,000		X	-15%			
18	SE 268 th Place/164 th Ave SE	Add traffic signal.	Covington	\$450,000	X	X	-4%	X	-3%	
20	SE 272 nd St/156 th Pl SE	In traffic impact fee program, CIP 1063 ⁽⁶⁾	Covington, WSDOT	In traffic impact fee program, # 1063	X	X	<1%	X	1%	
36	SE 272 nd St/204 th Ave SE	Add southbound left-turn lane, add traffic signal.	Covington, WSDOT	\$1,350,000		X	10%	X	13%	
39	SE 275 th St/SE Wax Rd	In traffic impact fee program, CIP 1085	Covington	In traffic impact fee program, # 1085	X	X	2%	X	3%	
50	SE 240 th St/156 th Ave SE	Add traffic signal.	Covington, King County ⁽⁵⁾	\$750,000	X	X	6%	X	7%	
55	SE 272 nd St/156 th Ave SE	Add traffic signal. ⁽⁷⁾	Kent, Covington ⁽⁸⁾	\$450,000	X	X	1%	X	1%	
58	SE 272 nd St/186 th Ave SE	In traffic impact fee program, CIP 1128	Covington	In traffic impact fee program, # 1128	X		-17%		-16%	

No.	Topic and Mitigation Measure							
300	SE 256 th St/Westbound SR 18 Ramps	Option A Add traffic signal. Add eastbound left-turn lane. Coordinate signal timing/phasing with new signal at the northbound SR 18 ramp intersection.	Covington, WSDOT	\$1,050,000		X	49%	
		Add traffic signal. Add eastbound and southbound left-turn lanes. Coordinate signal timing/phasing with new signal at the northbound SR 18 ramp intersection.	Covington, WSDOT	\$1,650,000				X 50%
		Option B Add a roundabout with one lane on the north side and two lanes on the south side. Add a second eastbound approach lane, and a right turn lane on the southbound approach.	Covington, WSDOT	\$2,250,000		X	49%	X 50%
301	SE 256 th St/Eastbound SR 18 Ramps	Option A Add traffic signal.	Covington, WSDOT	\$450,000	X			
		Add traffic signal. Remove bike lanes across SR 18 overpass, restripe to add eastbound left-turn lane and to channelize bicycles to use sidewalk across the overpass. Add westbound right-turn lane. Coordinate signal timing/phasing with new signal at the westbound SR 18 ramp intersection.	Covington, WSDOT	\$670,000		X	69%	
		Add traffic signal. Remove bike lanes across SR 18 overpass, restripe to add eastbound left-turn lane and to channelize bicycles to use sidewalk across the overpass. Add westbound and northbound right-turn lane. Coordinate signal timing/phasing with new signal at the westbound SR 18 ramp intersection.	Covington, WSDOT	\$2,370,000				X 72%

No.	Topic and Mitigation Measure	Covington, WSDOT	\$3,350,000	X	69%	X	72%
	<p>Option B Add a one-lane roundabout. Add right-turn lanes on the northbound and westbound approaches.</p>						
<p>Source: Heffron Transportation, David Evans & Associates, October 2013.</p>							
<p>1. The roadway improvement measures that have been identified would improve operation to meet local level of service standards under projected 2035 conditions with build-out of local and regional land use plans, with the three alternatives. Projects located at Covington concurrency intersections are being added to the City's 2035 Capital Improvement Program as part of the Comprehensive Plan update. However, if regional development growth occurs to the extent projected, it is possible that other measures could be identified to address the impact at the time the need for improvement is triggered.</p> <p>2. No mitigation measures have been identified at these intersections. For projected 2035 conditions, SE 272nd Street is assumed to be a five-lane section throughout Covington, with additional turn-lanes at high volume intersections. If growth occurs to the degree reflected in the model projections, it is likely that the City of Covington would reevaluate its long-term plan for the corridor, and determine if widening is warranted, or if it would be warranted to reexamine level of service standards and allow this section to operate lower than LOS D. The two Action alternatives do not significantly affect this outcome.</p> <p>3. Analysis indicates that with projected 2035 volumes and any of the three alternatives, SR 516 would need to be widened to 5 lanes between 216th Avenue SE and SR 169 in order to meet City of Maple Valley concurrency standards. If growth occurs to the degree reflected in the model projections, it is likely that the City of Maple Valley would reevaluate its long-term plan for the corridor, and determine if widening is warranted, or if it would be warranted to reexamine level of service standards and allow this section to operate lower than LOS D. This issue is identified for the 2035 No Action alternative, and the two Action alternatives do not significantly affect this outcome.</p> <p>4. See traffic impact fee program, project CIP 1149 for the improvement.</p> <p>5. While this intersection is located outside of the Covington city limits in King County, the City of Covington monitors operations at this location, and it is included as an analysis intersection in the City's Concurrency Management Program.</p> <p>6. Improvement at this location is assumed in the City's current traffic impact fee program, in project CIP 1063. See also Note 1.</p> <p>7. Alternatively, turn movements could be restricted to right-turns only at this intersection. In this case, it is assumed that the projected westbound left-turn movement (180 vehicles in each alternative) would instead turn at 152nd Avenue SE. Phasing changes could be made to allow SE 256th Street/152nd Avenue SE to operate at LOS E in this circumstance, but additional capacity improvements would be needed to improve operation to LOS D.</p> <p>8. This intersection is located outside of the Covington city limits in the City of Kent. However, Covington monitors operations at this location as part of its Concurrency Management Program.</p> <p>9. This project is included in the City of Maple Valley's long-range Transportation Improvement Program provided in the City Comprehensive Plan (City of Maple Valley 2011). The City's planned improvements would address level of service issues with all three alternatives, and no additional improvements would be needed.</p> <p>B. Consideration of Alternative Mitigation Measures. The City may consider mitigation measures other than those described in Exhibit B.1-4 to address an impact, at the time the need for improvement is triggered provided City concurrency and level of service standards are met as well as the provisions of this Planned Action Ordinance. Projects at locations 5, 36, 300 and 301 shall be implemented based on Mitigation Measure 36.</p> <p>C. Impact and Mitigation Fees – In City Improvements. The developer shall pay a proportionate share of the costs of the projects needed to support concurrency. For projects within the City limits, the fee per peak hour trip rate shall be \$167.38 consistent with Exhibit D of the Planned Action Ordinance, and shall be paid in addition to the City's standard impact fee as of 2013. The projects listed in Exhibit B.1-4 are included in the City's Capital Facilities Plan amendments as part of the Comprehensive Plan update. Once the City's impact fee is amended to address both 2013 listed improvements and improvements identified in the Planned Action, applicants shall provide an impact fee consistent with the City's ordinances in effect at the time of application.</p>							
36.	<p>ROADWAY CAPACITY PROJECTS REQUIRED CONCURRENT WITH DEVELOPMENT</p>						
<p>A. The following additional roadway capacity improvements shall be implemented by Planned Actions. Where options for improvements are provided, Planned Action Applicants shall obtain approval for the selected alternative from the responsible agency specified below.</p> <ul style="list-style-type: none"> 5 – SE Wax Road/SE 180th Street: Increased traffic volumes resulting from Alternative 2 or 3 require additional capacity improvement at this location. Analysis indicates that addition of a northbound right-turn 							

No.	Topic and Mitigation Measure
	<p>lane would allow the intersection to operate at LOS D or better through 2035. However, space at this location is constrained by a retaining wall located along the east side of the roadway. If it is not feasible to widen the roadway at this location, installation of a traffic signal would also address the impact. This improvement is addressed in the City's transportation impact fees as of 2013. This City-required improvement is required to be installed concurrent with development consistent with Mitigation Measure 36 Paragraphs B and C.</p> <ul style="list-style-type: none"> <p>36 – SE 272nd Street/204th Avenue SE: Increased traffic volumes resulting from the 204th Avenue SE Connector Roadway, require that this intersection be signalized under Alternative 2 or 3. The planned three-lane section will also need to be extended to this intersection, providing a southbound left-turn lane. This City-required improvement accounted in the mitigation fee in Mitigation Measure 35C, and is required to be installed concurrent with development consistent with Mitigation Measure 36 Paragraphs B and C.</p> <p>300 – SE 256th Street/SR 18 Westbound Ramps:</p> <p>Option A (Signal): Both Alternative 2 and Alternative 3 trigger the need to signalize this intersection and add an eastbound left-turn lane. Alternative 3 also requires the addition of a southbound left-turn lane on the ramp.</p> <p>Option B (Roundabout): Alternatively, for Alternative 2 or 3, level of service impacts can be mitigated by construction of a roundabout that has one lane on the north side and two lanes on the south side. A second eastbound approach lane and a right-turn lane on the southbound approach also need to be added.</p> <p>Planned Actions shall implement Project 300 in consultation with Washington State Department of Transportation and King County as appropriate. The planning level cost estimates for the improvements in Mitigation Measure 35 depend on the improvement required by agencies with jurisdiction.</p> <p>301 – SE 256th Street/SR 18 Eastbound Ramps:</p> <p>Option A (Signal): Addition of a traffic signal at this location is triggered with the No Action alternative, but additional capacity improvements are needed to accommodate traffic volumes generated by Alternatives 2 and 3. In order for the intersection to operate at LOS D or better with both alternatives, it is necessary to add an eastbound left-turn lane on the existing SR 18 overpass. The width of the west leg of this intersection is constrained by the bridge structure; however, it appears there may be adequate curb-to-curb width to accommodate three travel lanes. The addition of a center left-turn lane would require that the existing bicycle lane striping be removed, and bicyclists to be directed to use the sidewalk to cross SR 18. As project-generated trips decrease on the 204th Avenue SE Connector, model projections in the EIS indicate that non-project-generated trips would increase. As a result, there is very little difference in the projected eastbound traffic volumes between the two Action alternatives at this location. In addition to the eastbound left-turn lane, a westbound right-turn lane is needed with both Alternative 2 and Alternative 3. Alternative 3 would also need to add a northbound right-turn lane on the ramp. Construction of this improvement would likely require retaining walls to be built on the east side of the intersection.</p> <p>Option B (Roundabout): Alternatively for Alternative 2 or 3, level of service impacts could be mitigated by construction of a one-lane roundabout, with right-turn lanes added on the northbound and westbound approaches. Similar to the signal option, construction of this option would require retaining walls to be constructed on the east side of the intersection.</p> <p>Note, with Alternative 2 or 3, for the SE 256th Street/SR 18 ramp intersections, the same improvement option (Option A – signal, or Option B – roundabout) would need to be chosen for both intersections.</p> <p>Planned Actions shall implement Project 301 in consultation with Washington State Department of</p>

No.	Topic and Mitigation Measure
	<p>Transportation and King County as appropriate. The planning level cost estimates for the improvements in Mitigation Measure 35 depend on the improvement required by agencies with jurisdiction.</p> <p>B. Phasing or Timing. Improvement at these four locations is triggered by the proposed development at the Hawk Property. The expected timing is as follows:</p> <ul style="list-style-type: none"> • At SE Wax Road/SE 180th Street (5), it is estimated that the need for improvement would be triggered when trips generated by the development reach about 92% of the total estimated for the Maximum Village, approximately 2,370 net new primary trips. • The other three locations (36, 300, and 301) requiring improvement would become the endpoints of the proposed new 204th Avenue SE Connector, once it is constructed. Therefore, improved traffic control shall be installed at the time that the new roadway is constructed. If it were desired to phase in the intersection improvements at a later date, the Planned Action developer shall submit to the City a detailed traffic analysis showing that City concurrency standards would still be met. <p>C. Latecomers Agreements. Planned Action developers may request City approval of a Latecomer's Agreement subject to CMC Chapter 13.45 Latecomer's Agreements.</p>
37.	<p>MITIGATION TO ADDRESS SHORT-TERM CONSTRUCTION IMPACTS</p> <p>To minimize the potential short-term traffic impacts resulting from construction of the alternatives, a Traffic Control Plan shall be prepared by Planned Action Applicants to the satisfaction of the responsible City official in accordance with City guidelines. All Building and Construction Permits shall be reviewed and conditioned to mitigate construction traffic impacts. The types of transportation-related measures that could be considered would depend on the type and size of the phase under construction. The Traffic Control Plan shall consider the inclusion of the following measures where applicable:</p> <ul style="list-style-type: none"> • Truck haul-routes to and from the site. • Peak hour restrictions for construction truck traffic and how those restrictions would be communicated and enforced. • Truck staging areas (e.g., locations where empty or full trucks would wait or stage prior to and during loading or unloading.) • Measures to reduce construction worker trips such as rideshare or shuttles. • Provision of on-site or nearby parking for construction workers. • Road, lane, sidewalk, or bike lane closures that may be needed during utility, street or building construction. A plan detailing temporary traffic control, channelization, flagging, and signage measures, and possible detour routes, should be provided for affected facilities. • Plan to maintain access to residences and businesses at all times. • Restoration or repair of the pavement in the road right-of-way in accordance with City standards upon completion of the work. • Other elements or details may be required in the Traffic Control Plan as required by the City of Covington. The project developer/owner and the contractor would be required to incorporate other City requirements into an overall plan, if applicable.

No.	Topic and Mitigation Measure
Public Services	
38.	<p data-bbox="277 279 315 300">FIRE</p> <ul style="list-style-type: none"> <li data-bbox="277 317 1503 495">● The City shall require a mitigation agreement between the developer and Kent Regional Fire Authority prior to development to address the impacts identified in Planned Action EIS. The mitigation agreement should address impacts to daily and peak hour workload at KFD Station 78 resulting from planned action development. If the mitigation agreement is superseded by an impact fee, planned actions shall comply with the impact fee requirements and other applicable regulations in place at the time of the application.
39.	<p data-bbox="277 520 423 541">PARKS AND TRAILS</p> <ul style="list-style-type: none"> <li data-bbox="277 558 1503 772">● At the time of development application, the City shall review submitted conceptual and detailed site plans to ensure that sufficient park space and trails are provided to be consistent with both the LOS standards of the Parks and Recreation Element of the Comprehensive Plan and with the requirements of CMC 18.35.150. Public open space shall be provided consistent with City level of service standards adopted in the Comprehensive Plan. Private open space shall be required and installed consistent with the requirements of CMC 18.35.150 to 190. <li data-bbox="277 793 1503 978">● Planned Action applications shall demonstrate a consistent and compatible network of parks and trails throughout the site similar to Planned Action EIS Alternatives. Pursuant to the requirement to prepare a conceptual site plan with phasing in Section III.G(3), the Planned Action applicant shall identify on-site parks and trails, including trail connections to adjacent sites, to promote the goals and policies of the Hawk Property Subarea Plan regarding walkability, connectivity, and reducing trips. <li data-bbox="277 999 1503 1066">● Planned Action applicants shall provide parks and trail facilities prior to or concurrent with the development. The City may require such facilities to be dedicated to the City. <li data-bbox="277 1087 1503 1234">● The City may accept fees in lieu of parks and trails facilities where the City anticipates that coordinated implementation of public parks and trails is desired. The fee-in-lieu agreements shall address the responsibility and cost for operation and maintenance. The fee-in-lieu agreement shall be in a form acceptable to the City, and may be developed as a voluntary agreement under RCW 82.02.020.
Cultural Resources	
40.	<p data-bbox="277 1329 1503 1396">The City shall condition Planned Actions to protect any currently undiscovered historic or archaeological resources in the study area as follows:</p> <ul style="list-style-type: none"> <li data-bbox="277 1417 1503 1484">● If construction activities uncover any remains of historic or archaeological significance, construction shall immediately be stopped and all appropriate state and local agencies notified. <li data-bbox="277 1505 1503 1690">● Projects that entail substantial excavation must enter consultation with DAHP to determine the likelihood of inadvertent discovery of archaeological resources and to establish mitigation procedures. Archaeological surveys and testing may be necessary prior to excavation. The Department of Archaeology and Historic Preservation (DAHP) may recommend archaeological monitoring of construction activities in areas deemed to have a high likelihood of discovery. <li data-bbox="277 1711 1503 1850">● In the event of an archaeological discovery, future development on property surrounding the archaeological site shall analyze the potential for adverse impacts to the archaeological resource, and, if necessary, engage a qualified professional archaeologist to determine whether the proposed development would negatively affect the archaeological resource.

ATTACHMENT B-2

Advisory Notes to Applicants: Applicable Regulations and Commitments

The Hawk Property Subarea Planned Action Environmental Impact Statement (EIS) identifies specific regulations that act as mitigation measures. These are summarized in **Table B.2-1** by EIS topic. All applicable federal, state, and local regulations shall apply to Planned Actions. Planned Action applicants shall comply with all adopted regulations where applicable including those listed in the EIS and those not included in the EIS.

