

APPENDIX C

(Question 5)

1. 2024 Comprehensive Plan Update Web Page (7 pages)
2. 2024 Comprehensive Plan Update Policy Proposals (in Chinese) (17 pages)
3. 2024 Comprehensive Plan Update Townhall Presentation (88 pages)
4. School Pathways Program Website (8 pages)
5. Renton Avenue S Pedestrian Safety Improvement Project Website (19 pages)
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King County Comprehensive Plan

The central Puget Sound region is growing. Every day in 2019, the region gained 166 people. The Puget Sound Regional Council projects that the region will continue to grow and add another 1.8 million people and 1.2 million jobs by 2050.

The Comprehensive Plan is a key policy document that guides how growth and development will occur over the next 20 years. It guides County decisions and services such as:

- where homes, offices, or stores can be built;
- how roads, buildings and trees contribute to the look and feel of neighborhoods;
- investments in transit, sewers, and parks;
- protection of working farms and forests; and
- access to clean water, clean air, and a healthy environment.

Read a [short FAQ](#) about the Comprehensive Plan here.

The 2024 Update



King County is starting a once-a-decade update to its Comprehensive Plan, which guides where people live, work, and play in unincorporated King County. While this is known as the "2024 Update" the process for developing the plan takes place over two years. Please see the planned timeline below.

To ensure that King County will be a welcoming community where every person can thrive, the 2024 update will focus on policies related to racial equity, affordable housing, and climate change. More details about the scope of the update can be found [here](#). There will be many opportunities during the planning process for all county residents and the general public to provide input on the update.

Policy Proposals for the 2024 Update

King County is sharing the early concepts of proposals for the 2024 Comprehensive Plan, a 20-year plan that guides people live, work, and play in unincorporated communities (places outside of city limits). The overview document below provides a high-level summary of the specific actions King County is considering to address social equity, affordable housing, and climate change in our region.

[English Public Concepts Summary](#)

[Spanish Public Concepts Summary](#)

[Cambodian Public Concepts Summary](#)

[Chinese Public Concepts Summary](#)

[Vietnamese Public Concepts Summary](#)

[Korean Public Concepts Summary](#)

[Somali Public Concepts Summary](#)

[Russian Public Concepts Summary](#)

[Samoan Public Concepts Summary](#)

Contact Us

Regional Planning staff are looking forward to hearing from you.

Please feel free to contact us at any time with comments, questions or requests by:



[Sending us an email at CompPlan@kingcounty.gov](mailto:CompPlan@kingcounty.gov)



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Project Milestones

- **Jan-Jun 2022:** King County Executive staff begin the Comprehensive Plan update process.
- **Jul 2022-Mid 2023:** King County Executive develops and releases draft Comprehensive Plan including analysis related to the State Environmental Policy Act (SEPA). This will result in a draft Environmental Impact Statement (EIS) for the public to review alongside the draft Comprehensive Plan.
- **Mid 2023-Dec 2023:** King County Executive staff edit the draft plan based on community input and transmit an Executive Recommended plan with the final EIS to the King County Council for review and approval.
- **Jan-Dec 2024:** The King County Council reviews, amends, and adopts the final Comprehensive Plan.

What we've heard so far

King County is incorporating the results of public feedback to guide the refinement of policy proposals for the Public Review Draft of the 2024 Comprehensive Plan, which will be available for public review and comment in June 2023, along with a State Environmental Policy Act (SEPA) Draft Environmental Impact Statement.

- [Recording of February 9, 2023 Townhall and Presentation](#)
- [Recording of February 16, 2023 Townhall and Presentation](#)

FAQs

[Why does King County have a Comprehensive Plan?](#)

In 1990, the Washington state legislature enacted the Growth Management Act (GMA) in response to rapid and uncoordinated growth at the time. In addition to aligning state, multi-county, countywide, and local planning, the GMA requires local governments in fast-growing and densely populated areas to develop and adopt comprehensive plans.

King County's planning role is complex in that it is responsible for regional services and is also the local government to unincorporated areas. Thus, King County's Comprehensive Plan offers a vision for how unincorporated areas will grow and how regional services – such as transit, parks and solid waste – will be provided.

The policies throughout the plan support good planning principles such as directing new homes and jobs to areas near current and planned transit centers. Another is that rural and resource lands are protected through an urban growth boundary, which allows our region to keep working farms and forests.

What is an unincorporated area?

Unincorporated areas are areas outside of city limits. If you live or do business in neighborhoods such as Skyway, White Center, Vashon-Maury Island, or Redmond Ridge, King County is your main provider of local government services.

Here are two ways to find out if you are located in an unincorporated area:

- Find or enter your address on this [map](#). The green layer shows unincorporated King County.
- Enter your address in King County's Parcel Viewer and see what's listed as the jurisdiction.

What does the Comprehensive Plan say about the future of my community?

The [land use map](#) in the Comprehensive Plan shows the general types of planned, long-term uses allowed on each parcel of land. This informs the zoning category applied to each parcel, which sets more specific, current allowed uses and associated development regulations. You can search for a parcel's land use and zoning here. The plan also includes policies about specific topics, such as housing or parks, which are grouped in the plan by chapter.

Who is responsible for developing and approving the Comprehensive Plan?

In The King County Executive is responsible for developing the Comprehensive Plan and sending it to the King County Council for final review and approval. When developing the Comprehensive Plan, the Executive works in coordination with regional and local jurisdictional partners and the public. Public input is welcome throughout the process and there are many opportunities to

submit comments and make requests. The Executive considers all comments in developing the Executive Recommended Plan. The King County Council reviews the plan, proposes amendments, and votes on whether to adopt the final version.

How often is the plan updated?

There are three types of updates: technical adjustments, limited updates, and major updates.

- Every year, there is an opportunity to make technical adjustments to the plan and minor changes to land use designations and zoning classifications.
- Once every five years, a limited range of substantive changes can be considered. At this time, the county also conducts a study of how much of the predicted growth has happened and evaluates policies to see if they are effective at accommodating it. The next possible five-year update would be in 2029.
- Finally, at least once every ten years, King County is required to review and update the plan to ensure compliance with the goals and requirements of the GMA. These updates are also an opportunity to make in-depth and broad ranging policy changes that address changes in the community's growth and long-term needs, while advancing the County's policy goals.

How do I submit changes, make recommendations, or stay involved?

- To submit specific policy recommendations or changes to land use and zoning, please use the docket application process.
- If you have general comments or suggestions for a current plan update (such as the 2024 update), please submit feedback to CompPlan@kingcounty.gov.
- King County planning staff are available to meet with community groups and other interested parties. Please submit requests to CompPlan@kingcounty.gov.
- Sign up for news about plan updates and Comprehensive Plan topics by joining our mailing list.

Resources

Current Adopted Plan

Subarea Plans

Comprehensive Planning News

Proposing Changes (including Docket, Four-to-One Proposals, and site-specific zoning changes)

Plan History and Archive

2022 Performance Measures Report

King County Code (including Title 20 Planning and Title 21A Zoning)

Growth Management Act

PSRC's VISION 2050

King County Countywide Planning Policies



2024 年综合计划 行政概念性提案草案

2023 年 1 月 30 日



King县正在对其综合计划进行十年一次的更新，以便¹为King县人民的生活、工作和娱乐提供指导。根据《华盛顿州增长管理法案》的要求，该计划旨在指导King县未来20年在非建制地区的地方服务、²土地利用和发展法规，以及在整个县的区域服务（例如公共交通、下水道、公园、步道和开放空间）的政策。

始于2022年的计划更新过程创建了工作范围³并将在2024年底由King县议会通过 - 因此该项目被称为“2024年更新”。2024年更新需要对该计划进行全面审查，并将重点关注与公平、住房和气候变化相关的提案。

以下概述了 King 县目前正在考虑的 2024 年更新的各项提案。⁴⁵ 该县正在征求您对这些想法的反馈。请于 2023 年 2 月 24 日之前，通过发送电子邮件至 CompPlan@kingcounty.gov 或在线访问 [来提交评论](#)。

您对这些提案的反馈将为 2024 年更新的完整“公众审查草案”的制定和完善提供信息。该草案预计将于 2023 年 6 月与《州环境政策法案》(SEPA)《环境影响声明草案》一同发布。作为整个 2024 年议会对提案进行审查的一部分，还将有更多机会对 2024 年更新进行公众审查和反馈。

如适用并符合 SEPA 要求的审查，本摘要中未包含的其他问题也可视为 2024 年更新的一部分。

欲知综合计划和 2024 年更新的详情，请参阅 www.kingcounty.gov/CompPlan。

¹ King 县综合计划 [\[LINK\]](#)

² 华盛顿州修订法规第 36.70A 章 [\[LINK\]](#)

³ 16142 号动议 [\[LINK\]](#)

⁴ 该摘要是根据批准的工作范围中所建立的框架加以组织整理。由于更新的重点领域广泛、复杂且相互关联，因此范围界定主题包含重叠的问题；该县正在内部协调并整合相关分析和建议，以防止在重点领域的工作存在孤立。

⁵ 与这些主题相关的其他政策目前存在于综合计划中。由于本文件侧重于 2024 年新增的新提案，因此此处未确定这些现有政策。



促进公平

A. 工作范围主题：为黑人、原住民、有色人种、移民和/或难民，特别是收入还低于该地区中位数 80% 的该等人群减少住房和商业位移并提高公平性。⁶

行政概念性提案草案

1. 通过可为那些在获得住房机会方面遭受系统性种族主义或歧视的历史上代表性不足的人口增大获得经济适用住房的机会的战略，支持 King 县非建制地区的**住房稳定**并**减轻和防止居住位移**。范例包括：
 - a. 作为 King 县经济适用住房融资的一部分，**促进住房稳定、防止位移和促进公平发展**的激励项目；
 - b. 支持**社区驱动型发展**项目，包括优先考虑经济适用住房和社区发展投资；
 - c. 支持那些可为黑人、原住民和有色人种家庭**解决种族差异影响**的战略，例如**增大自有住房比例**和支持社区驱动型发展；
 - d. 要求县政府参与区域**租户保护**工作，包括县政府支持防止驱逐和提供租金援助的计划和战略；
 - e. 县政府与其他方建立伙伴关系以保护和提高 **King 县非建制地区中预制房社区**的质量；
 - f. 支持将非住宅建筑（例如长期住宿酒店）重新利用为**永久性支持性住房**；及
 - g. 根据最近通过的 **Skyway-West Hill** 和 **North Highline** 自愿和强制包容性住房法规，为 King 县非建制地区创建**自愿包容性住房激励计划**。⁷ 该计划将提供密度奖金和其他监管灵活性（例如提高建筑高度和降低停车要求），以换取提供地块内经济适用单位作为市场价住宅或混合用途开发项目的一部分。该计划将适用于 King 县非建制城市地区及 **Snoqualmie Pass** 和 **Vashon** 农村城镇的住宅和商业房地