Table B.2-1. Applicable Regulations and Commitments

Topic	Regulation/Commitment
Earth	<ul style="list-style-type: none"> • The federal government provides seismic information and standards. The 2012 IBC has adopted the seismic recommendations developed by the National Earthquake Hazards Reduction Program (NEHRP) (Federal Emergency Management Agency 2009) using the 2008 probabilistic seismic hazard maps developed by the U.S. Geological Survey for a seismic event with a recurrence interval of 5,000 years. The American Association of State Highway and Transportation Officials (AASHTO) standards rely on the 2002 U.S. Geological Survey probabilistic hazard mapping; however, AASHTO (2012) uses a seismic event with a recurrence interval of 1,000 years as the basis for design. • The State of Washington adopted the 2012 edition of the IBC [International Building Code] (ICC 2012) on July 1, 2013. The IBC applies to the design of continuously occupied buildings, so would apply to residences and most commercial buildings. The types of buildings that would be developed at the Hawk Property Subarea site will most likely be designed in accordance with the 2012 IBC or the version of the manual in effect at the time of the development application. • State highway projects in Washington are typically designed in accordance with the Washington State Department of Transportation Design Manual (2010) or current version at the time of the permit application, which generally adopts AASHTO standards, with certain additional requirements or guidance. • Washington State Department of Ecology implements the National Pollutant Discharge Elimination System (NPDES) Construction Stormwater Permit system, which requires construction contractors to implement erosion and sedimentation control systems at all major construction sites. • The City uses the IBC as adopted by the State of Washington and amended by the City of Covington in the Covington Municipal Code. The only critical areas mapped inside the study area (City of Covington 2003) are wetlands along Jenkins Creek, which are discussed in EIS Section 3.4. The City also adopted critical areas regulations in the Covington Municipal Code (Chapter 18.65). These regulations do not preclude development within critical areas, but do require permitting and special design and review to show that the proposed development minimizes impacts to critical areas to a satisfactory degree and manages hazards appropriately.
Surface Water Resources	<p>Regulations adopted at the time development permits are submitted will be applicable, such as:</p> <ul style="list-style-type: none"> • Department of Ecology, Stormwater Manual for Western Washington • City of Covington Surface Water Management Program, CMC 13.25 • City of Covington Design and Construction Standards • Low Impact Technical Guidance Manual for Puget Sound • Washington State Statutes • US Environmental Protection Agency, Clean Water Act

Topic	Regulation/Commitment
Groundwater Resources	<p>The site is near, but not within the Armstrong Springs Aquifer Protection Area, which is documented as Zone 1 in the City of Kent Wellhead Protection Program (Aspect 2008). Critical Aquifer Recharge Areas (CARAs) regulations are intended to protect groundwater; those regulations focus on underground storage tanks, abandoned wells, and stormwater infiltration. Based on geologic mapping the site is primarily characterized as a groundwater discharge site. However, given site proximity to CARAs and the onsite well, the following regulations, in current or amended form, could apply to site development activities.</p> <ul style="list-style-type: none"> • 2012 Stormwater Management Manual for Western Washington • City of Covington Standard Plan Notes and Covington Municipal Code, Chapter 13.37 • Low impact development measures are based on the current version of Washington State Department of Ecology's stormwater manual; the manual in effect at the time of development applications would apply. • 2012 Stormwater Management Manual for Western Washington Chapter 2.5.2 Element 13: Minimum Requirements for New Development and Redevelopment – Protect Low Impact Development BMPs.
Air Quality	<ul style="list-style-type: none"> • National Ambient Air Quality Standards (NAAQS): The US EPA establishes NAAQS and specifies future dates for states to develop and implement plans to achieve these standards. • State Ambient Air Quality Standards: The Washington State Department of Ecology establishes state ambient air quality standards for the same six pollutants that are at least as stringent as the national standards; in the case of SO₂, state standards are more stringent. • Outdoor Burning: Burning yard waste and land-clearing debris is not allowed at any time in areas of King County. PSCAA enforces state outdoor burning regulations required by RCW 70.94.743. • Puget Sound Clean Air Agency Regulations: All construction sites in the Puget Sound region are required to implement rigorous emission controls to minimize fugitive dust and odors during construction, as required by PSCAA Regulation 1, Section 9.15, Fugitive Dust Control Measures. All industrial and commercial air pollutant sources in the Puget Sound region are required to register with PSCAA. Facilities with substantial emissions are required to obtain a Notice of Construction air quality permit before construction is allowed to begin. • State of Washington GHG Laws: The Washington Legislature enacted Revised Code of Washington (RCW) 70.235, Limiting Greenhouse Gas Emissions, into state law. The law sets the following standards: <ul style="list-style-type: none"> ○ Reduce emissions to 1990 levels by 2020, 25% below 1990 levels by 2035, and 50% below 1990 levels by 2050. ○ Reduce expenditures on fuel imported into Washington State by 20% by 2020. ○ Decrease the annual per capita vehicle miles traveled 18% by 2020, 30% by 2035, and 50% by 2050. <p>The state law applies only to actions taken by Washington State agencies and local governments. State regulations on GHG emissions include prerequisites for distribution of capital funds for infrastructure and economic development projects, where projects receiving funding must be evaluated for consistency with state and federal GHG limits and state VMT goals (RCW 20.235.070).</p>
Plants and Animals	<p>Current local, state and federal regulations protecting plants and animals include:</p> <ul style="list-style-type: none"> • Covington Municipal Code (CMC) 18.65, Critical Areas; • King County Zoning Code (KCC) 21A.24, Critical Areas (only applicable until annexation is complete); • US Army Corps of Engineers (Corps) regulate wetlands under section 404 of the Clean Water Act; • Washington State Department of Ecology may require an individual 401 Water Quality Certification and Coastal Zone Management Consistency determination for Corps permits; • U.S. Fish and Wildlife Service and/or the National Marine Fisheries Service, for federally permitted actions that could affect endangered species (i.e. salmon or bull trout); and • No State or federally listed threatened or endangered plant or animal species have been observed on or adjacent to the site. The site does contain habitat that could be used by such species. See mitigation measures for an evaluation and consultation regarding compliance with state and federal laws, including the State Hydraulic Code, Sections 401 and 404 of the Clean Water Act, and Section 7 of the Endangered Species Act. • Critical area impacts will be avoided and minimized to the extent possible. Any impacts would be fully mitigated as required by the Covington's critical areas regulations. Temporary critical area impacts, such as disturbance and possible erosion/sedimentation would be addressed by restoring the affected areas to the same or an improved condition, as required by Covington's critical area regulations and other applicable state and federal regulations.

Topic	Regulation/Commitment																		
	<ul style="list-style-type: none"> Erosion control measures would be implemented prior to construction as detailed in the Earth and Water Resource sections. 																		
Noise	<p>LOCAL: CITY OF COVINGTON NOISE REGULATIONS</p> <p>Chapter 8.20 of the Covington Municipal Code (CMC) establishes regulations to minimize the exposure of citizens to excessive noise. The CMC clearly states the hours during which certain noisy activities are prohibited but does not specify numerical limits for permissible noise levels. The City’s code references state noise regulations.</p> <p>The CMC prohibits sounds originating from construction activity between the hours of 8:00 p.m. and 7:00 a.m. on weekdays and 6:00 p.m. and 9:00 a.m. on Saturdays, Sundays, or Federal holidays. However, prohibitions on construction activities may be waived or modified for work involving public utilities within the public right-of-way if approved by the City Manager or his/her designee.</p> <p>FEDERAL: FEDERAL HIGHWAY ADMINISTRATION (FHWA) TRAFFIC NOISE REGULATIONS</p> <p>Federal FHWA funding, distributed WSDOT, may be used for street improvements associated with this project, and as such, the noise criteria established in Title 23, Part 772 of the Code of Federal Regulations (CFR) may apply. The FHWA Noise Abatement Criteria (NAC) are summarized in Exhibit 3.6-4.</p> <p style="text-align: center;">Exhibit 3.6-4. Federal Highway Administration Noise Abatement Criteria</p> <table border="1" data-bbox="380 709 1429 1157"> <thead> <tr> <th data-bbox="380 716 505 779">Activity Category</th> <th data-bbox="505 716 695 779">Criterion (dBA Leq)</th> <th data-bbox="695 716 1429 779">Description of Activity Category</th> </tr> </thead> <tbody> <tr> <td data-bbox="380 779 505 905">A</td> <td data-bbox="505 779 695 905">57 (exterior)</td> <td data-bbox="695 779 1429 905">Lands where serenity and quiet are of extraordinary significance and that serve an important public need and where the preservation of those qualities is essential if the area is to continue to serve its intended purpose.</td> </tr> <tr> <td data-bbox="380 905 505 968">B</td> <td data-bbox="505 905 695 968">67 (exterior)</td> <td data-bbox="695 905 1429 968">Picnic areas, recreation areas, playgrounds, active sports areas, parks, residences, motels, hotels, schools, churches, libraries, and hospitals.</td> </tr> <tr> <td data-bbox="380 968 505 1031">C</td> <td data-bbox="505 968 695 1031">72 (exterior)</td> <td data-bbox="695 968 1429 1031">Developed lands, properties, or activities not included in Categories A or B above.</td> </tr> <tr> <td data-bbox="380 1031 505 1073">D</td> <td data-bbox="505 1031 695 1073">--</td> <td data-bbox="695 1031 1429 1073">Undeveloped lands.</td> </tr> <tr> <td data-bbox="380 1073 505 1157">E</td> <td data-bbox="505 1073 695 1157">152 (interior)</td> <td data-bbox="695 1073 1429 1157">Residences, motels, hotels, public meeting rooms, schools, churches, libraries, hospitals, and auditoriums.</td> </tr> </tbody> </table> <p>Source: FHWA, CFR, 2013</p> <p>STATE: NOISE CONTROL ACT OF 1974 (WAC 173-60)</p> <p>WAC 173-60-040 establishes maximum permissible noise levels for various environments, and construction activities under all alternatives would be subject to these provisions.</p> <p>STATE: WASHINGTON DEPARTMENT OF TRANSPORTATION TRAFFIC NOISE REGULATIONS</p> <p>WSDOT has adopted the FHWA NAC for evaluating noise impacts and for determining if such impacts are sufficient to justify funding of noise abatement for new roadway construction and roadway widening projects with state funding. The WSDOT traffic noise policy described below meets the federal requirements of 23 CFR 772 described above, so compliance with the WSDOT traffic noise policy will meet FHWA noise requirements. For WSDOT-funded roadway projects, a noise impact occurs when a predicted traffic noise level under the design year conditions approaches within 1 dBA of the FHWA NAC (for example, WSDOT defines a traffic noise impact at a dwelling to be 66 dBA or higher). In addition, WSDOT defines a traffic noise impact to occur when the predicted traffic noise level substantially exceeds the existing noise level. A 10-dBA increase over existing noise levels is considered a substantial increase.</p>	Activity Category	Criterion (dBA Leq)	Description of Activity Category	A	57 (exterior)	Lands where serenity and quiet are of extraordinary significance and that serve an important public need and where the preservation of those qualities is essential if the area is to continue to serve its intended purpose.	B	67 (exterior)	Picnic areas, recreation areas, playgrounds, active sports areas, parks, residences, motels, hotels, schools, churches, libraries, and hospitals.	C	72 (exterior)	Developed lands, properties, or activities not included in Categories A or B above.	D	--	Undeveloped lands.	E	152 (interior)	Residences, motels, hotels, public meeting rooms, schools, churches, libraries, hospitals, and auditoriums.
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D	--	Undeveloped lands.																	
E	152 (interior)	Residences, motels, hotels, public meeting rooms, schools, churches, libraries, hospitals, and auditoriums.																	
Land Use Patterns/Plans and Policies	<ul style="list-style-type: none"> All development in the Hawk Property Subarea after annexation would be subject to the provisions of the Covington Municipal Code Title 18 – Zoning, including the following Chapters: <ul style="list-style-type: none"> 18.25: Permitted Uses 18.30: Development Standards – Density and Dimensions 18.35: Development Standards – Design Requirements 18.40: Development Standards – Landscaping 18.50: Development Standards – Parking and Circulation 18.55: Development Standards – Signs 																		

Topic	Regulation/Commitment
	<ul style="list-style-type: none"> ○ 18.65: Critical Areas ● Prior to annexation to the City of Covington, the unincorporated portion of the subarea would be subject to the provisions of King County Code Title 21, including the following Chapters: <ul style="list-style-type: none"> ○ 21A.08: Permitted Uses ○ 21A.12: Development Standards – Density and Dimensions ○ 21A.14: Development Standards – Design Requirements ○ 21A.16: Development Standards – Landscaping and Water Use ○ 21A.18: Development Standards – Parking and Circulation ○ 21A.20: Development Standards – Signs ○ 21A.22: Development Standards – Mineral Extraction ○ 21A.24: Critical Areas
Transportation	<p>CITY OF COVINGTON DESIGN STANDARDS</p> <p>For Alternatives 2 and 3, internal roadways, and non-motorized facilities are subject to design standards presented in <i>Covington Design Guidelines</i> (City of Covington 2005) and <i>CMC Chapter 18.50 - Development Standards – Parking and Circulation</i>. The proposed new roadway connections would be subject to the City's <i>Design and Construction Standards</i> for roadways. (City of Covington 2009)</p> <p>CITY OF COVINGTON PARKING CODE</p> <p>For Alternatives 2 and 3, the amount of parking supply provided as the subarea develops would be subject to parking requirements defined in <i>CMC Chapter 18.50 - Development Standards – Parking and Circulation</i>.</p>
Public Services	<p>FIRE</p> <ul style="list-style-type: none"> ● Implement the City's adopted fire code at CMC 15.20 Fire Code. <p>SCHOOLS</p> <ul style="list-style-type: none"> ● After annexation by the City of Covington, development in the Hawk Property Subarea will be subject to assessment of school impact fees, as required by Covington Municipal Code Chapter 18.120. ● Until annexation by the City of Covington, development in the unincorporated portions of the Hawk Property Subarea will be subject to assessment of school impact fees, as required by King County Code Chapter 27.44.
Utilities	<p>Plans and regulations adopted at the time development permits are submitted will be applicable, such as:</p> <ul style="list-style-type: none"> ● Department of Ecology, Stormwater Manual for Western Washington ● City of Covington Surface Water Management Program, CMC 13.25 ● CMC Title 13 Public Utilities ● Soos Creek Water and Sewer District Comprehensive Plan ● Covington Water District Water System Plan

EXHIBIT C

Public Agency Actions and Commitments

INTRODUCTION

The City of Covington issued the Hawk Property Planned Action Draft Environmental Impact Statement (EIS) on July 26, 2013, and issued the Final EIS on XXX, 2013. The Draft and the Final EIS together are referenced herein as the "EIS".

Under some elements of the environment, specific City or other agency actions are identified. Generally, incorporation of these actions is intended to provide for consistency within the Comprehensive Plan, Hawk Property Subarea Plan, or between the Plan and implementing regulations; to document pending City actions; to establish a protocol for long-term measures to provide for coordination with other agencies; or to identify optional actions that the City may take to reduce impacts. These actions are listed below in Table C-1.

Actions identified as "Proposed Concurrent Actions" refer to legislative actions proposed for adoption together with the Preferred Alternative CIP. Actions identified as short term are currently underway or expected to be completed in time for the next major Comprehensive Plan review. Longer term and other agency actions will occur in the future, depending on need. The projected timeframe and responsible departments are identified and will be used in monitoring the implementation of the Planned Action Ordinance (PAO).

This Exhibit C will be used in the monitoring process established in Ordinance XXX, adopted XXX, 2014.

**Exhibit C-1
Public Agency Mitigation Measures**

Mitigation Measures	Proposed Synchronous Amendments	Short Term: Next Comp Plan Amendment Cycle or within 5 years	Long Term	Other Agency	Estimated Year of Implementation and Responsible Department
The City could provide neighboring property owners with educational resources to encourage native plant use and backyard habitat projects.			X		Community Development Department Year: To be determined by City based on available resources. This could be a partnership opportunity such as with a conservation district.
As part of integrating the Subarea Plan into the Comprehensive Plan, the City should amend land use designations, goals, policies, and capital facility improvements supporting the anticipated growth of the urban village. In addition, the City should make associated housekeeping amendments to update the status of the reclaimed mine site as transforming to an urban village.	X				Community Development / Public Works / Parks Departments 2014
The City of Covington would continue its 5-lane widening of SE 272 nd Street to include the segment between 192 nd Avenue SE and the east city limits. The estimated cost for widening SE 272 nd Street to 5 lanes between 192 nd Avenue SE and the east city limits is \$40.2 to \$55.9 million. This segment of the project should be included in the City's Capital Improvement Program.	X				Community Development / Public Works Departments 2014
Transportation projects studied in the Planned Action EIS will need to be added to the City's Capital Improvement Program as part of its next Comprehensive Plan update. Additionally, the City's Traffic Impact Fee Program will need to be updated to include these additional projects.	X	X			CFP: Community Development Department 2014 Traffic Impact Fee: Public Works 2015

Mitigation Measures	Proposed Synchronous Amendments	Short Term: Next Comp Plan Amendment Cycle or within 5 years	Long Term	Other Agency	Estimated Year of Implementation and Responsible Department
If growth occurs to the degree reflected in the model projections, it is likely that the City of Covington will reevaluate its long-term plan for the for the SE 272 nd corridor, and determine if widening is warranted, or if it is warranted to reexamine level of service standards and allow this section to operate lower than LOS D. Under these circumstances, the City would be required to decide upon one of these options—additional capacity improvements or a level of service policy change—in order to support concurrency.			X		Public Works Ongoing
If regional land use growth occurs at the rate reflected in the Covington model assumptions through 2035, it is likely that the City of Maple Valley will reevaluate its long-term plan for the for the SE 272 nd corridor, and determine if widening is warranted, or if it is warranted to reexamine level of service standards and allow this section to operate lower than LOS D. Under these circumstances, the City would be required to decide upon one of these options—capacity improvements or a level of service policy change—in order to support concurrency.			X	X	City of Maple Valley Ongoing
The City should adopt comprehensive plan policies stating that the City of Covington will plan cooperatively with WSDOT and neighboring cities to define the ultimate capacity for the SE 272 nd Street roadway.		X			Community Development Department/Public Works 2015
The City could adopt a formal LOS standard for police service and coordinate with the King County Sheriff's Office on monitoring of call responses to incidents by members of the Covington Police Department.		X			Community Development Department/Police Department 2015
The City should contract with the King County Sheriff's Office for the services of additional police officers commensurate with the level of development ultimately approved for the subarea.				X	Police Department Determine through development phasing Ongoing

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Draft

Exhibit D. Transportation Cost Estimates

Draft

Exhibit E. Planned Action EIS Conceptual Alternatives

Draft

Alternative 2 Conceptual Land Use Plan



Source: Communita, 2013

Alternative 3 Conceptual Land Use Plan



Alternative 3, Maximum Subarea Proposal, Conceptual Illustrative Plan

Source: Communita, 2013



MEMORANDUM

DATE: November 1, 2013

TO: Ann Mueller, AICP
 Senior Planner, City of Covington

FROM: Kevin Gifford, AICP
 Associate, BERK Consulting

RE: Summary of Revisions to Hawk Property Subarea Plan in Response to Planning Commission Comments

Following the City of Covington Planning Commission Meeting on August 29, 2013, BERK and Stalzer Associates reviewed and revised the Draft Hawk Property Subarea Plan, transmitting a revised draft of the document to City staff on October 31, 2013. The revisions reflect responses both to comments from the Planning Commission and comments received during the public comment period for the Draft Subarea Plan and Draft EIS.

This memo also contains a brief discussion providing guidance on the interpretation of proposed design standards and how they would apply to future development.