⁶ 美国住房和城市发展部为每个大都市地区计算的家庭年收入。

⁷ 19555 号条例[\[LINK\]](#)

产。该计划将为建造具有市场价单位和地块外开发选项的经济适用单位提供“替代费用”。该计划将更新并取代当前的居住密度激励计划和 Vashon 农村城镇经济适用住房特别区覆盖计划。

2. 支持减轻和防止**文化位移**的行动，例如社区驱动型经济适用住房、保护文化机构和社区聚集场所，以及支持文化适宜的儿童保育。
3. 支持采取多项行动，例如商业创新区和社区稳定倡议，以减轻和防止**商业经济位移**，并认识到小企业在为黑人、原住民和有色人种；移民和难民；LGBTQIA+社区；女性；以及其他历史上代表性不足的群体创造机会方面的作用。
4. 要求该县与其他司法管辖区、机构和合作伙伴合作，鼓励提供**广泛的覆盖所有收入水平的经济适用住房**，以公平地满足不同人群的需求。这包括黑人、原住民、有色人种、移民和难民；收入也低于该地区中位数 80%的群体；及其他交叉群体，例如残疾人、老年人、LGBTQIA+群体⁸和女性。战略可以包括社区驱动型开发和土地信托、积极的营销计划，以及在开发前阶段收集这些文化特定社区的意见，以确保住房受欢迎并适宜。

B. 工作范围主题：将一项促进公平和反种族主义政策框架整合到综合计划中，为黑人、原住民、有色人种、移民和/或难民，特别是收入还低于该地区中位数 80%的该等群体带来更好的结果。

行政概念性提案草案

1. 要求采取有目的性、有针对性的行动，例如采取可增加允许的住房类型和/或密度，或者可为在过去和当前遭受**种族排斥和歧视性土地利用和住房做法**，从而造成种族差异影响（包括发展模式、差别的自有住房比例、社区投资减少和基础设施可用性）的黑人、原住民及其他有色人种家庭减少伤害的分区做法。
2. 支持受结构性种族主义和歧视影响最直接、位移风险较高的地区的**公平发展项目和投资**（例如经济适用住房、地方商业和社区设施的社区推动型开发）。这将帮助在生活结果方面存在差异的社区的大量人口获得更多的经济和健康机会。

⁸ LGBTQIA+是指女同性恋者、男同性恋者、变性者、双性恋者、酷儿、异性恋者、无性恋者等。作为一个不断演变的首字母缩略词，加号包括性别和性谱中尚未包括的所有其他身份。

3. 在评估和实施其土地利用政策、计划、投资和实践时，要求该县积极解决**公平、社会和环境正义；种族和环境上的差异化健康结果；以及物质、经济和文化方面的位移。**
4. 支持**县规划过程中的公平公众参与**，以集中并优先考虑历史上代表性不足或被排除在规划过程之外的人口。
5. 要求与历史上代表性不足的人口接触，以推动社区驱动型发展、实施和评估**全县范围的经济适用住房目标、政策和计划。**
6. 要求制定气候解决方案，以产生有利于**一线社区**的公平结果。⁹ 要求优先考虑和支持与一线社区的持续合作伙伴关系，共同制定和实施县气候规划、政策和计划。要求对文化和语言背景下的气候变化参与以及与一线社区的社区教育进行投资和支持。要求与区域合作伙伴合作，促进气候公平。
7. 支持改善**传统上服务不足和/或社会弱势的农民**获得农田的机会，¹⁰并更新相关的县农业规划流程，以确保所有农业社区的农业在经济上仍然可行。
8. 支持交通服务和设施，为最有需求的社群，特别是黑人、原住民和有色人种；移民和/或难民；及其他交叉人群**公平地提供移动性服务**。评估交通计划、项目和服务造成的位移风险。
9. 支持提供有关交通服务、基础设施和规划的**无障碍、文化适宜的信息和参与机会**，包括为黑人、原住民和有色人种；移民和难民；及其他交叉人群。
10. 支持改善**公平经济机会**的战略，例如鼓励优先雇佣计划和稳定当地商业区以防止位移。

⁹ King 县将一线社区定义为那些将受气候变化严重影响的社区；这些人口遭受着历史上和当前的不平等，经常经历气候变化最早和最严重的影响，而且适应环境的资源和能力有限。其中包括：黑人、原住民和有色人种社区；移民和难民；低收入人群；遭受严重污染的社区；妇女及性别不符的个人；LGBTQIA+人群；在外生活或工作的人群；存在健康问题（如哮喘和心脏病）的人群；英语能力有限的人群；孕妇；以及其他气候脆弱群体。

¹⁰ 美国农业部(USDA)将社会弱势的农民和农场主(SDFR)定义为属于遭受种族或族裔偏见的群体。SDFR 包括那些身为黑人或非裔美国人、美洲印第安人或阿拉斯加原住民、西班牙裔或拉丁裔以及亚洲或太平洋岛民的农民。对于美国农业部的一些但并非所有项目，SDFR 类别也包括女性。

11. 根据与部落政府制定的建议并根据新的州政府要求，改善**部落协调**；细节有待与部落进行进一步接触后确定。
12. 在 2016 年的综合计划更新中，该县从计划中删除了“**公民**”一词，以反映该县为所有居民服务，无论其公民身份如何。当时并未对《King 县法规》中的发展条例进行类似的修改。该县将通过从其发展条例中删除“公民”一词，并用更具包容性的语言取代它来完成这项工作。
13. 为了提高流程公平性并帮助支持公平的社区结果，King 县创建了**综合计划公平工作组**，作为 2024 年更新的一部分。就当前状况的分析与工作组合作，并为提案的公平性影响分析制定框架。共同制定 2024 年更新中提出的住房战略。确定机会，以改进未来计划更新的公平综合规划和参与。

C. 工作范围主题：改善需求最大和最迫切的社区的健康公平结果。

行政概念性提案草案

1. 要求该县改善因历史上和持续的投资不足而存在差异的**机会区中当地公园和绿地空间**的可及性。¹¹
2. 支持公平且可持续的健康食品渠道，以提供和推广 King 县社区和传统上服务不足和/或社会弱势的农民（由美国农业部定义）的**当地种植、健康和与文化相关食品**。支持发展和协作计划，以生产和配送可负担的健康食品，提供营养激励措施，提高使用食品援助福利金的能力。
3. 将“**marijuana**”一词改为“**cannabis**”，以帮助减少对大麻使用的历史性和种族主义污名化，并与州法律的最新变更保持一致。
4. 支持在黑人、原住民和有色人种青年和/或居民比例较高的地区限制**烟草和大麻制品零售和广告**过度集中的行动。
5. 优先投资于**支持年轻人**充分发挥潜力的战略和计划，例如通过培养生活、学术和就业技能的计划。
6. 支持在**文化相关和公平的健康和人类服务交付**方面的行动和投资，如行为健康服务和设施。

¹¹ 机会区是指居民平均收入较低、健康状况较差、在城市非建制地区距离公园 0.25 英里以上，在农村非建制地区距离公园 2 英里以上的地方。

7. 支持纳入**以人为中心的设计**，¹²包括以患者为中心、以康复为导向和创伤知情的原则，在县所有或资助的区域卫生和人类服务设施、行为健康设施、紧急避难所、过渡性和永久性支持性住房以及经济适用住房中。
8. 要求对建立**公共卫生、环境卫生和饮用水设施区域网络**的可能性进行可行性分析。该提案是对 2024 年更新中“迷你议项”要求的回应。¹³ 可行性分析将考虑各种问题，例如社区需求、此类设施是否应被指定为基本公共设施、可能的县和非县角色和/或伙伴关系、基础设施需求，以及潜在成本和资金选择等。这项研究将用于为未来的综合计划更新提供信息。
9. 为了帮助减少**城市热岛极端高温**对一线社区和弱势人群的健康影响，鼓励在城市非建制地区的住宅开发中使用被动冷却方法和节能冷却技术。



A. 工作范围主题：综合的住房政策审查和更新。

行政概念性提案草案

1. 纳入 1220 号众议院法案的要求，¹⁴包括解决**住房需求和种族差异影响**的政策；细节有待确定，直到华盛顿州商务部提供指导和建议。
2. 采取 King 县**住房需求评估**；随着分析的继续和 2023 年早些时候州政府提供的更多信息，将确定细节。

¹² 以人为中心的设计有可能建立在个人和/或社区的弹性基础上，减轻先前的创伤，防止进一步的伤害，并促进康复，特别是在与体验空间的人士协商开发时。这种设计融入了支持身体、心理和情感安全的元素，例如：接近自然、清晰的路线、更宽的走廊、开放和照明良好的楼梯、清晰的视线、噪音缓解、灵活的照明、平静的油漆颜色、外部围栏，及反映和尊重文化、温暖和欢迎的开放空间和公共区域。

¹³ “议项”可为公众提供机会来要求对综合规划、土地用途指定和分区分类以及开发法规进行更改。[\[LINK\]](#) 在 2024 年更新的范围界定过程中，行政部门还利用了一个“迷你议项”，为公众提供额外的机会，以一种较完整议项流程更快的方式提交变更要求。

¹⁴ 1220 号众议院最终替代议案 [\[LINK\]](#)

3. 使政策与**当前的住房战略、做法和资源**及**区域住房融资准则和优先事项**保持一致。欲知详情，请参阅下述的“住房”B 小节和上述的“促进公平”部分。
4. 更新《计划》和《法规》中的**经济适用住房收入水平**，以在激励和监管经济适用性和负担能力水平时使用一致的术语和标准。明确住房收入等级将提高 King 县经济适用住房项目的激励和资源分配的透明度。

B. 工作范围主题：改善经济适用住房供应，特别是那些收入低于该地区中位数 80% 的黑人、原住民、有色人种、移民和/或难民。

行政概念性提案草案

1. 要求监测在实现**全县住房目标、全县经济适用住房需求及消除住房和社区选择差距**方面取得的进展。当无法提供足够的经济适用住房以满足全县需求时，要求更新全县和 King 县的战略。
2. 通过增长管理规划委员会(GMPC)，¹⁵要求区域规划、协调和问责制，以支持**全县的经济适用住房工作**，包括采取行动和监测区域经济适用住房工作组报告的执行情况。¹⁶
3. 优先与其他司法管辖区、机构和合作伙伴合作，以支持该县公平和社会正义战略计划；儿童最佳开端实施计划；通过住房实现健康计划；退伍军人、老年人和人类服务征税实施计划；精神疾病和药物依赖行为健康销售税基金计划；以及其他与住房和人类服务有关的实施计划中所述的全县范围内的**经济适用住房和支持性服务的公平分配**。
4. 在县资助的经济适用住房补贴计划中，优先考虑以下**经济适用住房项目**：为收入等于或低于地区收入中位数 50% 的个人和家庭服务的租赁项目、为收入等于或低于地区收入中位数 80% 的个人和家庭服务的自有住房项目，及/或经济适用住房严重短缺的地区中的项目。
5. 鼓励支持**混合用途和混合收入城市发展**的区域土地利用和投资战略，以帮助社区在种族和经济上融合，增加整个 King 县的住房和交通选择，并提高所有收入人群的住房稳定性。这包括土地利用战略，如中等住房和包容性住房、公共交通导向型发展，以及为收入低于地区收入中位数 80% 的群体提供服务的经济适用住房。

¹⁵ 《增长管理法案》所要求的全县决策机构，由来自 King 县、Seattle、Bellevue、King 县中的其他城镇、特殊用途区及 Port of Seattle 的民选官员组成。[\[LINK\]](#) GMPC 监督 King 县的全县规划政策。[\[LINK\]](#)

¹⁶ 由 [15372 号动议](#) 采纳的区域经济适用住房工作组最终报告和建议

6. 支持在全县的区域和地方住房战略和行动中开发**气候适应型经济适用住房**，例如优先向气候适应型经济适用住房项目提供补贴，并倡导在全州的经济适用住房绿色建筑标准中支持气候适应性做法的激励措施。
7. 为减少位移风险和支持开发更加经济适用的住房，创建一项**非建制范围自愿包容性住房激励计划**。欲知详情，请参阅上述的“促进公平”部分。
8. 废止 **Vashon 农村城镇经济适用住房特别区覆盖计划**，转而依靠上述“促进公平”部分中讨论的新的包容性住房计划。这项覆盖计划未能成功建造出任何经济适用单位，而新的包容性住房计划有望更有效地实现该覆盖计划原本旨在改善的经济适用住房可及性。
9. 要求该县与其他司法管辖区、机构和合作伙伴合作，鼓励提供**覆盖所有收入水平、可公平满足不同人群需求的广泛的经济适用住房**。欲知详情，请参阅上述的“促进公平”部分。

C. 工作范围主题：扩大住房选择。

行政概念性提案草案

1. 鼓励开发新的经济适用住房，包括足够的两居室、三居室和四居室住宅单位，以满足预期家庭的空间需求，并**促进文化相关的住房选择**。
2. 通过增加低密度城市住宅区允许的住房类型，扩大住房选择，以支持开发较传统独立住房更经济适用的**中等住房**。允许在 King 县非建制地区的所有住宅区中开发纯粹的两户式、三户式和四户式多户住宅。在低密度区域，建筑高度限制在 35 英尺，以支持与现有社区的兼容发展。调整最小和最大地块宽度，以保持较小的建筑规模，从而支持多个单位并提高可负担性。减少景观美化和地块内娱乐需求，并减少停车需求，以激励中等住房类型的开发并提高可负担性。如果地块允许，允许在密度较低的区域开发纯粹的公寓（五套或更多）。
3. 扩大**允许的 SEPA 豁免**，以符合州法律允许的豁免。如果项目低于一定规模，此变更将免除以下类型的开发项目的 SEPA 审查：独立式住宅、多户住宅、谷仓、休闲棚、农场设备仓库、农产品仓库、包装结构、办公室、学校、商业、娱乐、服务、仓储建筑、停车设施以及填方或挖方。扩大豁免将有助于减少允许此类开发的时间和成本，从而支持该地区广泛的住房需求和目标。



气候变化与环境

A. 工作范围主题：与 King 县的 2020 年战略气候行动计划¹⁷保持一致并推进，以减少温室气体排放，支持可持续和有弹性的社区，为气候变化做好准备。

行政概念性提案草案

1. 制定新的综合计划**气候变化指导原则**和相关政策方向，要求该县减少温室气体排放，促进气候公平，并根据战略气候行动计划为气候变化影响做好准备。
2. 要求制定气候解决方案以产生有利于**一线社区**的公平结果；欲知详情，请参阅上述的“促进公平”部分。
3. 更新**温室气体减排目标**，以符合全县规划政策和 King 县战略气候行动计划中的目标。要求 King 县定期评估和报告全县温室气体排放情况。
4. 要求制定减少能源使用、增加可再生能源使用和**逐步淘汰建筑环境中化石燃料使用**的发展法规和计划。要求计划优先考虑一线社区的可达性和可负担性。鼓励能源公司提供减少化石燃料使用的战略。为县运营制定减少化石燃料使用的目标，并要求制定化石燃料消除行动计划，例如，确立用可再生能源替代化石燃料的战略。
5. 支持采取相关行动，例如增加 King 县拥有的垃圾填埋场和废水处理设施的甲烷捕获和利用，消除障碍并最大限度地利用**可再生天然气**，以减小对排放温室气体的碳燃料的依赖。
6. 在**可再生能源技术**选址中综合考虑公平和社会正义影响。
7. 促进对**公共交通导向型公平发展**的投资，以帮助减少交通部门的排放。这包括优先考虑将为收入低于该地区中位数 80% 的家庭提供的经济适用住房纳入 King 县地铁房地产的公共交通导向型开发项目；在规划公交快速交通投资时，考虑土地利用、包容性住房、防位移措施和社区特征；以及与区域经济适用住房出资方合作，尽力协调资源以推进区域住房开发目标。
8. 支持扩大私家**电动汽车**的使用，包括改善公平获取电动汽车信息、激励措施和充电基础设施的机会。这可能包括以多种语言提供有关电动汽车所有权的获取和经济效益的信息，支持服

¹⁷ King 县 2020 年战略气候行动计划 [\[LINK\]](#)

务不足社区的电动汽车共享计划，支持增加联邦或州对低收入家庭购买或租赁电动汽车的折扣。

9. 要求该县采取措施，规划并减少 King 县非建制地区中荒地-城市接合部的**山火影响**。鼓励荒地-城市接合部的城市进行山火风险评估和规划。支持采取行动来改善林地的森林健康和山火恢复能力。修订清理和分级规定以允许植被管理，从而降低住宅附近的山火风险。与区域合作伙伴合作，降低山火破坏和相关影响造成的滑坡和洪水风险。支持减小山火烟雾对健康影响的行动。支持社区山火教育和防范行动。
10. 支持为一线社区提供技能发展和获得**生活工资绿色工作**的行动和计划，例如增加县就业机会，从而实现绿色工作和职业。
11. 支持加强废弃物预防、再利用、再循环和堆肥的行动和计划以改善资源保护，并实现成本效益高的**资源零浪费**目标，例如支持可回收更多有用材料的创新技术，并制定法规使废弃物预防和再循环更容易实现。

B. 工作范围主题：整合并实施清洁水、健康栖息地目标。

行政概念性提案草案

1. 加强对海岸线开发的定位和设计要求，以避免在构筑物的使用寿命内需要未来的**海岸线稳定**，符合最近的州立法变更和现行做法。仅当岩土工程报告确认需要稳定时，才允许新的或替代的结构海岸线稳定。在这种情况下，如果非结构性解决方案不可行，则要求首先采取非结构性海岸线稳定措施，然后采取软结构性海岸线；只有在有限的情况下才允许使用新的或替换的硬结构稳定（包括舱壁）。使稳定性维修和更换的门槛更加清晰。鼓励海岸线开发远离陡坡和侵蚀危害，以在开发过程中保护它们，而不仅仅是在施工时。
2. 为进一步**保护环境质量和重要的生态功能**，要求实施该县的鱼类通道恢复计划、土地保护倡议，¹⁸以及清洁水和健康栖息地战略计划。¹⁹
3. 通过**提供多重效益而非单一结果的洪泛区管理行动**，支持恢复和增强蓄洪、洪水输送和生态功能。降低洪水风险的项目的其他好处可能包括：提高应对气候变化的弹性、与 King 县的公

¹⁸ King 县土地保护倡议 [\[LINK\]](#)

¹⁹ King 县清洁水和健康栖息地 [\[LINK\]](#)

平和社会正义目标的一致性、栖息地改善、娱乐场所的扩大或附近农田或林地使用的可行性。

4. 使用最佳可用科学，审查和更新该县的关键区域法规，例如：审查河岸、水生和/或冲积扇区法规；河流、湿地和/或关键含水层补给区(CARA)绘图；气候变化考虑；以及当地重要的物种和栖息地。
5. 修订关键区域法规及清理和分级法规，以便**管理海狸坝**。这将允许采取行动来减少或减轻海狸坝的影响或危害，包括但不限于拆除海狸坝或部分海狸坝；海狸坝装置的安装、维护、调整、更换和拆除；以及清除堆积在海狸坝装置上的树枝和其他杂物。
6. 支持在**雨水管理**规划、法规和融资方面开展区域合作的行动，以优先考虑那些成本效益和对社区和生态系统的益处最大的区域雨水系统改进，而无论管辖范围如何。

C. 工作范围主题：加强土地保护。

行政概念性提案草案

1. **GMPC** 目前正在考虑对**四对一计划**进行可能的变更。正在评估的一些变更包括是否允许减少：对高生态价值土地、农村地区的设施、非住宅开发项目、多户住宅开发项目，及城市增长区边界（由先前的联合规划协议而非原始的 1994 年边界确定）沿线项目的开放空间投入。如果 **GMPC** 建议进行修改，则综合计划和《**King** 县法规》也需要相应修改。这些变更将在 **GMPC** 完成审查后确定；预计 **GMPC** 建议草案将于 3 月发布，以在 5 月采取可能的行动，然后将纳入 2024 年更新的公众审查草案。
2. 更新**开发权转让(TDR)**计划规定。允许利用保护未来税收资金获得的**城市开放空间**成为 TDR 转出地块。明确对使用 TDR 增加正式分区基础密度的影响的研究要求。通过为 TDR 转出地块提供奖励，鼓励在没有硬结构稳定的情况下保护空置的海岸线地块。取消对计算因城市 TDR 转入地块而导致密度增大的温室气体排放影响的豁免。
3. 支持开发和保留未来**旧增长走廊**的战略和投资，包括土地所有者激励和土地保护工具，例如 TDR、保护地役权和收购。



一般更新

A. 工作范围主题：实施全县规划政策中与非建制地区相关的变更。

行政概念性提案草案

1. 根据全县规划政策的规定，为 King 县非建制地区制定新的**住房和就业增长目标**。
2. 将 **Skyway 和 White Center 非建制活动中心**指定为全县中心，允许优先考虑对其额外的基础设施投资。Puget Sound 地区议会(PSRC)的“2050 愿景”²⁰指出，PSRC 管理的资金将用于指定的地区和全县中心。全县规划政策将 Skyway 和 White Center 非建制活动中心确定为候选中心。这将使该行动正式化。
3. 2022 年，华盛顿州议会通过了 **SB 5593**，²¹其允许但不要求各县在满足特定条件时利用**城市增长区交换**。这将允许移除城市增长区内目前的土地，以换取在受到超过可用可开发城市土地的发展模式压力的地区中增加到城市增长区的农村土地。需要修订全县规划政策才能在 King 县允许这样。GMPC 目前正在评估是否建议允许此类交换。如果建议，综合计划和《King 县法规》也需要相应修订。这些变更将在 GMPC 完成审查后确定；预计 GMPC 建议草案将于 3 月发布，以在 5 月采取可能的行动，然后将纳入 2024 年更新的公众审查草案。
4. 支持与**邻近农村地区和自然资源用地的城市**进行协调，以确保城市大型混合用途开发项目的开发审查过程减轻对非建制地区的影响，例如防止交通量增大、保持农村特色和保护环境敏感地区。