Revisions to Draft Subarea Plan

In addition to minor grammatical and typographical corrections, the following substantive revisions were made to the Draft Subarea Plan for the Planning Commission's November review:

- Minor revisions to the Introduction and Subarea Sense of Place chapters to clarify that the Hawk Property site is no longer in active mining use and that reclamation is in progress.
- Removal of language in the Land Use and Zoning section (page 10) comparing the RCMU zone to Community Commercial and General Commercial zones.
- Revision to proposed Land Use Policy LNP 19.3 to clarify the role of the proposed design standards in facilitating development in the subarea.
- Revision of proposed Land Use Policy LNP 19.5 to clarify the public nature of the proposed pond amenity.
- Revision of proposed Economic Development Policy EDP 9.2 to list a Master Sign Program as a potential method of establishing branding and identity for the Hawk Property Subarea.
- Revision of proposed Transportation Policy TRP 6.15 to emphasize the importance of pedestrian safety in the street and non-motorized transportation network.
- Revision of the policies listed under Parks and Recreation Goal PRG 5.0 as follows:
 - Existing policies PRP 5.3 and PRP 5.5 were listed to establish the importance of integrated trails to future development in the subarea.
 - Proposed policies PRP 5.11 and 5.12 were revised to create three new policies (PRP 5.11 - 5.13) to provide greater detail on how trail construction in the subarea should proceed and the timing of such trail development.

- Revision of the purpose of the MR zone in CMC 18.15.050(1)(e) to emphasize a mix of residential uses over any specific residence types and to clarify that commercial uses should be those that are neighborhood-serving and supportive of mixed-density residential development.
- The Residential Land Use table in CMC 18.25.030 was revised as follows:
 - Two new development conditions (9 and 10) were added to limit development of single-family detached and townhome development in the vicinity of the pond.
 - Senior citizen assisted housing was changed to a permitted use in the RCMU zone.
- The General Services Land Use table in CMC 18.25.050 was revised as follows:
 - Veterinary clinics were made a permitted use in the RCMU zone.
 - Automotive service uses, which were previously permitted in the RCMU zone, are now prohibited.
- The Development Standards table in 18.30.030 was amended as follows:
 - Development condition #3 was applied to the minimum lot area standard for the R-12 zone as a correction; this condition was inadvertently not applied to the R-12 zone in the previous draft of the plan.
 - The maximum allowed impervious surface coverage for the MR zone was reduced to 80% in response to comments received on the Draft EIS.
- The Development Standards table in 18.30.040 was amended to reduce maximum allowed impervious surface coverage for the RCMU zone to 80% in response to comments received on the Draft EIS.
- Regulations for visual screening in CMC 18.35.200(4)(g) were revised to require full enclosure of refuse collection points.
- Design standards for development along the primary arterial (CMC 18.35.310(3)) were amended as follows: CMC 18.35.310(3)(a) and (b) were amended to add zoning setbacks to the list of features that would permit a reduction in the building frontage requirement.
- Design Standards for the Pond Area (CMC 18.35.310(5)) were revised as follows:
 - CMC 18.35.310(5)(a) was revised to clarify that the continuous public access area shall be “abutting” the pond, and the pathway shall be designed to be ADA-compliant.
 - CMC 18.35.310(5)(b) was revised to indicate that multi-story buildings around the pond should incorporate residential uses, as mixed use development is preferred over strictly commercial development in this location.
 - CMC 18.35.310(5)(c) was revised to provide flexibility for public access corridors in areas constrained by topography.
 - CMC 18.35.310(5)(d) was revised to require a gathering space of one-half acre, consistent with CMC 18.35.310(6)(a).
- CMC 18.35.310(7)(b) was revised to require screening of rooftop mechanical elements from view from adjacent properties and parks.
- A new standard promoting the creation of visual gateways was added as CMC 18.35.310(8) to implement proposed Land Use Policy LNP 19.3 and Economic Development policy EDP 9.2.

- Off-street parking standards in CMC 18.50.110(1)(g) were revised to provide greater clarity on the desired spatial arrangement of parking areas relative to building façades and street frontages. A diagram illustrating the preferred configuration was also inserted.
- Requirements for electric vehicle charging stations in CMC 18.50.170 were amended to include the new MR and RCMU zones.
- The requirement for curb extensions in Section 2.07.D of the City’s street standards was revised to provide additional detail on how the extensions should be constructed.

Interpretation of Design Standards

The Subarea Plan includes design standards are intended to improve the quality of development by guiding building and site design in the Hawk Property Subarea. These standards recognize that some design techniques and site planning features may be more appropriate than others for a given area and that certain standards may not be feasible at all locations. Where a standard or requirement is prefaced by the word “shall,” compliance with that standard is mandatory. Where the word “should” is used, the applicant, Director and Hearing Examiner are requested to give strong consideration to that guideline.

HAWK PROPERTY SUBAREA PLAN

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INTRODUCTION

Purpose

The purpose of the Hawk Property Subarea Plan is to guide future development in the Hawk Property Subarea of Covington's Northern Gateway by establishing land use and urban design options consistent with the vision established by the community. This subarea plan is the result of an extensive planning process conducted by the City of Covington to determine the future of the Hawk Property subarea, which has been active as a gravel mine since the 1970's.

In 2012, the City commissioned the Northern Gateway Area Study, which evaluated the Hawk Property and surrounding area with regard to suitability for urban development and possible annexation to the City for the portion of the Northern Gateway outside city limits. Based on this study, the City refined the boundary of the subarea to focus on the Lakeside gravel mine and has prepared this subarea plan to facilitate the transition of this area from its former use as resource extraction to urban development.

The City is also preparing a Planned Action Environmental Impact Statement (EIS) concurrent with this subarea plan. The EIS establishes several land use alternatives and evaluates the potential environmental impacts of each. If adverse impacts are anticipated under any of the alternatives, the EIS proposes mitigation measures to reduce or eliminate these effects. The City is also considering the adoption of a Planned Action Ordinance for the Hawk Property Subarea. A planned action allows for streamlined environmental review at the development permit stage by evaluating a range of development alternatives in the EIS and then reviewing subsequent development proposals for consistency with the range of alternatives studied. Future development proposals deemed consistent with the planned action ordinance and EIS will not have to undergo a new environmental threshold determination, though they will have to comply with local permit review standards and the development standards established in this subarea plan and the code amendments adopted in the Covington Municipal Code.

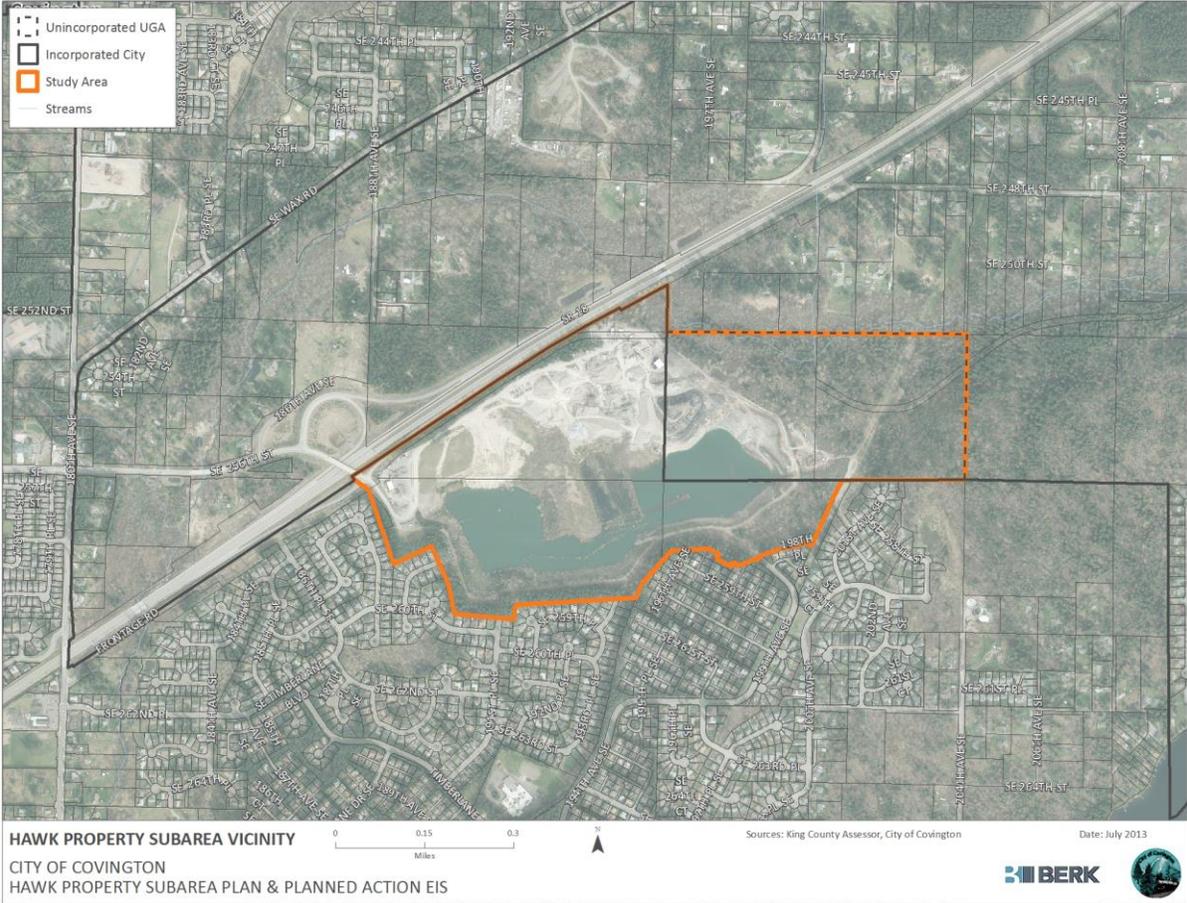
Local and Regional Context

The Hawk Property subarea is located in the northern portion of the City abutting SR 18 on its northwest boundary, and contains both land within the Covington city limits and land in unincorporated King County but the entire subarea is located within the city's Urban Growth Area (UGA). The subarea encompasses approximately 212 acres southeast of SR 18. The Hawk Property Subarea primarily consists of the former Lakeside gravel mine, an asphalt batch plant, vacant land, and a highway interchange. Resource extraction operations at the mine site have ceased, and reclamation is in progress. Approximately 132 acres of this area lies within the City's corporate limits; the remainder lies within one of the City's assigned Potential Annexation Areas (PAAs) in the UGA. The subarea comprises the southeastern portion of the area analyzed in phase one of the Covington Northern Gateway Area Study, published by the City in 2012.

At present, structures in the subarea consist of two maintenance facilities, two offices, one concrete plant, one asphalt plant, one rock crusher, and one wash plant. Approximately 8 acres of land along the southern edge of the property have already been reclaimed in accordance with the standards of a Reclamation Plan approved by the Washington State Department of Natural Resources (DNR Surface Mine Reclamation Permit #70-011068 and Federal Mine ID #45-01582) and has moderate to heavy vegetative cover. The northern portion of the subarea consists of undeveloped land and is characterized by a series of wetlands associated with Jenkins Creek.

HAWK PROPERTY SUBAREA PLAN | INTRODUCTION

The Hawk Property subarea is strategically located at the northern gateway to Covington and adjacent to SR 18, a major regional transportation link. The subarea is therefore positioned to take advantage of regional travel patterns and serve as a regional commercial retail and employment hub. Its location at the northern edge of the city makes it more suitable for these regional uses than the Town Center. The Covington Downtown and Zoning Study Final Report, dated September 30, 2009, identifies the downtown, Town Center as a pedestrian-oriented village with limited larger format retail and a greater focus on social and civic uses.



Community Vision for the Hawk Property Subarea

The vision for the Hawk Property Subarea is the creation of an Urban Village at Covington’s northern gateway that provides a mix of commercial development focused on regional uses and a variety of housing types. This village would provide regional shopping and employment opportunities for residents of both Covington and neighboring communities, as well as new housing opportunities for the Covington community. In addition to commercial and residential development, the village would offer public recreational amenities, such as parks, natural open space, a pond, and bicycle and pedestrian trails that link to the regional trail system. The Hawk Property Subarea, while providing both economic and lifestyle benefits would be a secondary center within Covington, providing an experience that is distinct from Covington’s town center, not competing with it.

This vision for the Hawk Property subarea was crafted with the input of area residents and stakeholders. The City hosted a community workshop in March 2013, which was attended by approximately 37 members of the public. In addition to taking comments from the public, the City answered questions

HAWK PROPERTY SUBAREA PLAN | INTRODUCTION

about the subarea plan and the EIS process and engaged attendees in a planning exercise to graphically illustrate their preferred vision for the future of the Hawk Property Subarea. The participants were divided into teams and asked to arrange development types (single family residential, townhomes, multifamily residential, and commercial) on the site, as well as parks, open space, and a trail system. Each team was asked to evaluate both higher and lower-intensity development scenarios. Composites of the participants' preferred development solutions for the subarea are illustrated in the figures on the following page.



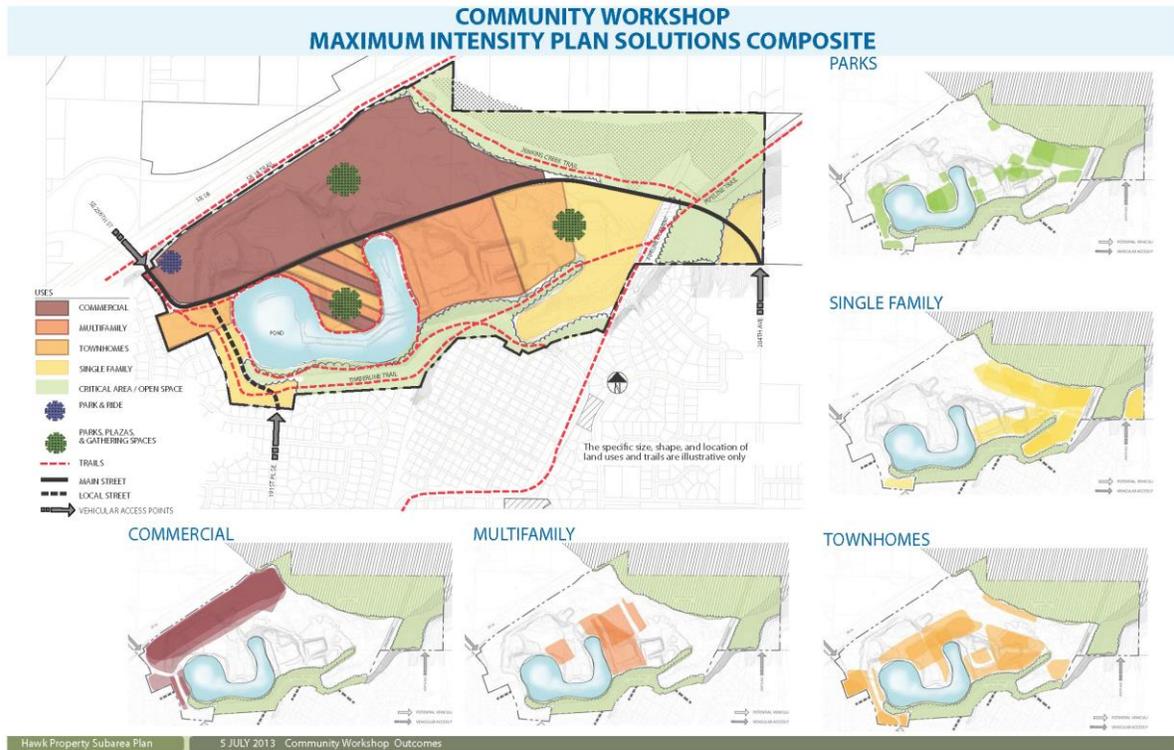
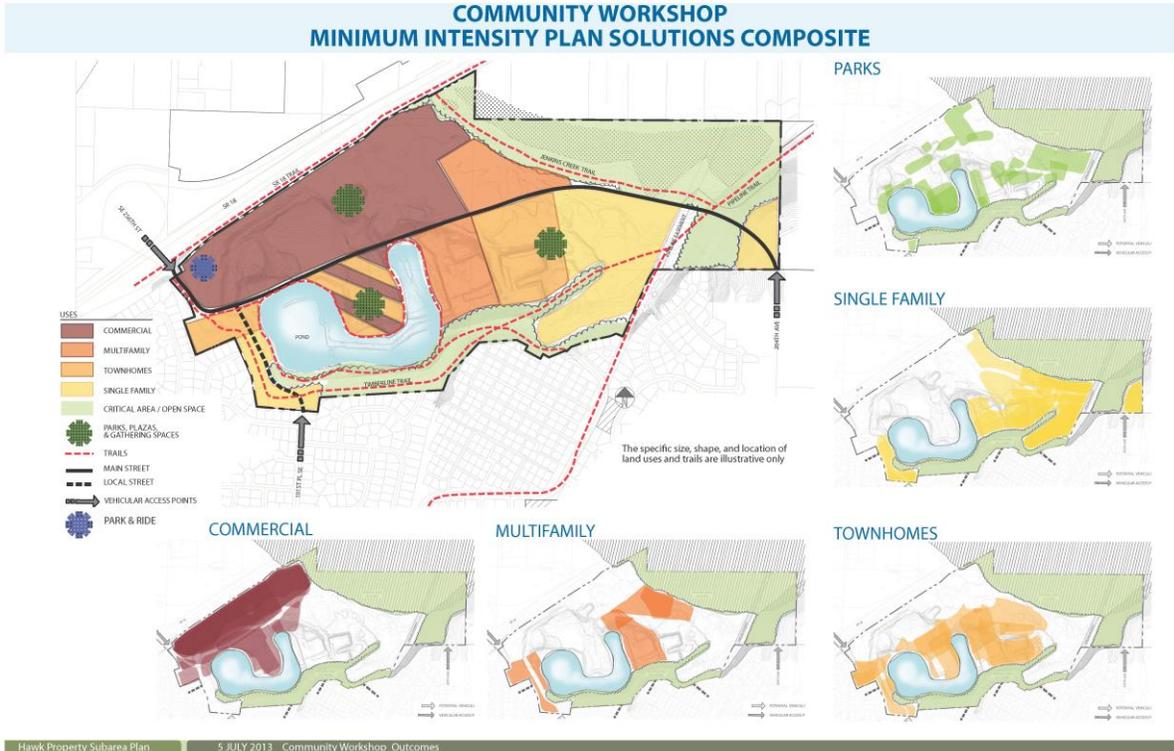
Covington residents participate in a site planning exercise for the Hawk Property Subarea in March 2013.