B. 工作范围主题：实施分区规划计划。

行政概念性提案草案

1. 作为 2024 年更新的一部分，该县正在制定并将采用 **Snoqualmie Valley/King 县东北社区服务区分区计划**，以及实施土地利用和分区变更及开发法规。这项分区计划将适用于整个社区

²⁰ King、Pierce、Snohomish 和 Kitsap 县的多县决策机构；[\[LINK\]](#)。PSRC 监督“2050 愿景”中的多县规划政策。[\[LINK\]](#)

²¹ 5593 号参议院最终替代议案 [\[LINK\]](#)

服务区，并将取代当前的秋季城市分区计划。欲知这些建议以及如何提供反馈的详情，请访问 <https://publicinput.com/SnoValleyNEKC>。

2. 根据 Vashon-Maury Island 社区服务区分区计划的要求，更新 **Vashon-Maury Island 特定房地产分区条件**。²² 欲知这些建议以及如何提供反馈的详情，请访问 <https://publicinput.com/vashonsubarea>。
3. King 县地方服务局正在与社区成员合作，共同创建一项改进的流程以制定**社区需求清单**。²³ 这项工作正在进行，可能的变更有待确定。
4. 更新**分区规划时间表**，以反映州法律将综合规划更新周期设为 10 年的最新变更。这些更新将确保分区规划有突破，以支持这些 10 年更新的发展。

C. 工作范围主题：更新交通政策。对 2024 年 KCCP 更新中设想的公共交通相关政策的修改旨在反映已经采纳的对县公共交通政策的更新，包括作为 19367 号条例的一部分。²⁴

行政概念性提案草案

1. 支持可为最有需求的社区**公平地提供移动性服务**的交通服务和设施，如上述“促进公平”部分中所述。
2. 支持可为行人、骑自行车者、汽车和厢式货车以及其他单人车辆替代方案**改善公共交通服务的安全性、公平性和无障碍机会**的投资 - 尤其是在需求最大的地方 - 例如提供固定或灵活的公共交通服务、安全和无障碍的公交站、人行道、路肩和自行车道。
3. 通过与其他机构、应急服务提供商和道路使用者合作，优先消除死伤事故，支持实现本州的**交通安全零死亡和重伤目标**。通过将**完整街道**基础设施纳入县道路标准，支持健康和**安全**。

D. 工作范围主题：审查农村和自然资源法规。

行政概念性提案草案

1. 更新**农场、鱼类、洪水**政策，以确保在实施洪水风险降低和栖息地项目时，农业生产区内仍有足够的土地可用于支持商业农业的长期生存能力。尽管实施了《增长管理法》，要求保护

²² Vashon-Maury Island 社区服务区分区计划，VMI CSA 工作计划行动 1 [LINK](#)

²³ 社区需求清单有助于实施分区计划并确定具体行动，例如计划、服务或资本改善，以响应具体的社区需求。 [LINK](#)

²⁴ 19367 号条例 [LINK](#)

农业生产区用于商业农业用途，但这些更新认识到：1)促进这些地区鲑鱼恢复的能力对于尊重和维护华盛顿州和印第安部落作为鱼类、野生动物和其他水资源的主权受托人所拥有的权利至关重要，以及2)恢复洪泛区过程和降低洪水风险是确保人类健康和保护公共安全的必要条件。该县将继续支持 Snoqualmie Valley 的农场、鱼类、洪水工作，但不会在其他农业生产区创建类似流程，而是根据从 Snoqualmie Valley 工作中吸取的经验教训，在所有农业生产区更快、更有效地实现农场、鱼类、洪水目标。在这方面，2024 年更新要求该县利用审查程序，考虑由 King 县自然资源和公园局、水和土地资源局资助的农业生产区项目的流域背景，其中栖息地或洪泛区恢复项目可能会减少可供耕种的土地数量；该过程将确定如何平衡各个项目的农业生产、栖息地质量、洪泛区和生态功能的目标。

2. 根据支持保护农村地区和自然资源土地的县政策，并认识到这些地区的基础设施限制，修改规定以明确**农村地区中允许的度假村地点**。
3. 为响应 2022 年议项要求，²⁵限制**材料加工**用途的影响，例如明确材料在现场的零售仅在有条件使用许可的情况下才允许；作为矿物用途的附件，仅允许加工现场和/或附近（距离现场三英里以内）的材料；以及对农村地区场地的额外要求，包括储存限制（最多 3,000 立方码），确保符合规范要求（景观美化、非住宅用地标准和分级许可），并要求材料主要来自农村和资源用地，以确保其为依赖农村的用途。
4. 为响应 2022 年议项要求²⁶并帮助减少**采矿作业**的影响，制定阶段性要求来限制每个阶段的规模，例如：在 100 英亩或以下的场地，每个阶段将限制在 25 英亩以内；在超过 100 英亩的场地，每个阶段将限制在 50 英亩以内，任何超过 25 英亩的区域都将被要求有两倍于其他情况下所需的面积。无论场地大小，在第一阶段填海基本完成之前，第三阶段都无法开始。明确禁止与获准的采矿用途、复垦计划或辅助用途无直接关系的设备或材料的使用、建筑和储存。
5. 禁止在**农村地区的邻里商业(NB)和办公(O)房地产上进行混合用途开发**，农村城镇除外。这些分区分类适用于城市和农村地区的地块。这些区域允许一系列用途，重点是商业用途。然而，如果是混合用途开发的一部分，也允许多户住宅（公寓、联排别墅和集体住宅）。目前，这些开发项目的允许居住密度范围为每英亩 8 至 96 个住宅单位，无论该房地产位于城市还是农村地区。根据《增长管理法》和综合计划的指示，这些是不适合农村地区的城市发展水平，其中一般增长模式和既定密度限制范围为每 2.5 至 10 英亩一户（取决于适用的农村分区分类）。

²⁵ 2022 年议项报告 – 8 号要求 [LINK](#)

²⁶ 2022 年议项报告 – 9 号要求 [LINK](#)

6. 禁止在 King 县非建制地区新建**城市规划开发项目(UPD)**。目前没有 UPD；之前建立的 UPD 要么被并入城市，要么被重新设计，以符合标准的 King 县分区和发展条例。此外，没有剩余的适合未来 UPD 的大型、未开发的非建制城区。

E. 工作范围主题： 适当时，提前公开议项修订要求。²⁷

行政概念性提案草案

1. **Vashon 农庄：** 8887000660 号地块和周边区域。一项 2022 年议项要求²⁸提出了可能的土地用途指定和分区分类变更，以允许在北渡轮码头附近的历史悠久的 **Grange Hall** 开设零售食品店。这一变更将需要新建一个农村邻里商业中心(RNCC)，而这是综合计划不允许的。改变计划以允许新的 RNCC 将在整个农村地区产生更广泛的影响，这与《增长管理法》和农村地区的综合计划指示不一致。虽然当前附近有一个 RNCC，但将其扩展到包括该地块还需要纳入中间的几幅农村住宅地块，这将鼓励以不适合该区域的规模进行商业开发，为其他 RNCC 树立一个糟糕的先例。因此，为了支持以服务于当地社区的方式对未使用的 **Grange Hall** 进行创造性再利用和保护的概念，建议对分区法规进行更改，如果商店位于历史上指定的 **Grange Hall** 内，且房地产位于现有 RNCC 的附近，则允许食品店位于 RNCC 之外的 RA（农村地区）区域。
2. **Kent 宠物墓地：** 1522049162 号地块和周边区域。2024 年更新“迷你议项”要求提出了评估与附近历史悠久的宠物墓地相关的土地用途指定和分区分类。这项分析正在进行，建议有待确定。

F. 工作范围主题： 土地利用和分区研究。

行政概念性提案草案

1. **Maple Valley 工业区：** 1622069091 号、1522069034 号和 1522069036 号地块及周边区域。该工作范围指示了对土地利用和房地产分区的审查。这些地块目前位于城市增长区并被划为工业区，具有特定房地产开发条件，将场地的用途限制为不需要有条件使用许可证的用途。

²⁷ 请注意，当要求与获准的范围界定主题直接相关时，此摘要的其他部分中列出了一些议项要求。

²⁸ 2022 年议项报告 - 8 号要求 [\[LINK\]](#)

该问题曾在 2016 年综合计划中进行评估。²⁹ 然而，由于需要额外的分析，因此不建议进行任何变更。作为 2024 年更新的一部分完成的进一步分析得出结论，场地条件和房地产位置不适合城市或工业发展。因此，建议将地块从城市增长区移除并重新划分为 RA-5（农村地区，每五英亩一座住宅），无开发条件。

2. **Snoqualmie 交叉口：**该工作范围指示了对 I-90 和 18 号州道交叉口以北地块的审查，以确定是否可能增加城市增长区。这些地块不符合全县规划政策 DP-17 中关于城市增长区的当前标准：1)全县范围的分析 and 确定，即城市增长区的规模足以满足增长目标，2)该房地产不与原始的 1994 年城市增长区边界相邻，3)该房地产不是永久转让给城市用作公园的 King 县公园，也不是自 1994 年以来由城市拥有的公园。此外，如上所述，该分析取决于 GMPC 正在考虑的建议，即 1)修订四对一计划和/或 2)创建城市增长区交换计划。一旦 GMPC 的工作完成，将确定关于将这些地块添加到城市增长区的建议。目前正在评估，如果土地保留在农村地区，是否有任何土地利用、分区或监管变化可以支持任何预期的结果；这项分析正在进行，建议有待确定。
3. **Black Diamond 消防站：**0421069092 号地块和周边区域。该工作范围指示了对是否将该地块添加到城市增长区的审查，或如果地块仍保留在农村地区，是否允许为房地产提供下水道服务。该地块不符合全县规划政策 DP-17 中要求的将房地产添加到城市增长区的当前要求，1)全县范围的分析 and 确定，即城市增长区的规模足以满足增长目标，2)该房地产不符合四对一计划的最小地块规模要求，也不符合新城市土地仅用于住宅开发的要求，以及 3)该房地产不是永久转让给城市用作公园的 King 县公园，也不是自 1994 年以来由城市拥有的公园。《增长管理法》(RCW 36.70A.210(3)(b))不允许在农村地区提供下水道服务，除非在有限的情况下保护基本公共健康和安全以及环境。根据全县规划政策 PF-13、综合计划政策 F-264 和《King 县法规》13.24.134 的要求，需要提供信息来证明：1)当前化粪池系统的具体健康和安全问题威胁到现有结构的使用，以及 2)化粪池系统如何维修、扩建、更换或使用其他地块内废水系统是可行的。如果没有这些信息，目前没有任何事实根据来允许在农村地区使用下水道或将房地产添加到城市增长区。不过，该县将在 2023 年聘请顾问来审查化粪池系统的状况、需求和容量。一旦分析完成，将对其进行审查并提出最终建议。
4. **Carnation 城市增长区交换：**2125079009 号和 2125079002 号地块及周边区域。该工作范围指示了对将这些地块从城市增长区移除，以换取将其他农村土地添加到城市增长区的审查和分析。这一变更取决于 GMPC 建议创建如上所述的城市增长区交换计划。考虑到创建这样一项计划的可能性，Carnation 市确定了可以与目前的城市地块交换的农村地块。然而，这些农村地块不符合州政府的城市增长区交换标准，因为 1)超过 15%的农村地块受到关键区域的影响，且 2)修改的城市增长区将增加城市化的压力，因为新的城市区域将从三面围绕剩余的农

²⁹ 行政部门建议的 2016 年 King 县综合计划 – 15 号分区研究 [\[LINK\]](#)

村土地。即使 **GMPC** 确实建议在 **King** 县采用此类交换计划，所确定的地块也不符合州法律规定的标准。因此，不建议变更土地用途或分区。

APPENDIX C.3 - 2024 Comprehensive Plan Update Townhall Presentation



2024 COMPREHENSIVE PLAN VIRTUAL TOWNHALL

Thursday, February 9, 2023 | 6 pm – 8:30 pm

Regional Planning | Performance, Strategy and Budget



Zoom Housekeeping

- Everyone starts with permission to use video and audio **off**. **Co-hosts and other staff are enabled and will enable others as needed.**
- Chat is set to either host only or everyone publicly. Private chat between residents is disabled.
- For those enabled, we can hear you. *Mute your microphone please when not speaking.*
- For those with the function. We can see you. *Turn off your video if you don't want to be seen.*
- Facilitator/Host can control all functions.
- Be succinct and clear. Use an appropriate volume.
- Be an ally! If you see hateful rude or inappropriate behavior let a host know immediately. If Co-host, follow meeting guidance.

***Direct questions and tech support to
@jerry.tech.help or another co-host***

Meeting Agenda

6:00 PM Land Acknowledgement & Introductions (*5 mins*)

6:05 PM Welcome (*10 mins*)

6:15 PM **2024 Update Background, Process, Schedule** (*30 mins*)

6:45 PM **Early Concept Proposals** (*40 mins*)

7:15 PM **Discussion** (*45 mins*)

8:00 PM Closing Remarks (*5 mins*)

8:05 PM Wrap Up (*5 mins*)

Before we start...

As you listen, **please write your questions in the chat** to ensure that King County staff can see it. We'll pause at the end of each section to answer your general questions about Comprehensive Plan timeline, scope and process that you send us through the chat.

If you have specific feedback about any of the proposals, please wait until the discussion portion of the meeting, which will be in ~45 minutes. You can also directly email King County staff about your feedback on any of the proposals at CompPlan@kingcounty.gov

WELCOME

Meeting Goals

King County is sharing the early concepts of proposals for the 2024 Comprehensive Plan to **increase transparency** and to provide additional **opportunities for public engagement** during plan development

- ✓ This meeting is an opportunity for members of the public to learn more about the specific proposals, and share feedback with King County staff
- ✓ King County will use the results of public feedback to guide the refinement of these proposals for the Public Review Draft of the 2024 Comprehensive Plan, which will be available for public review and comment in June 2023, along with a State Environmental Policy Act (SEPA) Draft Environmental Impact Statement.

During this presentation, we will...

- Briefly go over the Update **background, process, and schedule** (15 mins)
- Summarize the **public feedback** we've received so far about what residents consider their top priorities (5 mins)
- Share a **high-level overview** of the main proposals so that we can get your feedback (35 mins)
- Have opportunities for you to ask questions and share your thoughts about the proposals

COMPREHENSIVE PLAN 2024 UPDATE

Background



In Washington state, the Growth Management Act (GMA) was adopted in 1990 as a response to rapid and uncoordinated development


GMA: [RCW Chapter 36.70A](#)



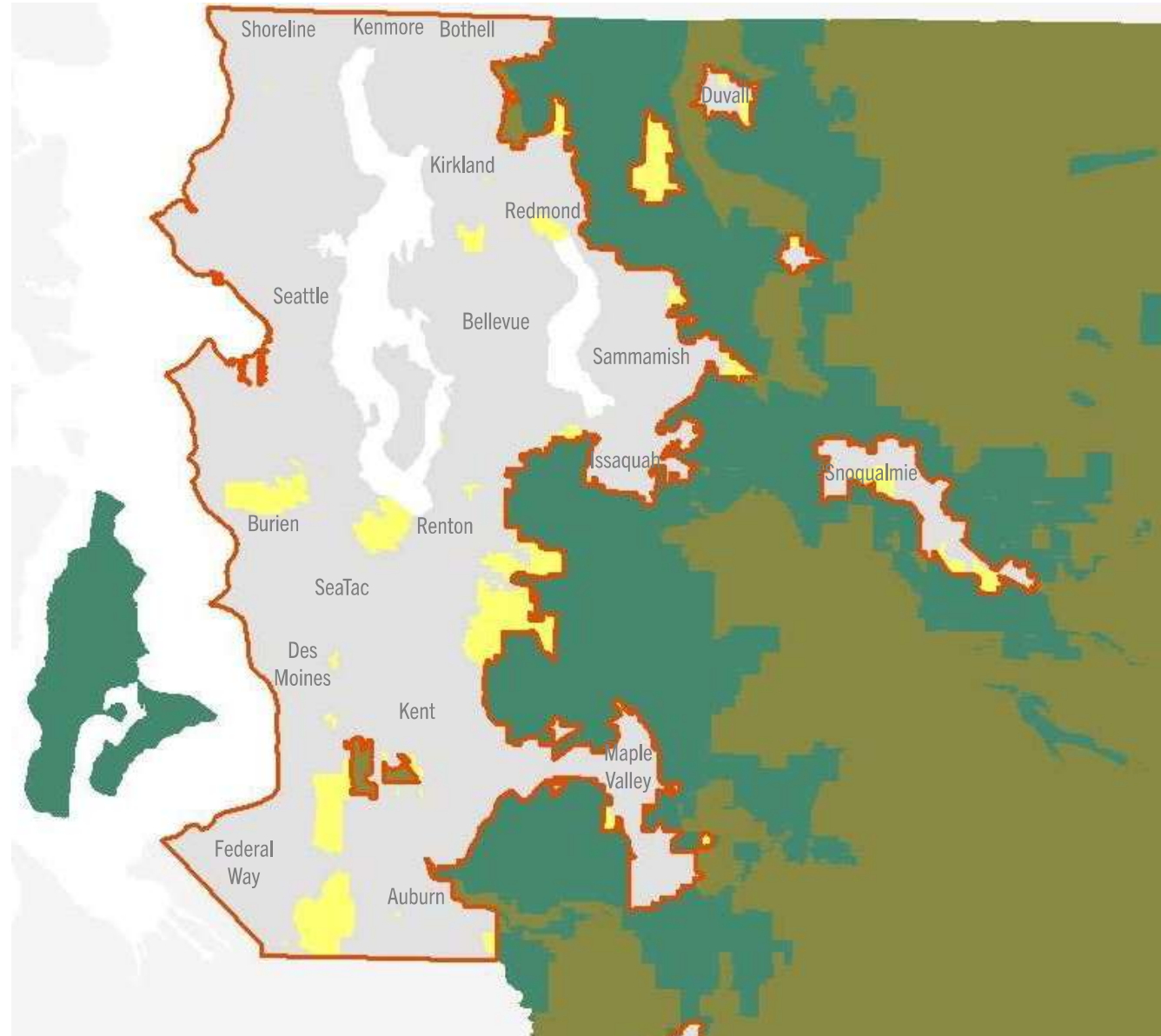
Key geographic areas

 **Urban Growth Area (UGA)**
Housing and job growth is focused in the UGA to protect rural and resource lands and deliver efficient services, characterized by higher density development

 **Urban Unincorporated Area**
Portions of the UGA outside of city limits

 **Rural Area**
Outside the UGA and Resource Lands, characterized by small-scale farming and forestry and low-density residential development

 **Natural Resource Lands**
Designated for agriculture, forestry, or mining





Regionally, **96%** of permitted housing units are in cities and urban areas, helping keep our working lands working

King County's Comprehensive Plan

- The Comprehensive Plan is unincorporated King County's **local land use plan**.
 - ✓ Meeting the needs of rural and urban unincorporated communities.
 - ✓ Legacy of annexation has disconnected urban unincorporated neighborhoods.
- Unincorporated King County, specifically the urban unincorporated area, is home to some of the most **diverse and historically underserved communities** in the county.
- Unincorporated King County also has **a key ecological role** in the Puget Sound region. Most of the region's farm, forest, and mineral production areas are located here, as are critical environmental conservation areas.
- The plan also guides how **local and regional services** are provided by the County, such as roads, parks, buses and ferries, wastewater, and solid waste.



Protecting our natural environment

to ensure clean water, clean air, and healthy local wildlife for current and future generations



Preserving land for farming and forests

which provide important sustainable resources to local communities



Focusing new growth in urban areas

where it is easier to get to and from your home, your job, and the services you need

Implementing the Plan

After King County Council adoption, the Plan is **implemented** and **reflected** through a variety of ways:

- ✓ King County Code > Review and approval of development proposals
- ✓ Subarea plans
- ✓ Topic-specific functional and implementation plans > Planning for new or updated facilities, programs, and services
- ✓ King County Budget > Community needs lists
- ✓ Public information materials and engagement activities
- ✓ Work with other jurisdictions and service providers

Process & Schedule

Scope

The 2024 update is required by the state, due by **December 31, 2024**. The update will:

- ✓ **Implement recent regulatory changes** at the state, regional and countywide levels
- ✓ Address **critical community needs**
- ✓ Include process updates to improve equitable engagement and to reflect the **voices and needs of those not traditionally included** in planning processes
- ✓ Include a State Environmental Policy Act (SEPA) Environmental Impact Statement and Equity Impact Review

Creating and updating the comprehensive plan has traditionally been top-down, in a process dominated by bureaucratic experts, with limited public participation