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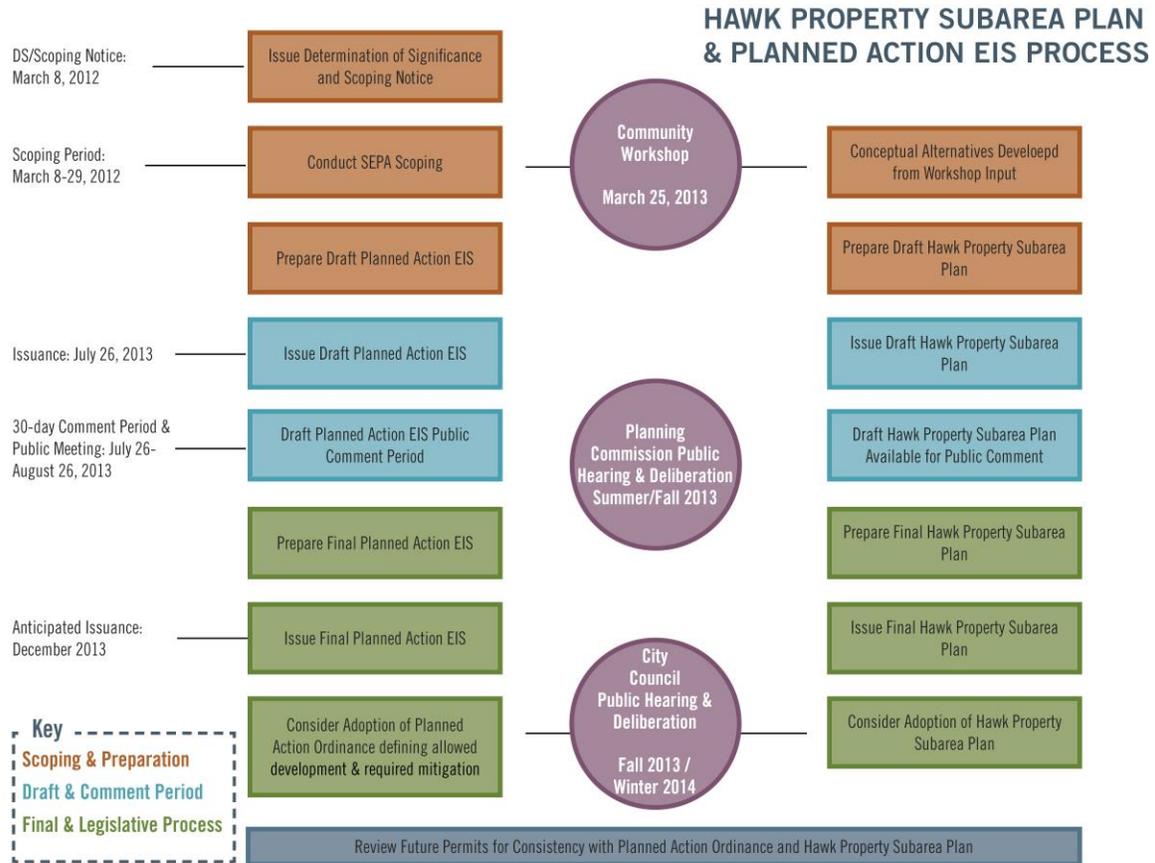
A collection of site plan options for the Hawk Property Subarea produced by citizen break-out groups at the community workshop in March 2013.

HAWK PROPERTY SUBAREA PLAN | INTRODUCTION



Anticipated Timeline and Outcomes

The planning process for the Hawk Property Subarea is anticipated to continue through late 2013. This subarea plan and the associated proposed development regulations will undergo public review in the summer/fall of 2013, with revisions in the fall and adoption of the final plan and development regulations in December 2013. Preparation of a development agreement and master site plan is anticipated in 2014. Annexation of the unincorporated portion of the subarea may also occur in 2014. A schematic of the subarea plan and environmental review process is included below.



SUBAREA SENSE OF PLACE

Overview

As described in the Introduction, the community vision for the subarea is an urban village with a mix of commercial, residential, and recreation uses. The specific development goals for the subarea, based on concepts and ideas from the property owners, community residents, and city staff and officials, include the following:

- To plan for future development of the Hawk Property Subarea in Covington’s Northern Gateway area by defining land use options;
- To protect environmentally sensitive areas while fostering economic development;
- To create an urban village for regional and local commercial uses and related employment, a mix of housing types, as well as community gathering and recreation spaces that is unique from and secondary to Covington’s downtown;
- To plan for an orderly transition of the Hawk Property Subarea from a reclaimed mineral extraction site to urban uses appropriate for its location in Covington’s Northern Gateway;
- To improve transportation mobility in the area with a new arterial connection between SR 18 and 204th Avenue SE through the subarea and the connection to SE 272nd Street;
- To provide housing options, such as multifamily, townhomes, and small lot single family homes, that are not widely available in Covington; and
- To provide unique open space amenities such as an on-site pond and parks, and provide access to the regional trail system such as the Tri-City/Covington Highlands Trail.

Designed and developed as urban village, the focus of the Hawk Property Subarea is on convenient access to retail goods and services, housing choice, public amenities and conservation of natural areas. In this way, it is distinct from the city’s Town Center, which serves as the dense social and civic heart of Covington for live, work, play and learning.

Key Features

Key features that define the sense of place for the Hawk Property Subarea urban village include:

- A mixture of large-format retail and local/iconic retail that will provide regional shopping and employment opportunities that will draw visitors from neighboring communities;
- A mixture of high-quality single-family neighborhoods, townhome clusters, and multifamily buildings at varying densities that will provide a range of housing choices and distinct residential experiences within the subarea;
- A central pond feature that will serve as a focal point, with public gathering space and recreational amenities for residents and visitors to the urban village;
- Protected natural features along Jenkins Creek and the steep slope area the southern edge of the subarea; and
- On-site parks and trails that will serve the recreational needs of area residents and provide access to regional recreational resources.

These key features are illustrated in two conceptual site plans on the following pages.

HAWK PROPERTY SUBAREA PLAN | SUBAREA SENSE OF PLACE

Conceptual Site Plan – Minimum Urban Village Alternative



Alternative 2, Minimum Subarea Proposal, Conceptual Illustrative Plan

HAWK PROPERTY SUBAREA PLAN | SUBAREA SENSE OF PLACE

Conceptual Site Plan – Maximum Urban Village Alternative



Land Use and Zoning

Predominant land uses in the subarea will be large format retail, local and iconic retail, single-family residences, townhomes, and multifamily residential units. Because this represents a mix of uses not commonly found elsewhere in Covington, zoning for the subarea would be a combination of existing and new zoning districts. Three new zoning districts are being proposed for the Hawk Property Subarea to accommodate a mix of uses not commonly found in other zoning districts in Covington. Development in these new zones will be subject to Covington's existing development standards, as amended, and a new section of Chapter 18.35 specifically for the Hawk Property Subarea.

Portions of the subarea intended exclusively for single family residences and townhomes would use the proposed new High Density Residential (R-12) zone. Single family residences, townhomes, and multifamily residences would be accommodated by the new Mixed Residential (MR) zone. The MR zone would also allow those small-scale commercial uses that are supportive of residential areas, such as coffee shops and neighborhood food stores. Large format retail uses and multifamily housing would be allowed in the new Regional Commercial Mixed Use (RCMU) zone.

Implementation

The vision and community design philosophies, will be implemented through a combination of new Comprehensive Plan goals and policies, design standards, zoning code revisions, and potentially a development agreement as applicable between the City of Covington and the property owner of the subarea. These implementation measures are presented in the following sections and are summarized below.

- **Goals and Policies.** New goals and policies will be added to the City's Comprehensive Plan to create connections between the objectives of the Hawk Property Subarea Plan and the City's existing policy framework.
- **Zoning Code Revisions.** This section describes changes that will be made to Covington's Municipal Code (CMC) to implement the vision for the Hawk Property Subarea, including three new zoning districts and associated development regulations governing permitted uses, height, bulk, and density.
- **Design Standards.** A set of design standards in a new section of Chapter 18.35 will inform both site planning and building design in the subarea. These regulations will provide standards for developers and City staff as they review future development proposals.

GOALS & POLICIES

This section contains goals and policies that will be incorporated into the appropriate elements of the City's Comprehensive Plan. These goals and policies are designed to guide future development in the Hawk Property Subarea, as well as guide the development of future land use plans, zoning, environmental regulations, and capital plans for the area.

Land Use

2.6.12 Hawk Property Subarea (New Section)

The Hawk Property Subarea designation is intended to provide commercial and residential opportunities in an urban village setting with associated recreational and open space amenities. The Hawk Property Subarea should provide both regional and local commercial opportunities, as well as housing options not widely available in Covington, including multifamily, townhome, and small-lot residential development. This designation is appropriate for those properties included in the Hawk Property Subarea, as mapped in the Hawk Property Subarea Plan.

2.8.19 Hawk Property Subarea Urban Village (New Section)

LNG 19.0 Plan for and create a new Urban Village within the Hawk Property Subarea that serves as a safe, vibrant, well-planned commercial and residential center that offers opportunities to live, shop, and recreate in proximity to regional commercial and park and greenspace facilities . (New Goal)

- LNP 19.1 Encourage a variety of commercial, residential, and recreational development types. (New Policy)
- LNP 19.2 Encourage a variety of housing types at various densities to provide housing choices not currently available in one location within Covington. (New Policy)
- LNP 19.3 Adopt design standards for the urban village that facilitate development in the Hawk Property Subarea as the northern entrance to Covington. (New Policy)
- LNP 19.4 Ensure that the public realm provides places for a variety of ages, interests, and experiences and is easily accessible. (New Policy)
- LNP 19.5 Ensure that the pond serves as a major public amenity with extensive public access and a surrounding area with a mix of residential and commercial uses that offer a place for the community to gather, stroll, dine, shop, and live. (New Policy)
- LNP 19.6 Encourage development of larger public park and greenspace amenities in the Hawk Property Subarea that are accessible to all residents and visitors, as opposed to small, fragmented, private park facilities. (New Policy)

Economic Development

12.5.5 Commercial and Mixed Use Development

EDG 5.0 Encourage commercial retail, service and complementary mixed use development that serves the residents of Covington and nearby communities, attracts visitors, and enhances the City's tax base while addressing transportation and other public service issues as they arise. (Existing Goal)

- EDP 5.8 Encourage regional commercial and employment uses along major transportation corridors to strengthen Covington's economic position within the region. (New Policy)

12.5.9 Hawk Property Subarea (New Section)

EDG 9.0 Develop a secondary economic center in the Hawk Property Subarea that offers shopping, employment, and residential opportunities without competing with the Town Center. (New Goal)

- EDP 9.1 Encourage both regional and local-serving commercial uses that meet community shopping needs and provide jobs. (New Policy)
- EDP 9.2 Formulate an image and branding strategy to provide a unique identity distinct from the Covington Town Center, such as a Master Sign Program. (New Policy)
- EDP 9.3 Implement land use and zoning standards that will encourage a mix of regional and local commercial uses and housing densities. (New Policy)
- EDP 9.4 Encourage commercial development comprised of a mix of regional retail, iconic/local retail and related uses that will serve local residents as well as residents of neighboring communities. (New Policy)
- EDP 9.5 Ensure that commercial areas are sensitive to the natural features around them. (New Policy)

Transportation

5.15.5 Transit and TDM Strategies

TRG 5.2 Enhance use of transit and TDM strategies by supporting appropriate land use. (Existing Goal)

- TRP 5.8 Encourage the development of higher-density commercial and residential centers that can be efficiently served by transit. (New Policy)

5.15.6 Street Improvement Standards

TRG 6.3 In general, all arterials shall accommodate pedestrian and bicycle movement, as well as automobile and transit traffic. (Existing Goal)

- TRP 6.11 Link local street networks through subdivisions to provide efficient local circulation, as appropriate, and provide additional collector arterial access for major residential areas. (Existing Policy)
- TRP 6.14 Link SR 18 and 204th Ave SE with an arterial solution that provides efficient circulation while promoting a safe shopping and pedestrian environment. (New Policy)

HAWK PROPERTY SUBAREA PLAN | GOALS & POLICIES

- TRP 6.15 Provide an interconnected system of streets and non-motorized facilities that minimizes vehicular/bicycle/pedestrian conflicts and promotes pedestrian safety. Employ a grid street pattern where practicable. (New Policy)
- TRP 6.16 Implement streetscape improvements that promote walkability and commercial activity. (New Policy)

Parks & Recreation

6.6.3 Parks, Natural Areas, & Trails

PRG 3.0 Acquire and develop a high-quality, diversified system of parks, recreation facilities and open spaces that is attractive, function, accessible and safe – providing equitable access to all residents. (Existing Goal)

- PRP 3.12 Encourage large residential and mixed-use developments to include publicly accessible gathering spaces to serve as neighborhood focal points and event venues. (New Policy)

PRG 4.0 Protect and manage the City's environmentally-sensitive lands, remnant open spaces and natural and cultural resources to highlight their uniqueness and local history. (Existing Goal)

- PRP 4.15 Where feasible, encourage use of wetland buffers, stream buffers, and habitat corridors for passive recreational use, such as wildlife viewing and trails, provided that such uses would not have a negative impact upon the protected natural resources. (New Policy)
- PRP 4.16 In the Hawk Property Subarea, develop park and greenspace areas as both publicly accessible recreational and habitat amenities. (New Policy)

PRG 5.0 Develop a high-quality system of shared-use park trails and bicycle & pedestrian corridors that connect significant local landscapes, public facilities, neighborhoods and the downtown core. (Existing Goal)

- PRP 5.3 Integrate the siting of proposed trail segments into the development review process. Require development projects along designated trail routes to be designed to incorporate the trail as part of the project. (Existing Policy)
- PRP 5.5 Require development projects along designated trail routes to be designed to incorporate the trail as part of the project. Sensitive area buffers within proposed subdivisions and short-subdivisions shall be widened to accommodate additional open space and a public easement for future trails. (Existing Policy)
- PRP 5.11 In the Hawk Property Subarea create a trail network that connects to the surrounding neighborhoods and regional trail system. At the time of commercial or residential development, trail connections and on-site segments of regional trails should be provided connecting development to surrounding neighborhoods. (New Policy)
- PRP 5.12 Development of all or part of the regional trail system within or adjacent to the Hawk Property Subarea shall be phased as commercial and/or residential development occurs and shall be connected to other trails to provide continuous pedestrian routes. (New Policy)
- PRP 5.13 In the Hawk Property Subarea create a walkable and safe community with an integrated system of sidewalks and trails. Non-motorized connections should be provided to increase pedestrian safety and reduce overall vehicle trips. (New Policy)

Surface Water Resources

7.5.2 General Water Resources Protection

EVG 2.0 Insure that land use development policies protect the City's water quality. (Existing Goal)

EVP 2.9 In the Hawk Property Subarea, actively promote the use of Low Impact Development (LID) techniques to reduce stormwater runoff quantity and pollutant loading, particularly in areas adjacent to Jenkins Creek. (New Policy)

EVP 2.10 In the Hawk Property Subarea, transform the existing detention facilities into a unique publicly accessible community amenity, which may continue to serve as a stormwater management facility. (New Policy)

7.5.6 Wetlands

EVG 6.0 Protect wetlands with a standard of no net loss of wetland functions or values within each drainage basin. Wetland functions are natural processes performed by wetlands. Wetlands promote food chain production, provide fish and wildlife habitat, maintain and improve water quality, retain water for recharge and discharge into groundwater aquifers, moderate surface water and stormwater flows. Other functions include, but are not limited to those discussed in U.S. Army Corps of Engineers regulations (33 CFR 320.4(b)(2), 1988). Wetland values are estimates, usually subjective, of the benefits of wetlands to society, and include aesthetics, education, scientific research, and recreation. (Existing Goal)

EVP 6.6 Locate development adjacent to wetlands such that wetland functions are protected, an adequate buffer around the wetlands is provided, and significant adverse impacts to wetlands are prevented. (Existing Policy)

DEVELOPMENT REGULATIONS

This Chapter presents zoning and development regulations for the Hawk Property Subarea. Adoption of this subarea plan would entail amendments to the City's current zoning code; proposed development regulations are therefore presented in the format of the Covington Municipal Code, using ~~strikethrough~~ text to indicate proposed deletions from the existing code and underline text to indicate proposed additions to the code.

Definitions

The definitions established in Chapter 18.20 of the Covington Municipal Code fully apply within the Hawk Property Subarea. The following additional definitions shall be added to Chapter 18.20.

18.20 Technical Terms and Land Use Definitions

18.20.613 Hotel

"Hotel" means an establishment in which temporary lodging or temporary boarding and lodging are provided and offered to the public for compensation and in which ingress and egress to and from all guest rooms are made through an inside lobby or office. Guest rooms must be accessed from an interior hallway. The use may include ancillary uses, such as, but not limited to, a restaurant, lounge, meeting rooms, banquet rooms, swimming pool, and convention facilities.

18.20.893 Physical Fitness/Recreation Club

"Physical Fitness/Recreation Club " means a private facility including uses such as, but not limited to, game courts, exercise equipment, gym, exercise rooms, locker rooms, swimming pool, sauna, steam room, showers, and tanning salons.

Zoning Districts

Zoning in the Hawk Property Subarea shall consist of the Urban Residential (R), Mixed Residential (MR) and Regional Commercial-Mixed Use (RCMU) districts. The City's existing zoning code will be amended as follows to implement the goals and policies of the Hawk Property Subarea Plan.