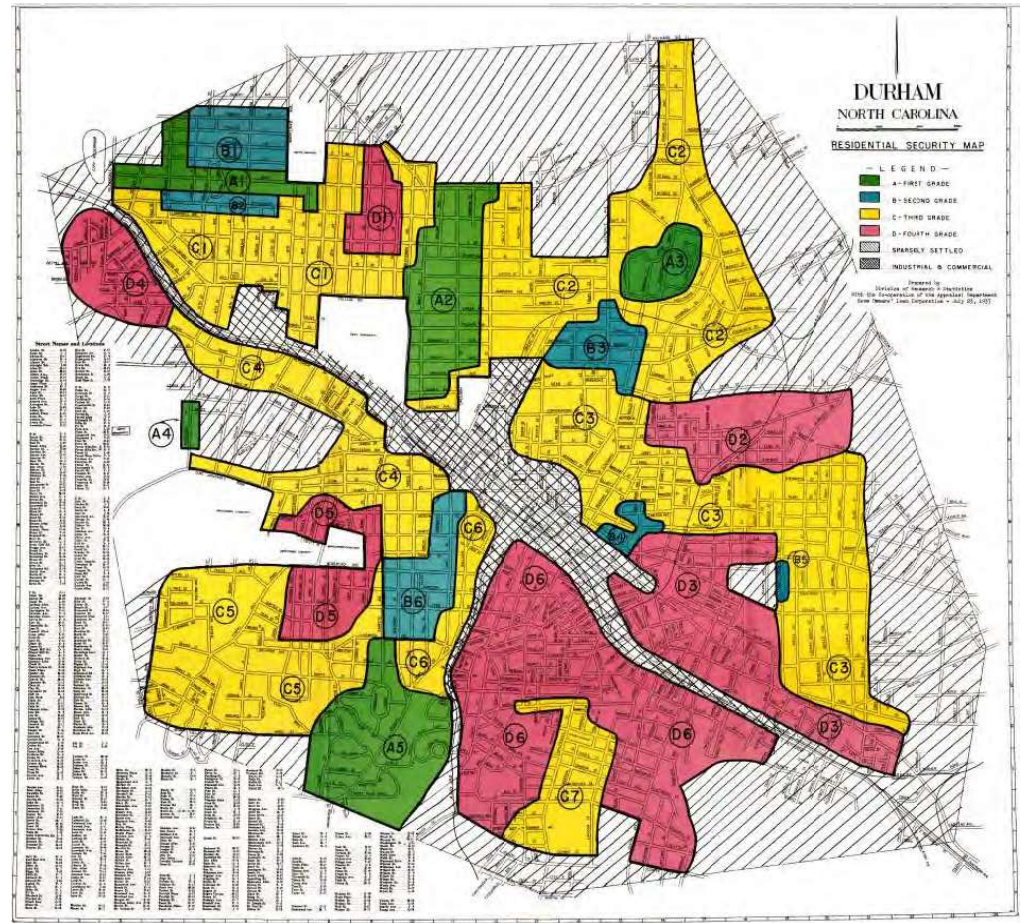
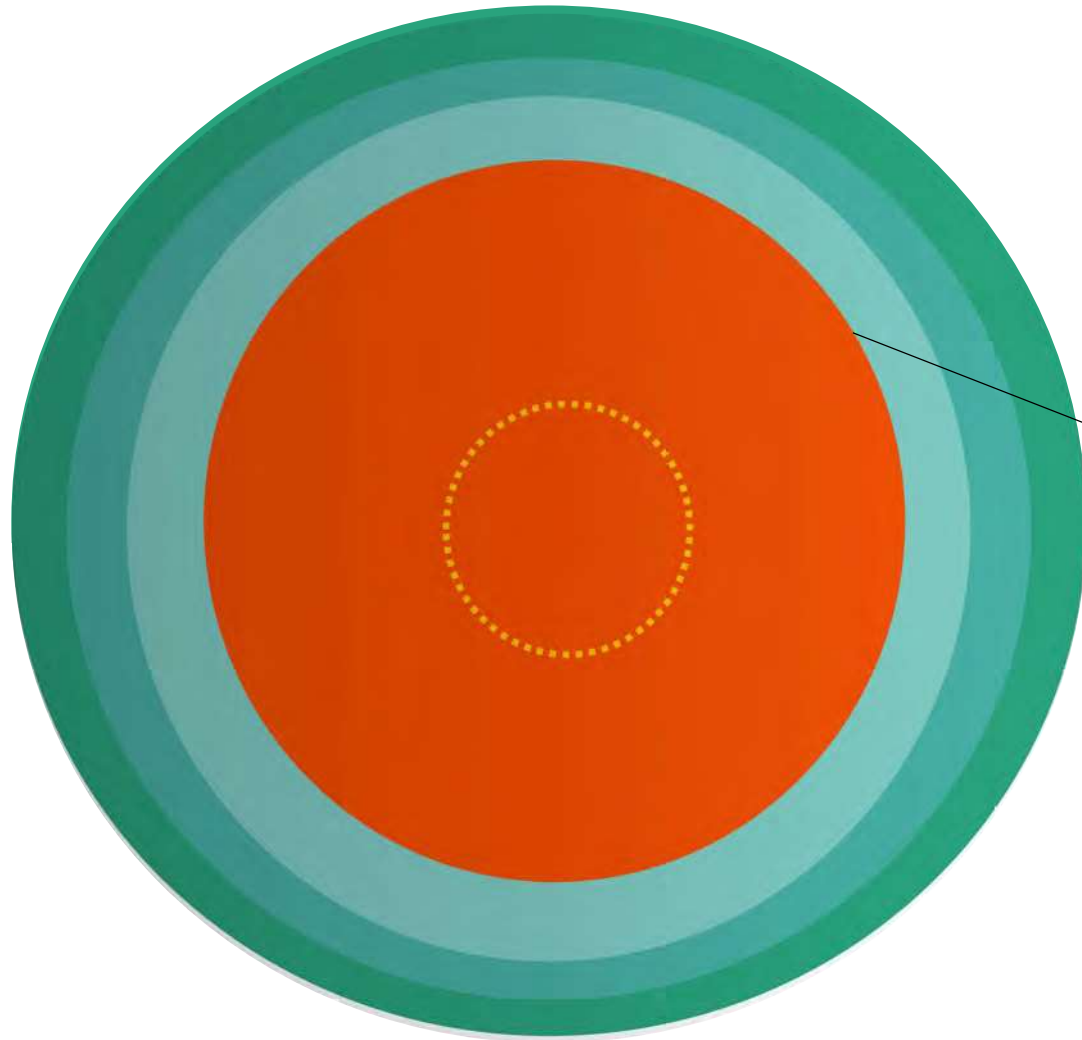


Image: FAA redlining maps of Durham, North Carolina

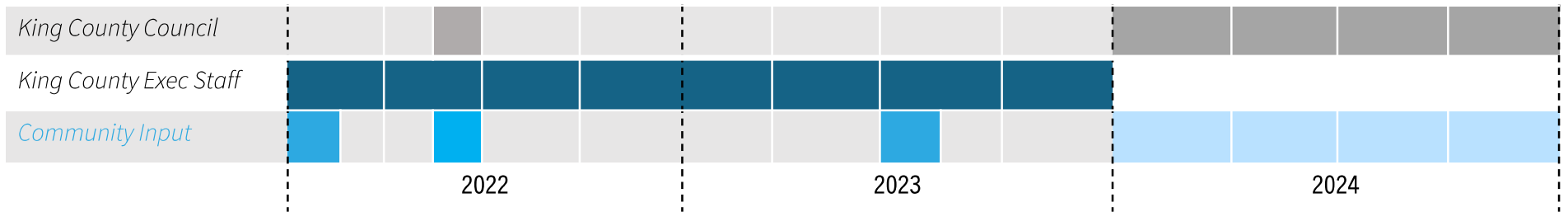


A primary goal for the 2024 Update is to center **historically underrepresented groups**

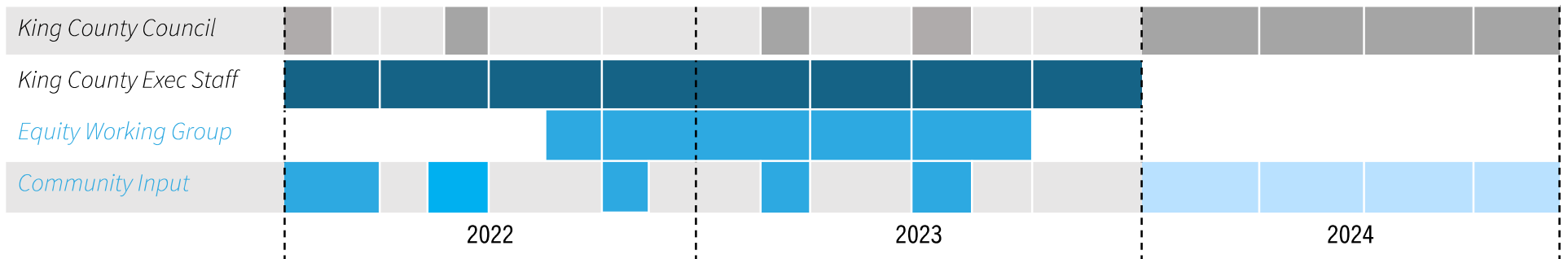
- Equity Work Group
- Historical underrepresented groups
- Community-based organizations
- Civically Active Public
- General Public

Updating the Plan Process

TRADITIONAL PROCESS



RECENT CHANGES TO THE PROCESS



Schedule

| 2022 | | | | 2023 | | | | 2024 |
|---------------------|---|---|---|---|--|---------------------------------|--|---|
| Q1 | Q2 | Q3 | Q4 | Q1 | Q2 | Q3 | Q4 | Q1-Q4 |
| Create scope | Public input on scope Scope approved | Public survey to inform plan development | Develop early plan proposal concepts | Public input on early concepts (Comment period in February) | Develop and issue Public Review Draft plan for public input (45-day comment period from June - July) | Refine & report back | Final Executive-Proposed Plan (Submitted Dec 2023) | Council Review, Amendment, & Adoption (Adopt by Dec 2024) |



Opportunities to meaningfully shape Plan content

Public Feedback

Scoping Process

- Scoping for the 2024 Update occurred January – June 2022
- Community sentiments in early 2022 reflected **planning and engagement fatigue**, especially in a virtual environment
- Given this, the 2024 Scope of Work was primarily focused on **advancing priorities previously shared by the public**, including:
 - Community input from the recent subarea planning processes
 - Community recommendations from the Climate Equity Community Task Force, Mobility Equity Cabinet, and Open Space Equity Cabinet; and building on the guiding principles of the King County Immigrant and Refugee Commission

Scoping Themes

| Social Equity | Housing | Climate Change |
|--|---|---|
| <ul style="list-style-type: none">• Address racially discriminatory policies• Address housing, cultural, and economic displacement• Improving health disparities by race and place | <ul style="list-style-type: none">• Plan for and accommodate housing for all incomes• Expand housing choices• Improve housing equity, access, and stability<ul style="list-style-type: none">○ especially for those earning than 80 percent of the area median income and those who are Black, Indigenous, People of Color, immigrants, and/or refugees | <ul style="list-style-type: none">• Advance Strategic Climate Action Plan and greenhouse gas reduction goals• Reduce climate-related impacts for frontline communities• Heat islands and urban green spaces |



Affordable Housing Comprehensive Plan Update 2024

[English]

Thank you for taking a few minutes to share your thoughts with us!