18.15 Zones, Maps and Designations

18.15.010 Zones and Map Designations Established.

In order to accomplish the purposes of this title the following zoning designations and zoning map symbols are established:

Zoning Designations	Map Symbol
Mineral	M
Urban Separator	US (R-1)
Urban Residential	R (base density in dwellings per acre)
Neighborhood Commercial	NC
<u>Mixed Residential</u>	<u>MR</u>
Community Commercial	CC
Downtown Zone	DN (further specified by district)
Town Center District	TC
Mixed Commercial District	MC
General Commercial District	GC
Mixed Housing/Office District	MHO
Industrial	I
<u>Regional Commercial-Mixed Use</u>	<u>RCMU</u>

HAWK PROPERTY SUBAREA PLAN | DEVELOPMENT REGULATIONS

18.15.050 Urban Residential Zone

- (1) The purpose of the urban residential zone (R) is to implement comprehensive plan goals and policies for housing quality, diversity and affordability, and to efficiently use urban residential land, public services and energy. These purposes are accomplished by:
- (a) Providing, in the R-1 (urban separator) through ~~R-8R-12~~ zones, for a mix of predominantly single detached dwelling units and other development types, with a variety of densities and sizes;
 - (b) Providing, in the R-18 (multifamily) zone, a mix of higher densities and greater variety of housing uses;
 - (c) Allowing only those accessory and complementary nonresidential uses that are compatible with urban residential communities; ~~and~~
 - (d) Establishing density designations to facilitate advanced area-wide planning for public facilities and services, and to protect environmentally sensitive sites from overdevelopment.; ~~and~~
 - (e) Providing, in the MR (Mixed Residential) zone, a variety of housing types at a range of densities not provided by the other Urban Residential zoning districts. These purposes are accomplished by allowing a mixture of residential uses while limiting non-residential uses to neighborhood-serving commercial uses that are complementary and supportive of mixed-density housing development.
- (2) Use of this zone is appropriate as follows:
- (a) The urban separator (R-1) zone on or adjacent to lands with area-wide environmental constraints where development is required to cluster away from sensitive areas, on lands designated urban separators or wildlife habitat network where development is required to cluster away from the axis of the corridor on critical aquifer recharge areas, and on regionally and locally significant resource areas (RSRAs/LSRAs) or in well-established subdivisions of the same density, which are served at the time of development by public or private facilities and services adequate to support planned densities; and
 - (b) The R-4 through R-18 zones ~~and the MR zone~~ on lands that are predominantly environmentally unconstrained and are served at the time of development by adequate public sewers, water supply, roads and other needed public facilities and services. (Ord. 10-10 § 3 (Exh. C); Ord. 42-02 § 2 (21A.04.080))

18.15.090 Regional Commercial-Mixed Use Zone

- (1) The purpose of the Regional Commercial-Mixed Use Zone (RCMU) is to provide regional-scale retail and service uses in a well-designed urban village setting that may include a limited amount of high-density residential uses. These purposes shall be accomplished by:
- (a) Concentrating large-scale commercial uses to facilitate efficient provision of public services and to minimize incompatibilities with residential uses;
 - (b) Encouraging compact development to accommodate integrated open space and natural features, as well as recreational amenities; and
 - (c) Allowing for both horizontal and vertical mixed-use development, including a mix of commercial and residential uses.
 - (d) Other public benefits consistent with the Comprehensive Plan polices as approved by the city council.
- (2) Use of this zone is appropriate in commercial centers with adequate access to the regional transportation network.

HAWK PROPERTY SUBAREA PLAN | DEVELOPMENT REGULATIONS

18.25 Permitted Uses

18.25.030 Residential Land Uses.

A. Table

Key											
P – Permitted Use											
C – Conditional Use											
SIC #	SPECIFIC LAND USE	M	US	R4-8	<u>R12</u>	R-18	<u>MR</u>	CC	NC	<u>RCMU</u>	I
* DWELLING UNITS, TYPES:											
*	Single detached		P C2	P C2	<u>P</u> <u>C2</u>	P4 C2	<u>P9</u>				
*	Townhouse		P	P	<u>P</u>	P	<u>P10</u>	P3	P3		
*	Multifamily					P4	<u>P</u>	P3	P3	<u>P</u>	
*	Manufactured home park			C8		C8					
GROUP RESIDENCES											
*	Community residential facility-I		C	C	<u>C</u>	C	<u>C</u>	P3	P3		
*	Community residential facility-II							C	C		
*	Senior citizen assisted housing		P	P	<u>P</u>	P	<u>P</u>	P3		<u>P</u>	
ACCESSORY USES:											
*	Residential accessory uses		P6	P6,8	<u>P6,8</u>	P6,8	<u>P 6, 8</u>	P6			
*	Home occupation		P	P	<u>P</u>	P	<u>P</u>	P		<u>P</u>	
TEMPORARY LODGING											
*	Bed and breakfast guesthouse		P7	P7	<u>P7</u>	P7	<u>P7</u>	P	P		
*	<u>Hotel</u>						<u>P</u>			<u>P</u>	

B. Development Conditions

- (1) For all single-family preliminary plats of 20 lots or more, 18 percent of the units must be constructed as multiple-family dwelling units. The City will consider a reduction in the required number of multiple-family units if an agreement can be reached to assure the affordable housing income figures mandated by the comprehensive plan can be achieved. This condition shall not apply within the Hawk Property Subarea.

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- (2) Required before approving more than one dwelling on individual lots, except on lots in subdivisions, short subdivisions or binding site plans approved for multiple unit lots, and except as provided for accessory dwelling units in Condition No. 7.
- (3) Only as part of a mixed-use/integrated development subject to the conditions of Chapter 18.35 CMC.
- (4) Permitted only in the R-18 zone.
- (5) Must be in accord with Chapter 18.35 CMC.
- (6) Accessory Dwelling Units.
 - (a) Only one accessory dwelling per primary single detached dwelling unit;
 - (b) Only in the same building as the primary dwelling unit on an urban lot that is less than 10,000 square feet in area, on a rural lot that is less than the minimum lot size, or on a lot containing more than one primary dwelling;
 - (c) The primary dwelling unit or the accessory dwelling unit shall be owner-occupied;
 - (d) One of the dwelling units shall not exceed a floor area of 1,000 square feet except when one of the dwelling units is wholly contained within a basement or attic;
 - (e) When the primary and accessory dwelling units are located in the same building, only one entrance may be located on each street side of the building;
 - (f) One additional off-street parking space shall be provided;
 - (g) The accessory dwelling unit shall be converted to another permitted use or shall be removed if one of the dwelling units ceases to be owner occupied;
 - (h) An applicant seeking to build an accessory dwelling unit shall file a notice approved by the Department with the Records and Elections Division which identifies the dwelling unit as accessory. The notice shall run with the land. The applicant shall submit proof that the notice was filed before the Department shall approve any permit for the construction of the accessory dwelling unit. The required contents and form of the notice shall be set forth in administrative rules. If an accessory dwelling unit in a detached building in the rural zone is subsequently converted to a primary unit on a separate lot, either the original lot or the new lot may have an additional detached accessory dwelling unit constructed unless the lot is at least twice the minimum lot area required in the zone; and
 - (i) Must be in accord with Chapter 18.35 CMC.
- (7) Only as an accessory to the permanent residence of the operator, provided:
 - (a) Serving meals to paying guests shall be limited to breakfast; and
 - (b) The number of persons accommodated per night shall not exceed five, except that a structure which satisfies the standards of the International Building Code for R-1 occupancies may accommodate up to 10 persons per night.
- (8) On-street electric vehicle charging stations are not permitted in the R-1 through R-18 zones. Individual electric vehicle charging stations for a single-family residence shall follow the Installation Guide for Charging Stations, prepared by Puget Sound Regional Council, and as amended. (Ord. 19-11 § 1 (Exh. 1); Ord. 10-10 § 3 (Exh. C); Ord. 06-05 § 1; Ord. 23-04 § 10; Ord. 42-02 § 2(21A.08.030))
- (9) Within the Hawk Property Subarea, single-family detached residences shall not be allowed around or abutting the pond.
- (10) Within the Hawk Property Subarea, townhouses shall not be allowed around or abutting the pond except as part of a mixed-use development.

HAWK PROPERTY SUBAREA PLAN | DEVELOPMENT REGULATIONS

18.25.040 Recreational/Cultural Land Uses

A. Table

Key											
P – Permitted Use											
C – Conditional Use											
SIC #	SPECIFIC LAND USE	M	US	R4-8	<u>R-12</u>	R-18	<u>MR</u>	CC	NC	<u>RCMU</u>	I
* PARK/RECREATION:											
*	Park	P1	P	P1	<u>P1</u>	P1	<u>P1</u>	P	P	<u>P1</u>	P
*	Trails	P	P	P	<u>P</u>	P	<u>P</u>	P	P	<u>P</u>	P
AMUSEMENT/ENTERTAINMENT:											
*	Adult entertainment businesses (2)										P
793	Bowling center									<u>P</u>	P
*	Golf facility			P3	<u>P3</u>						
799 9(4) (6)	Amusement and recreation services			P5	<u>P5</u>						
*	Commercial recreation	C									C
<u>*</u>	<u>Physical Fitness/ Recreation Clubs</u>									<u>P</u>	
<u>*</u>	<u>Theaters</u>									<u>P</u>	
CULTURAL:											
823	Library			C6	<u>C5</u>	C6	<u>C5</u>	P	P	<u>P</u>	
841	Museum			C	<u>C</u>	C	<u>C</u>	P	P	<u>P</u>	P
842	Arboretum			P	<u>P</u>	P	<u>P</u>	P	P		

B. Development Conditions

- (1) Lighting for structures and fields shall be directed away from residential areas through the use of exterior full cut-off shields or through optics within the fixture.
- (2) Adult entertainment businesses shall be prohibited within 550 feet of any property zoned R or containing schools, licensed day care centers, public parks or trails, community centers, public libraries or churches. In addition, adult entertainment businesses shall not be located closer than 3,000 feet to any other adult entertainment business. These distances shall be measured from the property line of the parcel or parcels proposed to contain the adult entertainment business to the property line of the parcels zoned R or that contain the uses identified in this subsection.
- (3) Clubhouses, maintenance buildings, equipment storage areas and driving range tees shall be at least 50 feet from residential property lines. Lighting for practice greens and driving range ball

HAWK PROPERTY SUBAREA PLAN | DEVELOPMENT REGULATIONS

impact areas shall be directed away from adjoining residential zones. Applications shall comply with adopted best management practices for golf course development. Ancillary facilities associated with a golf course are limited to practice putting greens, maintenance buildings and other structures housing administrative offices or activities that provide convenience services to players. These convenience services are limited to a pro shop, food services and dressing facilities and shall occupy a total of no more than 10,000 square feet.

- (4) Excluding amusement and recreational uses classified elsewhere in this chapter.
- (5) A conditional use permit is required unless the use is an accessory to a park or in a building listed on the National Register as a historic site or designated as a King County landmark subject to Chapter 18.47 CMC.
- (6) The operation of an indoor shooting range, as defined in CMC 18.20.1080, is not permitted. Outdoor shooting ranges are not permitted. (Ord. 01-12 § 1 (Exh. 1); Ord. 10-10 § 3 (Exh. C); Ord. 42-02 § 2(21A.08.040))

18.25.050 General Services Land Uses

A. Table

Key											
P – Permitted Use											
C – Conditional Use											
SIC #	SPECIFIC LAND USE	M	US	R4-8	<u>R-12</u>	R-18	<u>MR</u>	CC	NC	<u>RCMU</u>	I
*	PERSONAL SERVICES:										
72	General personal service						<u>P</u>	P	P	<u>P</u>	P
721 6	Dry-cleaning plants										P
721 8	Industrial laundrers										P
726 1	Funeral home/crematory			C4	<u>C4</u>	C4	<u>C4</u>				
*	Cemetary, columbarium or mausoleum (5)			C3	<u>C3</u>	C3	<u>C3</u>	C3	C3		
*	Day care I			P6	<u>P6</u>	P	<u>P</u>	P	P	<u>P</u>	P7
*	Day care II			P8	<u>P8</u>	P	<u>P</u>	P	P	<u>P</u>	P7
074	Veterinary clinic (12)									<u>P</u>	P
753	Automotive repair (1) (12)										P
754	Automotive service (2)										P

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Key											
P – Permitted Use											
C – Conditional Use											
SIC #	SPECIFIC LAND USE	M	US	R4-8	<u>R-12</u>	R-18	<u>MR</u>	CC	NC	<u>RCMU</u>	I
76	Miscellaneous repair										P
866	Churches, synagogue, temple		C	C	<u>C</u>	C	<u>C</u>	P	P	<u>C</u>	
83	Social services						<u>P</u>	P		<u>P</u>	
81/ 872	Legal/financial offices					P9	<u>P13</u>	P		<u>P</u>	
874 8	Business consulting services					P9	<u>P13</u>	P		<u>P</u>	
*	Kennel or cattery										
*	Artist studios					P9	<u>C</u>	P		<u>P</u>	P
*	Interim recycling facility		P10								P
HEALTH SERVICES:											
801- 804	Office/outpatient clinic					P9		P		<u>P</u>	P
805	Nursing and personal care facilities					P9					
807	Medical/dental lab					P9					P
808- 809	Miscellaneous health					P9					
EDUCATIONAL SERVICES:											
	Schools: Elementary, middle/junior high, secondary or high school			P	<u>P</u>	P	<u>P</u>				
	Vocational school			C	<u>C</u>	C	<u>C</u>				P
	Specialized instruction school			C	<u>C</u>	C	<u>C</u>	P			P
	School district support facility			P11	<u>P11</u>	P11	<u>P11</u>	C			P

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B. Development Conditions

- (1) Except SIC Industry No. 7534 – Tire retreading; see manufacturing permitted use table.
- (2) Not abutting or taking access from SE 270th Place.
- (3) A conditional use permit is required unless a columbarium is an accessory to a church.
- (4) Only as an accessory to a cemetery.
- (5) Structures shall maintain a minimum distance of 100 feet from property lines adjoining residential zones.
- (6) Only as an accessory to residential use, and:
 - (a) Outdoor play areas shall be completely enclosed by a solid wall or fence, with no openings except for gates, and have a minimum height of six feet; and
 - (b) Outdoor play equipment shall maintain a minimum distance of 20 feet from property lines adjoining residential zones.
- (7) Permitted as an accessory use. See commercial/industrial accessory uses, CMC 18.25.060.
- (8) Only as a re-use of a public school facility subject to Chapter 18.85 CMC, or an accessory use to a school, church, park, sport club or public housing administered by a public agency, and:
 - (a) Outdoor play areas shall be completely enclosed by a solid wall or fence, with no openings except for gates, and have a minimum height of six feet;
 - (b) Outdoor play equipment shall maintain a minimum distance of 20 feet from property lines adjoining residential zones;
 - (c) Direct access to a developed arterial street shall be required in any residential zone; and
 - (d) Hours of operation may be restricted to assure compatibility with surrounding development.
- (9) Permitted only in existing single-family structures.
- (10) Limited to source-separated yard or organic waste processing facilities.
- (11) Only if adjacent to an existing or proposed school.
- (12)
 - (a) No burning of refuse or dead animals is allowed;
 - (b) The portion of the building or structure in which animals are kept or treated shall be soundproofed. All run areas, excluding confinement areas for livestock, shall be surrounded by an eight-foot solid wall and surfaced with concrete or other impervious material; and
 - (c) The provisions of Chapter 18.80 CMC relative to animal keeping are met. (Ord. 10-10 § 3 (Exh. C); Ord. 42-02 § 2(21A.08.050))
- (13) Limited to 3,000 square feet of gross floor area unless located in a multi-story, mixed-use building in which case the limitation does not apply.

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18.25.060 Government/Business Services Land Uses

A. Table

Key											
P – Permitted Use											
C – Conditional Use											
SIC #	SPECIFIC LAND USE	M	US	R4-8	<u>R-12</u>	R-18	<u>MR</u>	CC	NC	<u>RCMU</u>	I
*	GOVERNMENT SERVICES:										
*	Public agency or utility office		C3	C3	<u>C3</u>	C3	<u>C3</u>	P	P	<u>P</u>	P
*	Public agency or utility yard	P5	C3	P8	<u>P8</u>	P8	<u>C3</u>	P8	P8	<u>P8</u>	P
*	Public agency archives	P5	C3	C3	<u>C3</u>	C3	<u>C3</u>	P	P	<u>P</u>	P
921	Court										
922 1	Police facility			P7	<u>P7</u>	P7	<u>P7</u>	P7	P7	<u>P7</u>	P
922 4	Fire facility			C6	<u>C6</u>	C6	<u>C6</u>	P	P	<u>P6</u>	P
*	Utility facility	P4 C14	P4 C14	P4 C14	<u>P4</u> <u>C14</u>	P4 C14	<u>P4</u> <u>C14</u>	P10	P4 C14	<u>P10</u>	P
*	Commuter parking lot			P13	<u>P13</u>	P13	<u>P13</u>			<u>P17</u>	P
	BUSINESS SERVICES:										
*	Construction and trade										P
*	Individual transportation and taxi										P
421	Trucking and courier service										P
*	Warehousing (1) and wholesale trade										P
47	Transportation service										P
473	Freight and cargo service										P
48	Communication offices										P

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Key											
P – Permitted Use											
C – Conditional Use											
SIC #	SPECIFIC LAND USE	M	US	R4-8	<u>R-12</u>	R-18	<u>MR</u>	CC	NC	<u>RCMU</u>	I
482	Telegraph and other communications										P
*	General business service						<u>P10, 18</u>	P10, 16		<u>P10</u>	P
*	Professional office					P11	<u>P18</u>	P		<u>P</u>	P
735	Miscellaneous equipment rental (12)										P
751	Automotive rental and leasing										P
873	Research, development, and testing										P2
*	Heavy equipment and truck repair										P
ACCESSORY USES:											
*	Commercial/ industrial accessory uses	P				P15	<u>P15</u>	P9,15	P15	<u>P9,15</u>	P15
*	Off-street required parking lot			P	<u>P</u>	P	<u>P</u>	P	C	<u>P</u>	P

B. Development Conditions

- (1) Except self-service storage.
- (2) Except SIC Industry No. 8732 – Commercial economic, sociological, and educational research, see general business service/office.
- (3) A conditional use permit is not required if the use is:
 - (a) A reuse of a public school facility or a surplus nonresidential facility subject to the provisions of Chapter 18.85 CMC; or
 - (b) An accessory to a fire facility and the office is no greater than 1,500 square feet of floor area.
- (4) Excluding bulk gas storage tanks.
- (5) Subject to industrial criteria.
- (6) (a) All buildings and structures shall maintain a minimum distance of 20 feet from property lines adjoining residential zones;

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- (b) Any buildings from which fire-fighting equipment emerges onto a street shall maintain a distance of 35 feet from such street;
- (c) No outdoor storage.
- (7) Limited to “storefront” police offices. Such offices shall not have:
 - (a) Holding cells;
 - (b) Suspect interview rooms (except in the NC zone); or
 - (c) Long-term storage of stolen properties.
- (8)
 - (a) Utility yards only on sites with utility district offices; or
 - (b) Public agency yards are limited to material storage for road maintenance facilities.
- (9) Storage limited to accessory storage of commodities sold at retail on the premises or materials used in the fabrication of commodities sold on the premises.
- (10) Provided, that all material and/or equipment of any kind is stored in a fully enclosed building.
- (11) Permitted only in existing single-family structures.
- (12) Not abutting or taking access from SE 270th Place.
- (13) Limited to new commuter parking lots designed for 30 or fewer parking spaces or commuter parking lots located on existing parking lots for churches, schools, or other permitted nonresidential uses which have excess capacity available during commuting; provided, that the new or existing lot is adjacent to a designated arterial that has been improved to a standard acceptable to the Department of Transportation.
- (14) Limited to bulk gas storage tanks which pipe to individual residences but excluding liquefied natural gas storage tanks.
- (15) Electric vehicle charging stations are permitted in accordance with CMC 18.50.170.
- (16) Gasoline service stations and battery exchange stations are limited to the community commercial (CC) zone and subject to the following conditions:
 - (a) A gasoline service station shall be limited to four pumps and eight price gauges to service no more than eight vehicles.
 - (b) A battery exchange station shall provide a minimum of three stacking spaces.
 - (c) Stacking spaces and drive-through facilities shall be designed in accordance with CMC 18.50.080.
 - (d) Any associated materials, equipment storage, outdoor storage tanks and battery exchange activities shall be within a fully enclosed structure, unless otherwise determined by the Director. (Ord. 19-11 § 1 (Exh. 1); Ord. 10-10 § 3 (Exh. C); Ord. 08-07 § 1; Ord. 16-05 § 1; Ord. 08-05 § 1; Ord. 24-04 § 1; Ord. 42-02 § 2(21A.08.060))
- (17) Limited to Park-and-Ride facilities associated with a public or private transit facility provider. Any such commuter parking lot shall not exceed 125 surface spaces. Parking stalls in excess of this amount shall be located within a parking structure.
- (18) Limited to 3,000 square feet of gross floor area unless located in a multi-story, mixed-use building in which case the limitation does not apply.

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18.25.070 Retail Land Uses

A. Table

Key											
P – Permitted Use											
C – Conditional Use											
SIC #	SPECIFIC LAND USE	M	US	R4-8	<u>R-12</u>	R-18	<u>MR</u>	CC	NC	<u>RCMU</u>	I
*	Building, hardware and garden materials						<u>P2</u>	P1	P1	<u>P 1, 7</u>	
*	Department and variety stores							P	P	<u>P</u>	
54	Food stores						<u>P2</u>	P	P2	<u>P</u>	P2
56	Apparel and accessory stores							P	P	<u>P</u>	
58	Eating and drinking places						<u>P6</u>	P	P	<u>P</u>	P
592	Liquor stores							P	P	<u>P</u>	
*	Book, stationary, video and art supply stores						<u>P2</u>	P	P	<u>P</u>	
*	Hobby, toy, game shops						<u>P2</u>	P	P	<u>P</u>	
*	Photographic and electronic shops							P	P	<u>P</u>	
*	Fabric shops						<u>P2, 7</u>	P	P	<u>P</u>	
*	Florist shops						<u>P2, 7</u>	P	P	<u>P</u>	
*	Farmers' and public markets						<u>P5</u>	P5	P5	<u>P5</u>	
	Medical/dental					P4	<u>P2, 7</u>		P	<u>P</u>	
	Laundromat/dry cleaner						<u>P2</u>		P	<u>P</u>	
	Commercial printing and publishing						<u>P2</u>		P	<u>P</u>	
	Legal/financial offices					P(3) (4)	<u>P2</u>		P3	<u>P</u>	

B. Development Conditions

- (1) Only hardware and garden materials stores shall be permitted; provided, that all material and/or equipment of any kind is stored in a fully enclosed building.

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- (2) Limited to a maximum of 3,000 square feet of gross floor area, unless located in a multi-story, mixed-use building, in which case the limitation does not apply.
- (3) Excluding banks.
- (4) Permitted only in existing single-family structures.
- (5) Farmers’ and public markets are permitted. Temporary markets require a temporary use permit in accordance with CMC 18.85.125. (Ord. 10-10 § 3 (Exh. C); Ord. 09-09 § 4; Ord. 06-06 § 1; Ord. 42-02 § 2(21A.08.070))
- (6) Limited to a maximum of 8,000 square feet of gross floor area, and drive-through facilities are not permitted.
- (7) Storage limited to accessory storage of commodities sold at retail on the premises or materials used in the fabrication of commodities sold on the premises.

18.25.080 Manufacturing Land Uses

A. Table

Key											
P – Permitted Use											
C – Conditional Use											
SIC #	SPECIFIC LAND USE	M	US	R4-8	<u>R-12</u>	R-18	<u>MR</u>	CC	NC	<u>RCMU</u>	I
205	Bakeries						<u>C3</u>	P	P	<u>P</u>	P
20	Food and kindred products (except 205)										P1
2082/2084	Winery/brewery						<u>C3</u>			<u>P</u>	P
22	Textile mill products										C
23	Apparent and other textile products										P
24	Wood products, except furniture										P
25	Furniture and fixtures										P
26	Paper and allied products										C
27	Printing and publishing							P2			P
28	Chemicals and allied products										C
2911	Petroleum refining and										C

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Key											
P – Permitted Use											
C – Conditional Use											
SIC #	SPECIFIC LAND USE	M	US	R4-8	R-12	R-18	MR	CC	NC	RCMU	I
	related industries										
30	Rubber and miscellaneous plastics products										C
31	Leather and leather goods										P
32	Stone, clay, glass, and concrete products										P
33	Primary metal industries										C
34	Fabricated metal products										P
35	Industrial and commercial machinery										P
351-355	Heavy machinery and equipment										C
357	Computer and office equipment										P
36	Electronic and other electric equipment										P
374	Railroad equipment										C
376	Guided missile and space vehicle parts										C
379	Miscellaneous transportation vehicles										C
38	Measuring and controlling										P

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Key											
P – Permitted Use											
C – Conditional Use											
SIC #	SPECIFIC LAND USE	M	US	R4-8	<u>R-12</u>	R-18	<u>MR</u>	CC	NC	<u>RCMU</u>	I
	instruments										
39	Miscellaneous light manufacturing										P
*	Motor vehicle and bicycle manufacturing										C
*	Aircraft, ship and boat building										C
7534	Tire treading										P
781-782	Movie production/distribution										P

B. Development Conditions

- (1) Except slaughterhouses.
- (2) Limited to photocopying and printing services offered to the general public. (Ord. 10-10 § 3 (Exh. C); Ord. 42-02 § 2(21A.08.080))
- (3) Limited to 3,000 square feet of gross floor area unless located in a multi-story, mixed-use building, in which case the limitation does not apply.

18.25.090 Resource Land Uses

A. Table

Key											
P – Permitted Use											
C – Conditional Use											
SIC #	SPECIFIC LAND USE	M	US	R4-8	<u>R-12</u>	R-18	<u>MR</u>	CC	NC	<u>RCMU</u>	I
*	Agriculture training facility										
	FORESTRY:										
	Growing and harvesting forest product	P4		P	<u>P</u>	P					P

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*	Forest research											P
FISH AND WILDLIFE MANAGEMENT:												
092 1	Hatchery/fish preserve (1)			C	<u>C</u>	C						P
027 3	Aquaculture (1)			C	<u>C</u>	C						P
*	Wildlife shelters											
MINERAL:												
10, 12, 14	Mineral extraction and processing	P										
295 1 327 1 327 3	Asphalt/concrete mixtures and block	P5										P
ACCESSORY USES:												
*	Resource accessory uses	P3										P2

B. Development Conditions

- (1) May be further subject to Chapter 16.05 CMC, Shoreline Management Plan.
- (2) Excluding housing for agricultural workers.
- (3) Limited to either maintenance or storage facilities, or both, in conjunction with mineral extraction or processing operation.
- (4) Only in conjunction with a mineral extraction site plan approved in accordance with Chapter 18.60 CMC.
- (5) Only as accessory to a primary mineral extraction use, or as a continuation of a mineral processing use established prior to the effective date of or consistent with this title. (Ord. 10-10 § 3 (Exh. C); Ord. 42-02 § 2(21A.08.090))

18.25.100 Regional Land Uses

A. Table

Key											
P – Permitted Use											
C – Conditional Use											
SIC #	SPECIFIC LAND USE	M	US	R4-8	<u>R-12</u>	R-18	<u>MR</u>	CC	NC	<u>RCMU</u>	I
*	Jail					C		C			C
*	Work release facility					C		C			

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*	Public agency animal control facility										P
*	Public agency training facility										C1
*	Nonhydroelectric generation facility	C6						C6			C
*	Wireless communication facility (4)	P C		P C	<u>P</u> <u>C</u>	P C	<u>P</u> <u>C</u>	P C	P C	<u>P</u> <u>C</u>	P C
*	Earth station			C2	<u>C2</u>	C2	<u>C2</u>	P3		<u>C2</u>	P
*	Energy resource recovery facility	C				C		C			C
*	Soil recycling facility	C									C
*	Transfer station	C				C		C			C
*	Wastewater treatment facility			C	<u>C</u>	C					C
*	Fairground										C
842 2	Zoo/wildlife exhibit			C	<u>C</u>	C					C
794 1	Stadium/arena										
822 182 22	College/university (1)			P5	<u>P5</u>			P5			P
*	Secure community transition facility (SCTS)	*									7

B. Development Conditions

- (1) Shooting ranges, either indoor or outdoor, associated with educational programs are not permitted.
- (2) Limited to no more than three satellite dish antennas.
- (3) Limited to one satellite dish antenna.
- (4) Wireless communication facilities (WCFs) are not permitted on any residential structure, undeveloped site located in a residential land use district, or site that is developed with a residential use. WCFs may be located (a) on any residential structure or undeveloped site in R-18, MHO, TC or GC zone districts; or (b) on any nonresidential structure (i.e., churches, schools, public facility structures, utility poles, etc.), or in public rights-of-way in any residential zone district. Chapter 18.70 CMC, Wireless Communication Facilities, outlines the approval and review process. In the event of a conflict between the requirements of Chapter 18.70 CMC and the requirements of this chapter, Chapter 18.70 CMC shall govern.

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- (5) Permitted as a re-use of a public school facility subject to Chapter 18.85 CMC. A conditional use permit is required if the use is a re-use of a surplus nonresidential facility subject to Chapter 18.85 CMC.
- (6) Limited to cogeneration facilities for on-site use only.
- (7) Conditional use permit required subject to meeting conditions for siting SCTFs in compliance with the requirements of Chapter 71.09 RCW and CMC 18.125.040. (Ord. 09-12 § 2 (Exh. B); Ord. 01-12 § 1 (Exh. 1); Ord. 10-10 § 3 (Exh. C); Ord. 16-05 § 2; Ord. 42-02 § 2 (21A.08.100))

Development Standards

18.30 Development Standards – Density and Dimensions

18.30.030 Densities and Dimensions – Residential Zones

A. Table

STANDARDS	ZONES						
	RESIDENTIAL						
	R-1 (14) Urban Separator	R-4	R-6	R-8	R-12	R-18	MR
Base density: dwelling units/acre (15)	1 du/ac	4 du/ac	6 du/ac	8 du/ac	<u>12 du/ac</u>	18 du/ac (18)	<u>14 du/ac</u>
Maximum density: dwelling unit/acre (1)		6 du/ac	9 du/ac	12 du/ac	<u>18 du/ac</u>	24 du/ac	<u>50 du/ac</u>
Minimum density (2) (15)		85% (12)	85% (12)	85% (12)	<u>85% (12)</u>	85% (12)	<u>85% (12)</u>
Minimum lot area (13)	2,500 sf	2,500 sf	2,500 sf	2,500 sf	<u>2,500 sf</u> (3)	2,500 sf (3)	<u>2,500 sf</u> (3)
Minimum lot width (3)	35 ft (7)	30 ft	30 ft	30 ft	<u>30 ft</u>	30 ft	<u>30 ft</u>
Minimum street setback (3)	20 ft (7)	10 ft (8)	10 ft (8)	10 ft (8)	<u>10 ft (8)</u>	10 ft	<u>10 ft</u>
Minimum interior setback (3) (13)	7ft 6 inches (7)	7ft 6 inches	7ft 6 inches	7ft 6 inches	<u>5 ft (19)</u>	10 ft	<u>5 ft (19)</u>
Base height (4)	35 ft	35 ft	35 ft 45 ft (11)	35 ft 45 ft (11)	<u>35 ft</u> <u>45 ft (11)</u>	35 ft	<u>60 ft</u>

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STANDARDS	ZONES						
	RESIDENTIAL						
	R-1 (14) Urban Separator	R-4	R-6	R-8	R-12	R-18	MR
Maximum impervious surface: percentage (5)	30% (16)	55%	70%	75%	75% (3)	75%	80% (3)

B. Development Conditions

- (1) This maximum density may be achieved only through the application of residential density incentives in accordance with Chapter 18.90 CMC or transfers of density credits in accordance with Chapter 18.95 CMC, or any combination of density incentive or density transfer. Maximum density may only be exceeded in accordance with CMC 18.90.040(6)(a)(vii). Within the Hawk Property Subarea, this condition shall not apply.
- (2) Also see CMC 18.30.060.
- (3) These standards may be modified under the provisions for zero-lot-line and townhouse developments.
- (4) Height limits may be increased if portions of the structure that exceed the base height limit provide one additional foot of street and interior setback for each foot above the base height limit, but the maximum height may not exceed 75 feet. Wireless communication facilities, including licensed amateur (HAM) radio stations and citizen band stations, shall not exceed the zone’s base height limit unless allowed pursuant to the provisions of Chapter 18.70 CMC or a height modification is granted pursuant to CMC 18.70.150. Netting or fencing and support structures for the netting or fencing used to contain golf balls in the operation of golf courses or golf driving ranges are exempt from the additional interior setback requirements but the maximum height shall not exceed 75 feet.
- (5) Applies to each individual lot. Impervious surface area standards for:
 - (a) Regional uses shall be established at the time of permit review;
 - (b) Nonresidential uses in residential zones, except those located within the MR zone, shall comply with CMC 18.30.140 and 18.30.250;
 - (c) Individual lots in the R-4 through R-6 zones that are less than 9,076 square feet in area shall be subject to the applicable provisions of the nearest comparable R-6 or R-8 zone; and
 - (d) A lot may be increased beyond the total amount permitted in this chapter subject to approval of a conditional use permit.
- (6) Mobile home parks shall be allowed a base density of six dwelling units per acre.
- (7) The standards of the R-4 zone shall apply if a lot is less than 15,000 square feet in area.
- (8) At least 20 linear feet of driveway shall be provided between any garage, carport or other fenced parking area and the street property line or back of sidewalk if any portion of the sidewalk has been included in an easement. The linear distance shall be measured along the center line of the driveway from the access point to such garage, carport or fenced area to the street property line.
- (9) Intentionally left blank.
- (10) Intentionally left blank.

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- (11) The base height to be used only for projects as follows:
- (a) In R-6, ~~and R-8~~ and R-12 zones, a building with a footprint built on slopes exceeding a 15 percent finished grade.
- (12) Density applies only to dwelling units and not to sleeping units.
- (13) Vehicle access points from garages, carports or fenced parking areas shall be set back from the property line on which a joint use driveway is located to provide a straight line length of at least 26 feet as measured from the center line of the garage, carport or fenced parking area, from the access point to the opposite side of the joint use driveway.
- (14) (a) All subdivisions and short subdivisions in the R-1 zone shall be required to be clustered if the property is located within or contains:
- (i) A floodplain;
 - (ii) A critical aquifer recharge area;
 - (iii) A regionally or locally significant resource area;
 - (iv) Existing or planned public parks or trails, or connections to such facilities;
 - (v) A Class I or II stream or wetland;
 - (vi) A steep slope; or
 - (vii) A greenbelt/urban separator or wildlife corridor area designated by the comprehensive plan or a community plan.
- (b) The development shall be clustered away from sensitive areas or the axis of designated corridors such as urban separators or the wildlife habitat network to the extent possible and the open space shall be placed in a separate tract that includes at least 50 percent of the site. Open space tracts shall be permanent and shall be dedicated to a homeowners' association or other suitable organization, as determined by the Director, and meet the requirements in CMC 18.35.040. On-site sensitive area and buffers, wildlife habitat networks, required habitat and buffers for protected species and designated urban separators shall be placed within the open space tract to the extent possible. Passive recreation (with no development of recreational facilities) and natural-surface pedestrian and equestrian trails are acceptable uses within the open space tract.
- (15) See CMC 18.30.090.
- (16) All subdivisions and short subdivisions in the R-1 zone shall have a maximum impervious surface area of eight percent of the gross acreage of the plat. Distribution of the allowable impervious area among the platted lots shall be recorded on the face of the plat. Impervious surface of roads need not be counted towards the allowable impervious area. Where both lot- and plat-specific impervious limits apply, the more restrictive shall be required.
- (17) Intentionally left blank.
- (18) Except cottage housing, which may have a base density of 12 du/acre. (Ord. 09-12 § 2 (Exh. B); Ord. 10-10 § 3 (Exh. C); Ord. 60-03 § 2; Ord. 57-03 § 2; Ord. 42-02 § 2 (21A.12.030))
- (19) Minimum interior setback for underground parking structures is zero (0) feet.