There are approximately 7 questions, and the survey should take about 10-15 minutes to complete.

King County will use these responses to broadly guide how we consider policies for affordable housing, climate change, and social equity in the unincorporated areas of King County. The results of any specific person's multiple-choice answers and comments will not be shared publicly with their names or any other identifiable information.



Great! Let's get started. What best describes the neighborhood you live in?

Mostly single-family homes



Mostly apartments




Mostly townhomes, duplexes, etc.



Mix of housing types



Fall 2022 Survey Results

- **Increasing more deeply affordable housing units** - 0-50% of the area median income (71% of respondents)
 - **In terms of new “middle housing”** types, accessory dwelling units (56%), cottage housing (50%) and townhomes (43%) were the top three housing types
 - **The two biggest barriers to homeownership** are a down payment (57%) and the monthly payments (44%)
 - **Top concerns for building near transit** and employment centers are noise (79%), pedestrian safety (61%) and air pollution (59%)
- 
- **Extreme heat and wildfire risk are key climate concerns** (75%)
 - **Climate friendly outcomes respondents were interested in:** a healthy and thriving environment (74%), increased energy efficiency (66%), increased access to renewable energy (64%), affordable and efficient alternatives to driving (60%).
 - **Responding to extreme heat is a key concern,** and respondents’ preferred actions include affordable in-home solutions for energy efficiency, cooling systems, or air quality (74%)
 - **Accessing affordable and efficient transit** and safe walking and rolling options are preferred strategies for reducing gasoline use for over 3 of every 5 respondents.

Early Concepts Proposals

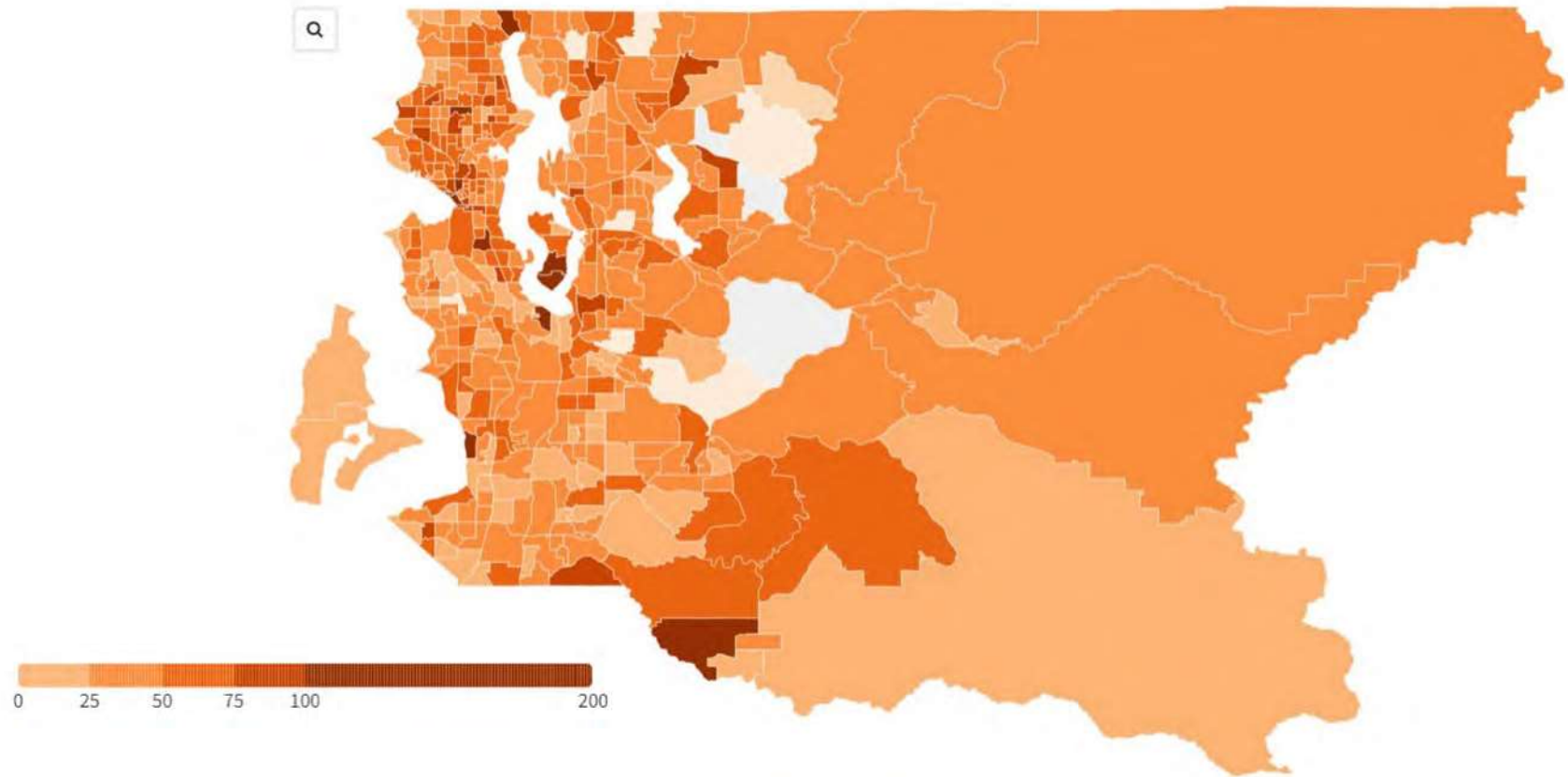
Equity

Key Equity Scope Topics

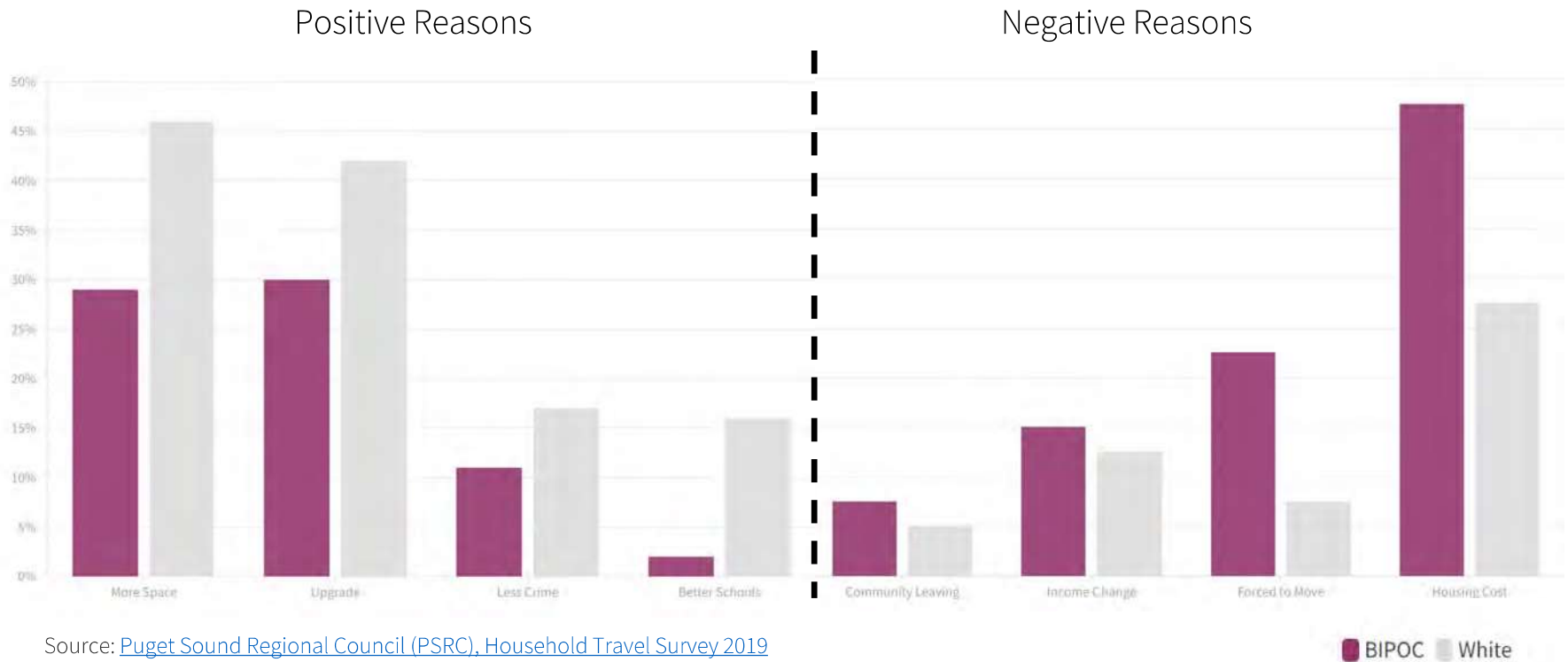


- Integrate a **pro-equity and anti-racist policy framework** into the Comprehensive Plan.
- Reduce **housing displacement**.
- Improve **health equity outcomes** in communities with the greatest and most acute needs.

Percent Increase in Rent for King County (2010-2019)

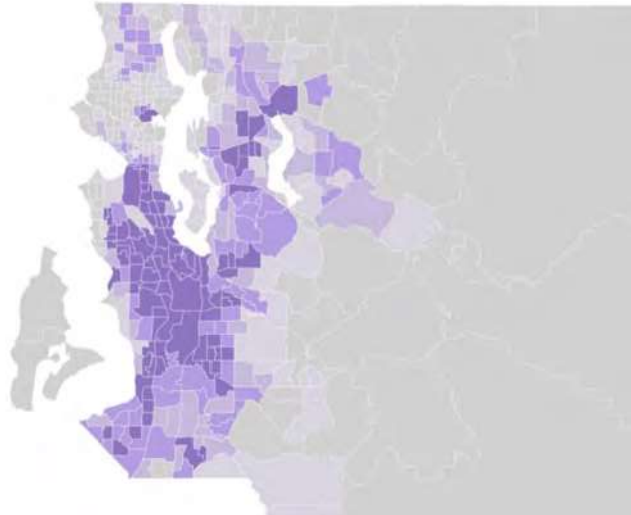


In the last five years, about **25% of people who moved** within the region relocated due to reasons associated with displacement

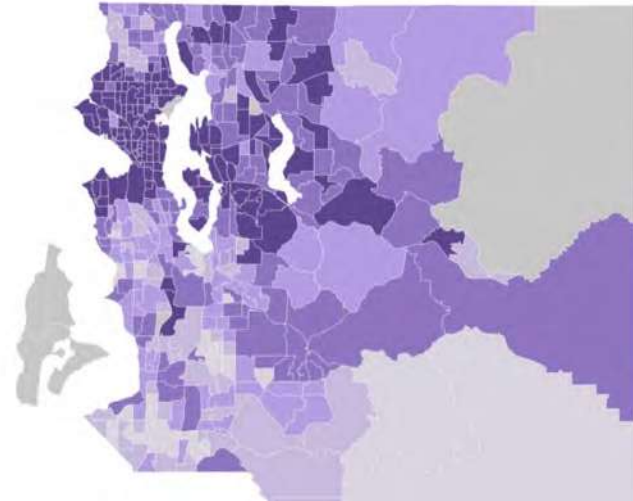


Source: [Puget Sound Regional Council \(PSRC\), Household Travel Survey 2019](#)