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18.30.040 Densities and Dimensions – Resource and Commercial/Industrial Zones

A. Table

STANDARDS	ZONES				
	RESOURCE	COMMERCIAL/INDUSTRIAL/MIXED USE			
	M	CC	NC	RCMU	I
Base density: dwelling units/acre (5)		8 du/ac (1)	8 du/ac (1)	<u>18 du/ac</u>	
Maximum density: dwelling unit/acre (5)		12 du/ac (2)	12 du/ac (2)	<u>50 du/ac</u>	
Minimum street setback	(6)	0 ft (3)	0 ft (3)	<u>0 ft</u>	25 ft
Minimum interior setback	(6)	20 ft (4)(8)	20 ft (4)(8)	<u>10 ft</u> <u>20 ft (4)</u>	20 ft (4)
Base height (9)	35 ft	35 ft	35 ft (10)	<u>60 ft</u>	45 ft
Maximum impervious surface: percentage (7)		85%	85%	<u>80%</u>	90%
Maximum building size (gross square feet)		30,000 sf	5,000 sf (11)(12)	<u>NA</u>	NA

B. Development Conditions

- (1) These densities are allowed only through the application of mixed-use/integrated development standards. Except for senior housing, no less than 60 percent of the ground floor of a mixed-use/integrated project shall be established for commercial use.
- (2) These densities may only be achieved through the application of residential density incentives or transfer of density credits in mixed-use developments.
- (3) Gas station pump islands shall be placed no closer than 15 feet to any property line. Gas islands and their associated canopy structures may not be placed on a street corner in accord with the requirements of the design manual.
- (4) Required on property lines adjoining residential zones.
- (5) The floor-to-lot ratio for mixed-use developments shall conform to Chapter 18.35 CMC. Floor-to-lot ratios shall not apply in the Hawk Property Subarea.
- (6) See CMC 18.60.060 for setback requirements in the mineral zone.
- (7) The impervious surface area for any lot may be increased beyond the total amount permitted in this chapter subject to approval of a conditional use permit.
- (8) Required on property lines adjoining residential zones unless a stand-alone townhouse development is proposed to be located adjacent to property upon which an existing townhouse development is located.
- (9) Structures in excess of the base height limitation may be increased upon approval of a conditional use permit.
- (10) Structures within 150 feet of R-zoned lands shall have sloped roofs with a pitch at least as steep as that of the roofs of the closest single-family structure.
- (11) The maximum footprint of any structure is 5,000 square feet. A building's gross floor area may exceed this figure if the structure includes second or third floors.
- (12) The total area of the collective footprints of all structures on a site may not exceed 10,000 square feet per acre of lot area. (Ord. 10-10 § 3 (Exh. C); Ord. 06-06 § 2; Ord. 42-02 § 2 (21A.12.040))

18.35 Development Standards – Design Requirements

18.35.150 On-Site Recreation – Space Required

- (1) Residential developments in the R and MR zones, stand-alone townhouse developments in the R, MR, CC, and NC, and RCMU zones, and mixed-use developments, if more than four units, shall provide fully accessible recreation space for leisure, play and sport activities as follows:
 - (a) Residential subdivision at a density of four units an acre or more: 450 square feet per unit;
 - (b) Townhouses developed at a density of eight units or less per acre: 450 square feet per unit;
 - (c) Manufactured home park: 260 feet per unit;
 - (d) Multifamily dwelling units and townhouses developed at a density of greater than eight units per acre: 100 square feet per unit;
 - (e) Senior housing or other age-restricted facilities: 200 square feet per unit or as required by the funding agency, whichever is greater.

18.35.200 Storage space, loading areas, and collection points for recyclables and refuse.

- (4) The collection points shall be designed as follows:
 - (a) Dimensions of the collection points shall be of sufficient width and depth to enclose containers for recyclables.
 - (b) Architectural design of any structure enclosing an outdoor collection point or any building primarily used to contain a collection point shall be consistent with the design of the primary structure(s) on the site.
 - (c) Collection points shall be identified by signs not exceeding two square feet.
 - (d) A six-foot wall or fence shall enclose any outdoor collection point, excluding collection points located in industrial developments that are greater than 100 feet from residentially zoned property. All screening shall include the use of landscape material.
 - (e) Enclosures for outdoor collection points and buildings used primarily to contain a collection point shall have gate openings at least 12 feet wide for haulers. In addition, the gate opening for any building or other roofed structure used primarily as a collection point shall have a vertical clearance of at least 12 feet.
 - (f) Weather protection of recyclables shall be ensured by using weather-proof containers or by providing a roof over the storage area.
 - (g) Loading areas within 50 feet and visible from an adjacent street or sidewalk shall be screened by a fence or wall. Collection points shall be fully enclosed.

18.35.310 Hawk Property Subarea (New Section)

- (1) Where standards in this Section conflict with other standards in this Title, the standards in this Section shall supersede other standards for the Hawk Property Subarea.
- (2) An interconnected system of pedestrian and bicycle facilities shall provide access to all areas of the community, to adjacent neighborhoods, and to regional trails.
- (3) The main arterial connecting SR 18 and 204th Ave SE shall attenuate traffic speeds through the community, support active street-level uses, and enhance pedestrian comfort and safety. An interconnected system of pedestrian and bicycle facilities shall provide access to all areas of the community, to adjacent neighborhoods, and to regional trails.
 - (a) 60% or more of the length of each block frontage in the MR and RCMU zoning districts shall be occupied by a building unless more than 40% of the length of a block frontage is occupied, individually or collectively, by zoning setbacks, a park, plaza, open space, driveway, or critical area, in which case the building frontage requirement shall be

- reduced accordingly. This requirement does not apply where all or a portion of a block frontage is not deep enough for a building.
- (b) 50% or more of the length of each block frontage on both sides of all streets in other zoning districts shall be occupied by a building unless 50% or more of the length of a block frontage is occupied, individually or collectively, by zoning setbacks, a park, plaza, open space, driveway, or critical area, in which case the building frontage requirement shall be reduced accordingly. This requirement does not apply where all or a portion of a block frontage is not deep enough for a building.
- (c) On lots or parcels with multiple buildings, pedestrian circulation routes shall interconnect all buildings.

Pedestrian Access Routes Connecting Buildings (3c)



HAWK PROPERTY SUBAREA PLAN | DEVELOPMENT REGULATIONS

(4) Buildings

- (a) Sections 18.35.050 and 18.35.080 shall apply only to townhouse developments.
- (b) Sections 18.35.090 and 18.35.100 shall not apply to commercial, mixed-use, or integrated developments.
- (c) A minimum of 60% of the street-level frontage of commercial and mixed-use buildings shall be devoted to commercial uses.

Ground Floor Retail (4c)



- (d) The main entrance for all buildings along a street frontage, including single family residences and townhouses, shall be accessed from a public sidewalk or a pedestrian walkway connected to a public sidewalk.

Main Entrance Accessed from Street Frontage (4d)



HAWK PROPERTY SUBAREA PLAN | DEVELOPMENT REGULATIONS

(e) At least one public entrance for a commercial use shall be accessed from a public sidewalk or a pedestrian walkway connected to the public sidewalk.

Entrance Access from Pedestrian Walkway (4e)



(f) Overhead weather protection shall be provided continuously along 75% or more of the length of a commercial or mixed use building frontage adjacent to a sidewalk or a pedestrian walkway connected to a sidewalk. Overhead weather protection may be composed of marquees, awnings, canopies, a building projection or other permanent structural element and must cover at least five (5) feet of the width of the adjacent public walkway or sidewalk. This requirement applies only to building frontages containing street-level commercial uses.

Weather Protection (4f)



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(g) The use of sustainably harvested salvaged, recycled or reused products is encouraged.

(5) Pond Area

(a) The area abutting the pond shall contain a continuous route devoted to public access. Public access includes, but is not limited to, parks, plazas, promenades, sidewalks, and multi-purpose trails. Sidewalks shall be a minimum of eight feet wide and shall be designed to be compliant with the standards of the Americans with Disabilities Act (ADA).

Public Access Trails Abutting the Pond (5a)



(b) When buildings containing commercial uses are located around the pond, at least 60% of the length of the pond-facing ground-level building frontage should be devoted to commercial uses. Multi-story buildings located around the pond should include residential uses.

Ground Floor Commercial Uses around Pond (5b)



(c) Public access corridors leading to the pond should be located at intervals of approximately 500 feet, unless not feasible due to topography. Access corridors include, but are not limited to, parks, streets, pedestrian ways, and passive open space.

(d) A least one public gathering place of at least one-half (1/2) acre shall be provided to serve as a major public amenity.

Public Gathering Space (5d)



(6) Gathering Places

(a) In the RCMU zoning district at least one public gathering place of at least one-half (1/2) acre shall be provided that is an integral element of the commercial area and suitable for special events and celebrations.

Community Gathering Space (6a)



(b) Outside of the RCMU zoning district and the pond area at least one park shall be provided that is sufficient in size to include a range of active recreational uses for residents of varying ages and interests.

(c) All public gathering places shall be linked physically and visually to adjacent sidewalks or trails.

Outdoor Gathering Place Adjacent to Public Sidewalk (6c)



HAWK PROPERTY SUBAREA PLAN | DEVELOPMENT REGULATIONS

(7) Blank Walls, Mechanical and Utility Equipment

(a) Any building facade with a blank wall greater than 200 square feet adjacent to a sidewalk, pedestrian walkway, parking lot, trail, park, plaza or other public space, shall be treated architecturally and/or with landscape elements.

Blank Wall Screening (7a)

(b) Roof-mounted mechanical equipment visible from adjacent properties, sidewalks on an adjacent street or from an adjacent park or trail shall be screened from view by integrated building elements, such as walls, landscaped planters, or enclosures.

(c) Building or ground-mounted utility meters or equipment shall be visually screened from an adjacent sidewalk or trail by a fence, wall, or landscaping.

HAWK PROPERTY SUBAREA PLAN | DEVELOPMENT REGULATIONS

(8) Gateways

- (a) Visual “gateways” shall be located in the area of the entrances to the subarea from SR 18 and from 204th Avenue SE.
- (b) Gateways can consist of elements as varied as signage, special but significant landscaping, an identifying structure, sculpture or other artwork, a water feature, or some other distinctive element.

Example Gateway Treatments (8b)

- (9) The Director may approve alternatives to the standards in this Section provided that the alternatives provide a comparable benefit or functional equivalent to the standard.

18.50 Development Standards – Parking and Circulation

18.50.030 Computation of Required Off-Street Parking Spaces

- (1) Except as modified in CMC 18.50.070(2) and (3), off-street parking areas shall contain at a minimum the number of parking spaces as stipulated in the following table. Off-street parking ratios expressed as a number of spaces per square foot means the usable or net square footage of floor area, exclusive of nonpublic areas. Nonpublic areas include but are not limited to building maintenance areas, storage areas, closets or restrooms. If the formula for determining the number of off-street parking spaces results in a fraction, the number of off-street parking spaces shall be rounded to the nearest whole number with fractions of .50 or greater rounding up and fractions below .50 rounding down.
- (2) Minimum off-street parking requirements for the downtown zones are subject to the provisions of Chapter 18.31 CMC.

Land Use	Minimum Parking Spaces Required
Residential (CMC 18.25.030):	
Single detached/townhouse	2.0 per dwelling unit
Apartment:	
Studio units (8)	1.2 per dwelling unit
One-bedroom units (8)	1.5 per dwelling unit
Two-bedroom units (8)	1.7 per dwelling unit
Three-bedroom units or larger	2.0 per dwelling unit
Mobile home park	2.0 per dwelling unit
Senior citizen assisted	1 per 2 dwelling or sleeping units
Community residential facilities	1 per two bedrooms
Dormitory, including religious	1 per two bedrooms
Bed and breakfast guesthouse	1 per guest room, plus 2 per facility
Recreation/Cultural (CMC 18.25.040):	
Recreation/culture uses	1 per 400 square feet
Exceptions:	
Bowling center	5 per lane
Golf course	3 per hole, plus 1 per 300 square feet of club house facilities
Tennis club	4 per tennis court plus 1 per 300 square feet of clubhouse facility
Golf driving range	1 per tee
Park/playfield	Director decision

HAWK PROPERTY SUBAREA PLAN | DEVELOPMENT REGULATIONS

Land Use	Minimum Parking Spaces Required
Theater	1 per 3 fixed seats
Conference center	1 per 3 fixed seats, plus 1 per 50 square feet used for assembly purposes without fixed seats, or 1 per bedroom, whichever results in the greater number of spaces
General Services (CMC 18.25.050):	
General services uses (9)	1 per 400 square feet
Exceptions:	
Funeral home/crematory	1 per 50 square feet of chapel area
Day care I	2 per facility
Day care II	2 per facility, plus 1 space for each 20 children
Church, synagogue, temple	1 per 5 fixed seats, plus 1 per 50 square feet of gross floor area without fixed seats used for assembly purposes
Outpatient and veterinary clinic offices	1 per 400 square feet of office, labs and examination rooms
Nursing and personal care facilities	1 per 4 beds
Hospital	1 per bed
Elementary schools	1 per classroom, plus 1 per 50 students
Secondary schools:	
Middle/junior high schools	1 per classroom, plus 1 per 50 students
High schools	1 per classroom, plus 1 per 10 students
High schools with stadiums	Greater of 1 per classroom plus 1 per 10 students, or 1 per 3 fixed seats in stadium
Vocational schools	1 per classroom, plus 1 per five students
Specialized instruction schools	1 per classroom, plus 1 per two students
Artist studios	.9 per 1,000 square feet of area used for studios
Government/Business Services (CMC 18.25.060):	
Government/business services uses	1 per 400 square feet
Exceptions:	
Public agency yard	1 per 400 square feet of offices, plus .9 per 1,000 square feet of indoor storage or repair areas

HAWK PROPERTY SUBAREA PLAN | DEVELOPMENT REGULATIONS

Land Use	Minimum Parking Spaces Required
Public agency archives	.9 per 1,000 square feet of storage area, plus 1 per 50 square feet of waiting/reviewing areas
Courts	3 per courtroom, plus 1 per 50 square feet of fixed seat or assembly areas
Police facility	Director decision
Fire facility	Director decision
Construction and trade	1 per 300 square feet of office, plus 1 per 3,000 square feet of storage area
Warehousing and storage	1 per 300 square feet of office, plus .9 per 1,000 square feet of storage area
Self-service storage	1 per 3,500 square feet of storage area, plus 2 for any resident Director's unit
Outdoor advertising services	1 per 400 square feet of office, plus .9 per 1,000 square feet of storage area
Heavy equipment repair	1 per 400 square feet of office, plus .9 per 1,000 square feet of indoor repair areas
Office	1 per 400 square feet
Retail/Wholesale (CMC 18.25.070):	
Retail trade uses (9)	1 per 400 square feet
Exceptions:	
Farmers' and public markets	2 per vendor space
Food stores, less than 15,000 square feet (9)	3 plus 1 per 400 square feet
Gasoline service stations without grocery	3 per facility, plus 1 per service bay
Gasoline service stations with grocery, no service bays	1 per facility, plus 1 per 400 square feet of store
Restaurants	1 per 75 square feet in dining or lounge areas
Wholesale trade uses	.9 per 1,000 square feet
Retail and wholesale trade mixed-use	1 per 400 square feet
Manufacturing (CMC 18.25.080):	
Manufacturing uses	.9 per 1,000 square feet
Winery/brewery (9)	.9 per 1,000 square feet, plus 1 per 50 square feet of tasting area
Resources (CMC 18.25.090):	

HAWK PROPERTY SUBAREA PLAN | DEVELOPMENT REGULATIONS

Land Use	Minimum Parking Spaces Required
Resource uses	Director decision
Regional (CMC 18.25.100):	
Regional uses	Director decision

- (3) An applicant may request a modification of the minimum required number of parking spaces by providing that parking demand can be met with a reduced parking requirement. In such cases, the Director may approve a reduction of up to 50 percent of the minimum required number of spaces.
- (4) When the City has received a shell building permit application, off-street parking requirements shall be based on the possible tenant improvements or uses authorized by the zone designation and compatible with the limitations of the shell permit. When the range of possible uses result in different parking requirements, the Director will establish the amount of parking based on a likely range of uses.
- (5) Where other provisions of this code stipulate maximum parking allowed or reduced minimum parking requirements, those provisions shall apply.
- (6) In any development required to provide six or more parking spaces, bicycle parking shall be provided. Bicycle parking shall be bike rack or locker-type parking facilities unless otherwise specified.
- (a) Off-street parking areas shall contain at least one bicycle parking space for every 12 spaces required for motor vehicles except as follows:
 - (i) The Director may reduce bike rack parking facilities for patrons when it is demonstrated that bicycle activity will not occur at that location.
 - (ii) The Director may require additional spaces when it is determined that the use or its location will generate a high volume of bicycle activity. Such a determination will include but not be limited to the following uses:
 - (A) Park/playfield;
 - (B) Library/museum/arboretum;
 - (C) Elementary/secondary school;
 - (D) Sports club; or
 - (E) Retail business (when located along a developed bicycle trail or designated bicycle route).
 - (b) Bicycle facilities for patrons shall be located within 50 feet of the building entrance and shall be designed to allow either a bicycle frame or wheels to be locked to a structure attached to the pavement.
 - (c) All bicycle parking and storage shall be located in safe, visible areas that do not impede pedestrian or vehicle traffic flow, and shall be well lit for nighttime use.
 - (d) When more than 10 people are employed on-site, enclosed locker-type parking facilities for employees shall be provided. The Director shall allocate the required number of parking spaces between bike rack parking and enclosed locker-type parking facilities.
 - (e) One indoor bicycle storage space shall be provided for every two dwelling units in townhouse and apartment residential uses, unless individual garages are provided for every unit. The Director may reduce the number of bike rack parking spaces if indoor storage facilities are available to all residents.
- (7) All developments that require off-street parking shall be subject to the provisions of the electric vehicle charging stations requirements in CMC 18.50.160 through 18.50.180. (Ord. 19-11 § 1 (Exh. 1); Ord. 10-10 § 3 (Exh. C); Ord. 09-09 § 6; Ord. 42-02 § 2 (21A.18.030))

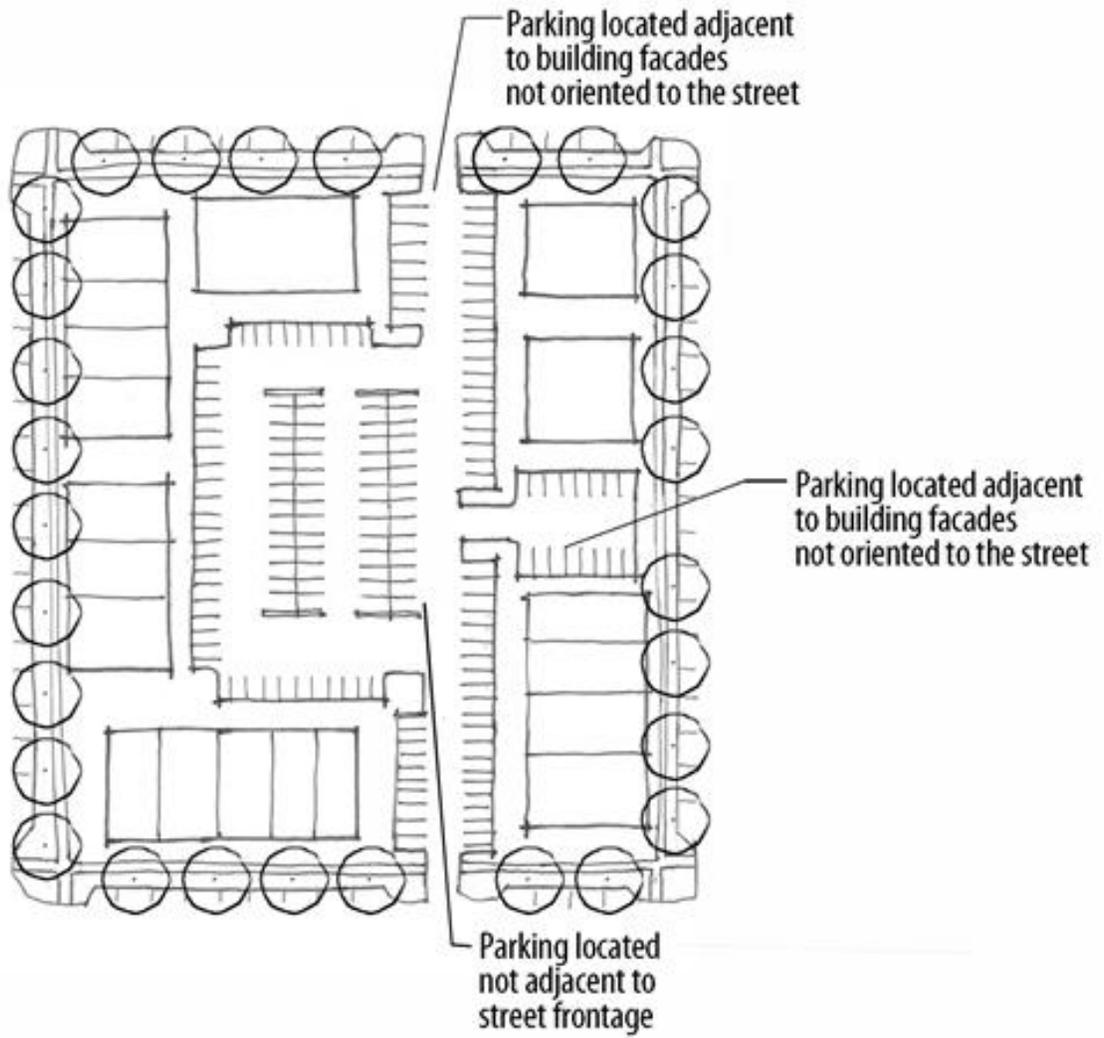
HAWK PROPERTY SUBAREA PLAN | DEVELOPMENT REGULATIONS

- (8) In the MR and RCMU zones, the following standards shall apply to residential units in a mixed-use or multi-family building:
- (a) Studio and one-bedroom units: 1.0 per dwelling unit.
 - (b) Two-bedroom units: 1.5 per dwelling unit.
 - (c) Three-bedroom units: 2.0 per dwelling unit.
 - (d) One visitor space for every 10 dwelling units rounded upward to the nearest multiple of 10.
 - (e) On-street parking on streets along the lot frontage can be used to meet a portion of the required number of parking spaces with an approved parking study.
- (9) In the MR and RCMU zones, on-street parking on streets adjacent to the lot frontage can be used to meet all or a portion of the required number of parking spaces with an approved parking study.

18.50.110 Off-Street Parking Plan Design Standards

- (1) Off-street parking areas shall not be located more than 600 feet from the building they are required to serve, unless approved by the Director, for all uses except those specified as follows; where an off-street parking area does not abut the building it serves, the required maximum distance shall be measured from the nearest building entrance that the parking area serves:
- (a) For all single detached dwellings the parking spaces shall be located on the same lot they are required to serve;
 - (b) For all other residential dwellings at least a portion of parking areas shall be located within 150 feet from the building or building(s) they are required to serve;
 - (c) For all nonresidential uses permitted in residential zones, the parking spaces shall be located on the same lot they are required to serve and at least a portion of parking areas shall be located within 150 feet from the nearest building entrance they are required to serve;
 - (d) In designated activity, community business and neighborhood business centers, parking lots shall be located to the rear or sides of buildings. Relief from this subsection (1)(d) may be granted by the Director only if the applicant can demonstrate that there is no practical site design to meet this requirement. The Director may allow only the number of parking spaces that cannot be accommodated to the rear or sides of buildings to be located to the front of buildings;
 - (e) Parking lots shall be so arranged as to permit the internal circulation of vehicles between parking aisles without re-entering adjoining public streets; ~~and~~
 - (f) Parking for the disabled shall be provided in accordance with CMC 18.50.060-; ~~and~~
 - (g) In the MR and RCMU zones, off-street surface parking is not permitted adjacent to a street frontage, except when located along a building façade that is not oriented to a street frontage. For single family residences and townhouses, this restriction does not apply to off-street surface parking located in the driveway of the single family residence or townhouse.

Off-Street Surface Parking (1g)



HAWK PROPERTY SUBAREA PLAN | DEVELOPMENT REGULATIONS

18.50.170 Electric Vehicle Charging Station Requirements – R-18, MR, NC, CC, RCMU, and I zones.

This section applies to all electric vehicle charging stations located in off-street parking facilities or parking garages in the R-18, MR, NC, CC, RCMU and I zones.

- (1) New development located in the R-18 and MR zones shall provide a minimum of one Level 2 or Level 3 electric vehicle charging station for every 30 vehicle parking stalls.
- (2) New development located in the NC, CC, RCMU and I zones shall provide a minimum of one Level 2 or Level 3 electric vehicle charging station for every 50 vehicle parking stalls.
- (3) Any new park (CMC 18.25.040) that is publicly owned and maintained and any new government services (CMC 18.25.060) shall provide a minimum of one Level 2 or Level 3 electric vehicle charging station regardless of the number of vehicle parking stalls required for the site. If the number of required off-street vehicle parking stalls exceed the provisions of subsections (1) and (2) of this section, then those regulations shall apply. (Ord. 19-11 § 1 (Exh. 1))

Chapter 12.60 – City of Covington Street Standards, “Design and Construction Standards and Specifications”

Section 2.07.D (New Section)

In the Hawk Property Subarea bulb-outs (also known as curb extensions) shall be provided at street intersections and mid-block crossings for traffic-calming and pedestrian safety purposes. These curb extensions should be made by widening the sidewalk or landscaping strip.

Hawk Property Subarea

PLANNED ACTION FACT SHEET



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A PLANNED ACTION ENVIRONMENTAL IMPACT STATEMENT:

- ▶ Is allowed by the State Environmental Policy Act (SEPA).
- ▶ Studies the environmental impact of proposed development in a designated subarea within the City's Urban Growth Area.
- ▶ Identifies the type and amount of development (e.g., housing units, vehicle trips).
- ▶ Shifts environmental review from the permit review stage to the planning stage.
- ▶ Means future proposals would not need additional SEPA review when consistent with the Planned Action EIS assumptions and mitigation measures. However, proposals still go through permit review.
- ▶ Can help facilitate private and public investment in the study area.

QUESTIONS

If a project is a Planned Action with no further SEPA environmental review, can the City add additional conditions to the project?

Yes, but not for aspects that are addressed by the Planned Action Ordinance, and only if authorized by city regulations.

How will citizens know about a development project in the Hawk Property Subarea?

Projects go through the normal land use review process for that particular type of project. If public notice is required, the notice will state that it is a Planned Action project.

For More Information

Ann Mueller, AICP, Senior Planner, amueller@covingtonwa.gov
Community Development Department | Phone: 253-480-2444



Develop Plans & Prepare Planned Action EIS

STEP 1

- Identify Scope & Alternatives
- Prepare Draft Subarea Plan
- Prepare Early Draft Planned Action Ordinance
- Prepare Draft EIS

30-day Comment Period

- Develop Preferred Subarea Plan
- Develop Preliminary Planned Action Ordinance
- Prepare Final EIS

Finalize & Adopt Planned Action Ordinance

STEP 2

- Consider Adoption of Hawk Property Subarea Plan
- Consider Adoption of Planned Action Ordinance defining allowed development & required mitigation

Implement Planned Action Ordinance

City verifies the following for each development project submitted:

STEP 3

- Is it within the Planned Action area?
- Is the development project within the scope of the Planned Action Ordinance?
- Are environmental impacts within the scope of the Planned Action EIS?
- Does it include mitigation measures or conditions outlined in Planned Action Ordinance?

Yes? Proceed with local Permit process

No? Additional Environmental Review Required

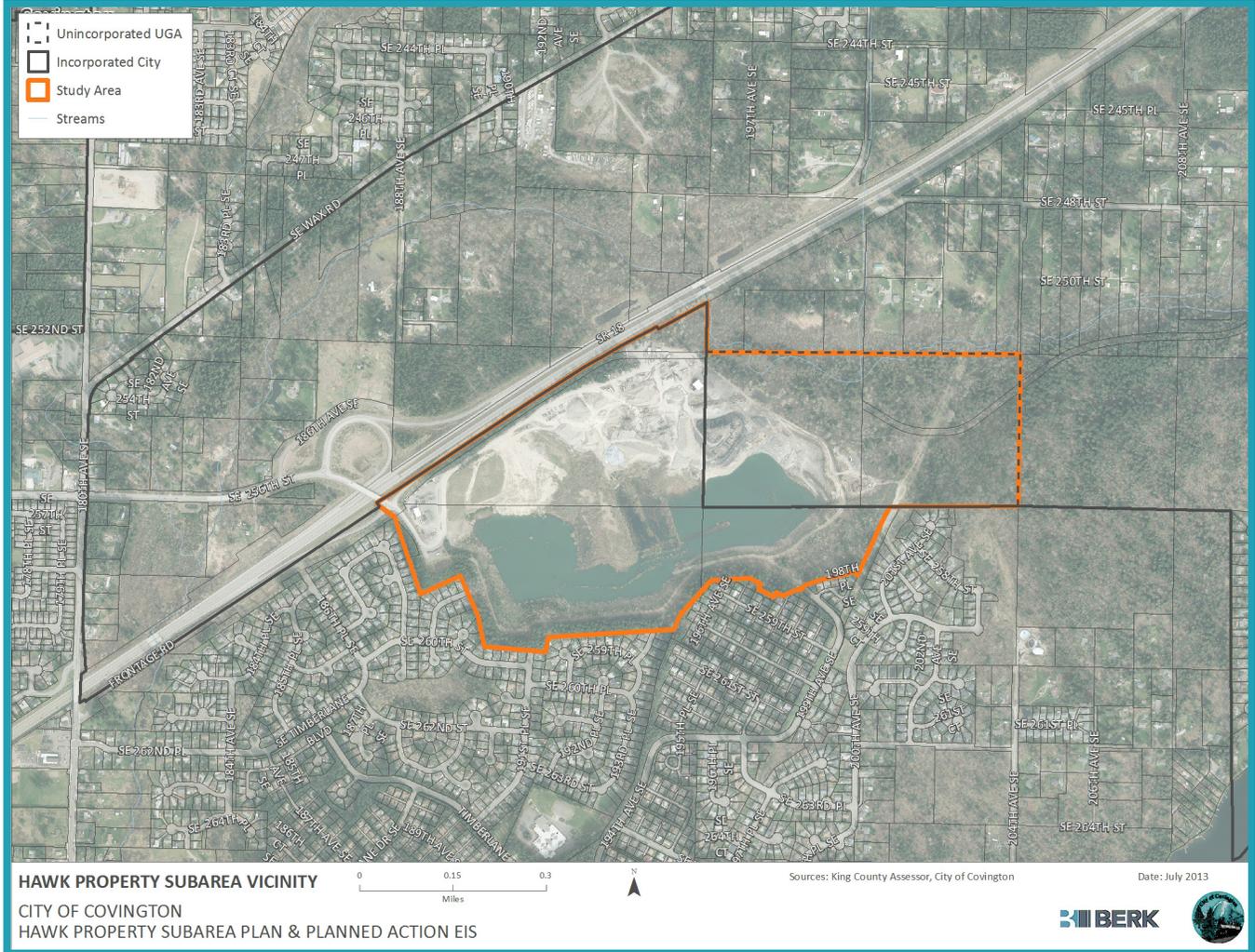
Hawk Property Subarea

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What is the Hawk Property Subarea Plan and Environmental Analysis process?

The Hawk Property Subarea is 212 acres located southeast of SR 18 on the northern border of the city. The subarea consists of the Lakeside gravel mine, an asphalt batch plant and a highway interchange.

In 2013, the city initiated a study to develop the Hawk property subarea plan and an environmental impact statement which will guide future development in the subarea (from mineral related uses to an urban village with mixed-use commercial and residential uses) and provide for a streamlined environmental review of future development proposals through a SEPA Planned Action.

Objectives of the planning effort include:

- ▶ To plan for future development of the Hawk property in Covington’s Northern Gateway area by defining future land use options,
- ▶ To protect environmentally sensitive areas while fostering economic development, and
- ▶ To create a village for housing, regional commercial and related employment, and public parks, open space and trail facilities that are unique but secondary to Covington’s downtown.



MEMORANDUM

DATE: November 1, 2013

TO: Ann Mueller, AICP
 Senior Planner, City of Covington

FROM: Kevin Gifford, AICP
 Associate, BERK Consulting

RE: Hawk Property Subarea Plan Adoption and Subsequent Comprehensive Plan & Code Amendments

If the Hawk Property Subarea Plan is approved, it will amend the city's comprehensive plan and municipal code to include new goals and policies, accommodate changes to the types of land uses allowed in the subarea and include new development standards necessary to achieve the vision of the subarea plan. In addition, a number of minor amendments to the city's comprehensive plan and municipal code will be necessary to maintain internal consistency and ensure that the plan accurately reflects current conditions. Longer term amendments are also described below which should be addressed in future comprehensive plan docket cycles or major plan updates as development occurs in the subarea. These amendments are summarized below.

Potential Comprehensive Plan Updates

Land Use Element

- Update Figure 2.1 – City of Covington Future Land Use Map to reflect the new designation of the Hawk Property as “Hawk Property Subarea.” This amendment is identified in the Preferred Hawk Property Subarea Plan.
- Update Table 2.1 on page 3 as development occurs to ensure that land in the Hawk Property Subarea is characterized as “Reclaimed Mining/Quarry and Batch Plant.”
- Upon adoption of the Hawk Property Subarea Plan, update Section 2.6.7 on page 11 to reflect that the Lakeside gravel mine is no longer active and that reclamation is underway. When reclamation of the site is complete and development occurs, revisit this section, as well as Sections 2.6.1 – 2.6.3, and update to reflect emerging development conditions.
- Update Table 2.5 on page 12 to remove the Hawk Property Subarea from the Mineral category.
- Update Table 2.6 on page 13 to add the Hawk Property Subarea future land use designation, as well as the implementing zones from the Subarea Plan.

Transportation Element

- Amend Table 5.2 – 20 Year Capital Improvement Program 2010-2029 – Associated Costs to add the transportation improvements identified as mitigation measures in the EIS. These improvements should also be added to the City's Transportation Improvement Program.

Capital Facilities Plan Element

- Update Section 10.9, specifically Table 10.5, to include the transportation improvements identified as mitigation measures in the EIS.
- Update Section 10.9, specifically Table 10.3, to include the parks and trails improvements identified for Alternatives 2 and 3 in Chapter 2 of the EIS, including cost estimates.

Potential Covington Municipal Code – Coordinating Amendment

- Add Planned Action determinations in Chapter 14.30 Permit Decision Types.

Long-Term Comprehensive Plan Updates

Land Use Element

- After annexation, update Figure 2.2 – Adjacent Areas of Concern and Potential Annexation Areas to reflect that PAA 1 will have been added to the City.
- Over time, when development occurs amend Table 2.1 with the urban village mixed uses.
- Update Table 2.4 on page 6 as development occurs to reflect increased employment in the Hawk Property Subarea in retail sector and reduced employment in the Mining sector.

Housing Element

- As development occurs, update Section 3.3.2 on page 7 to reflect the increased proportion of multifamily and townhome development in the city's housing stock.

Transportation Element

- When the central spine road through the subarea is complete, update Figure 5.2A to reflect the functional classification applied to that road.
- With build-out of regional land plans, traffic volumes on the section of SR 516 (SE 272nd Street) between 156th Place SE and SE Wax Road would be high enough that most concurrency intersections along this segment would operate at LOS E or F. Concurrency could be addressed either by widening the roadway or amending level of service standards to allow the roadway to operate at a lower level of service after it has been improved to an ultimate capacity. The City should adopt comprehensive plan policies stating that the City of Covington will plan cooperatively with WSDOT and neighboring cities to define the ultimate capacity for this roadway.

Parks and Recreation Element

- As parks and trails described in the Hawk Property Subarea Plan are completed, update Figure 6.1 and Figure 6.2 to show these facilities.
- As parks and trails described in the Hawk Property Subarea Plan are completed, update the Inventory and Needs Assessment discussions in Section 6.4 and 6.5.

Economic Development Element

- Upon annexation, update Section 12.2.4 – Potential Future Annexations to remove discussion of PAA 1.
- As development occurs, update Section 12.2 – Economic Profile to reflect the changing employment and household mix resulting from development in the Hawk Property Subarea.

Capital Facilities Plan Element

- As described in the Hawk Property Planned Action EIS, the City could adopt a formal LOS standard for police service and coordinate with the King County Sheriff's Office on monitoring of call responses to incidents by members of the Covington Police Department.