Communities with high concentrations of BIPOC households have **lower access to opportunity.**



% BIPOC



Opportunity

Legend:  Extremely Low  Low  Moderate  High  Very High

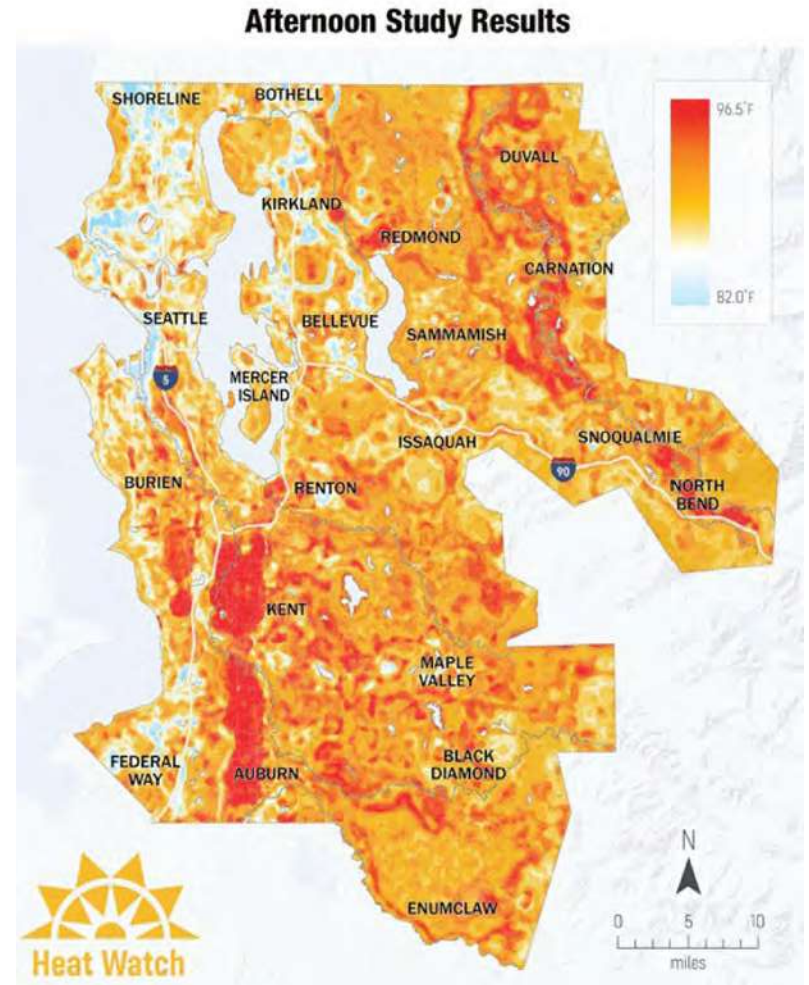
[Source: Puget Sound Regional Council, Opportunity Mapping \(2019\)](#)

Percent of Residents with Limited Park & Open Space Access by Race, 2020



For internal use only; do not distribute

Afternoon vs. Evening Temperatures in King County, 2020



For internal use only; do not distribute

1 | Equity



When evaluating and implementing its land use policies, programs, investments, and practices, require the County to proactively address issues of **equity, social, and environmental justice**; racially and environmentally disparate health outcomes; and physical, economic, and cultural displacement.

2 | Equity



Support **housing stability** and **mitigate and prevent residential displacement** in unincorporated King County through strategies that increase access to affordable housing for historically underrepresented populations who experienced systemic racism or discrimination in accessing housing opportunity.

3 | Equity



Create a **voluntary inclusionary housing** incentive program for affordable housing development in unincorporated King County.

4 | Equity



Require climate solutions that result in equitable outcomes that benefit **frontline communities**.

5 | Equity



Require the County to improve access to **local parks and green spaces** in Opportunity Areas where disparities exist due to historic and ongoing underinvestment

Housing

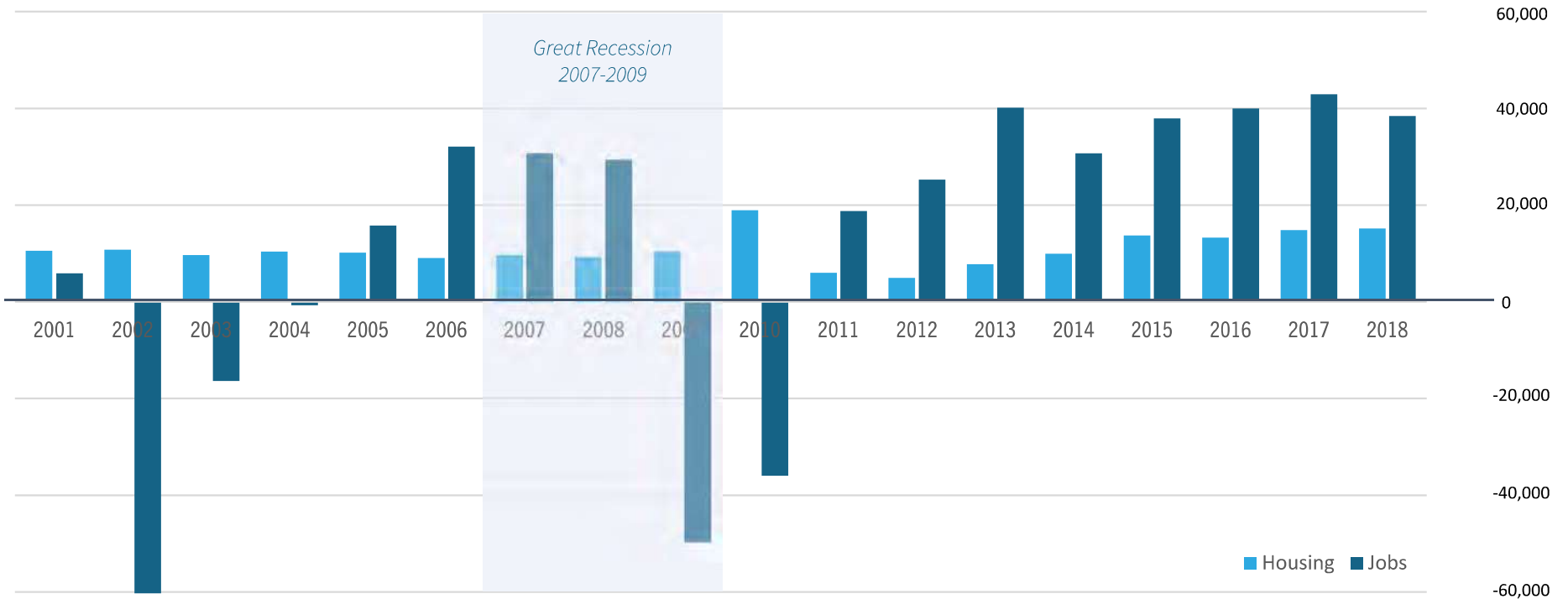
Key Housing Scope Topics



- **Improve affordable housing supply**, especially for those who are Black, Indigenous, People of Color, immigrants, and/or refugees and that earn less than 80 percent of the area median income.
- **Expand range of housing options** available at all income levels.

Job Growth

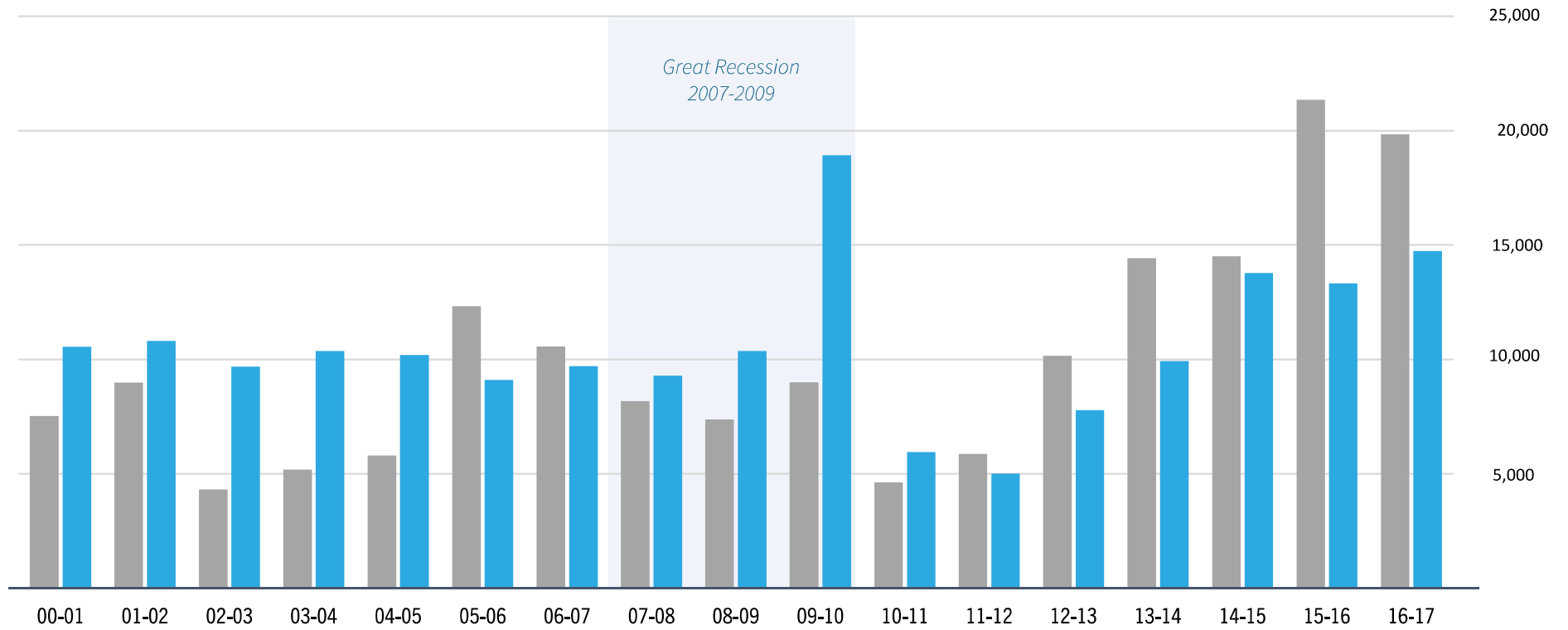
Strong job growth since the recession has led to a surge in the demand for housing



King County Housing and Job Growth from 2001-2018

Source: Washington State Office of Financial Management, Puget Sound Regional Council Covered Employment Estimates

Housing growth has not kept up

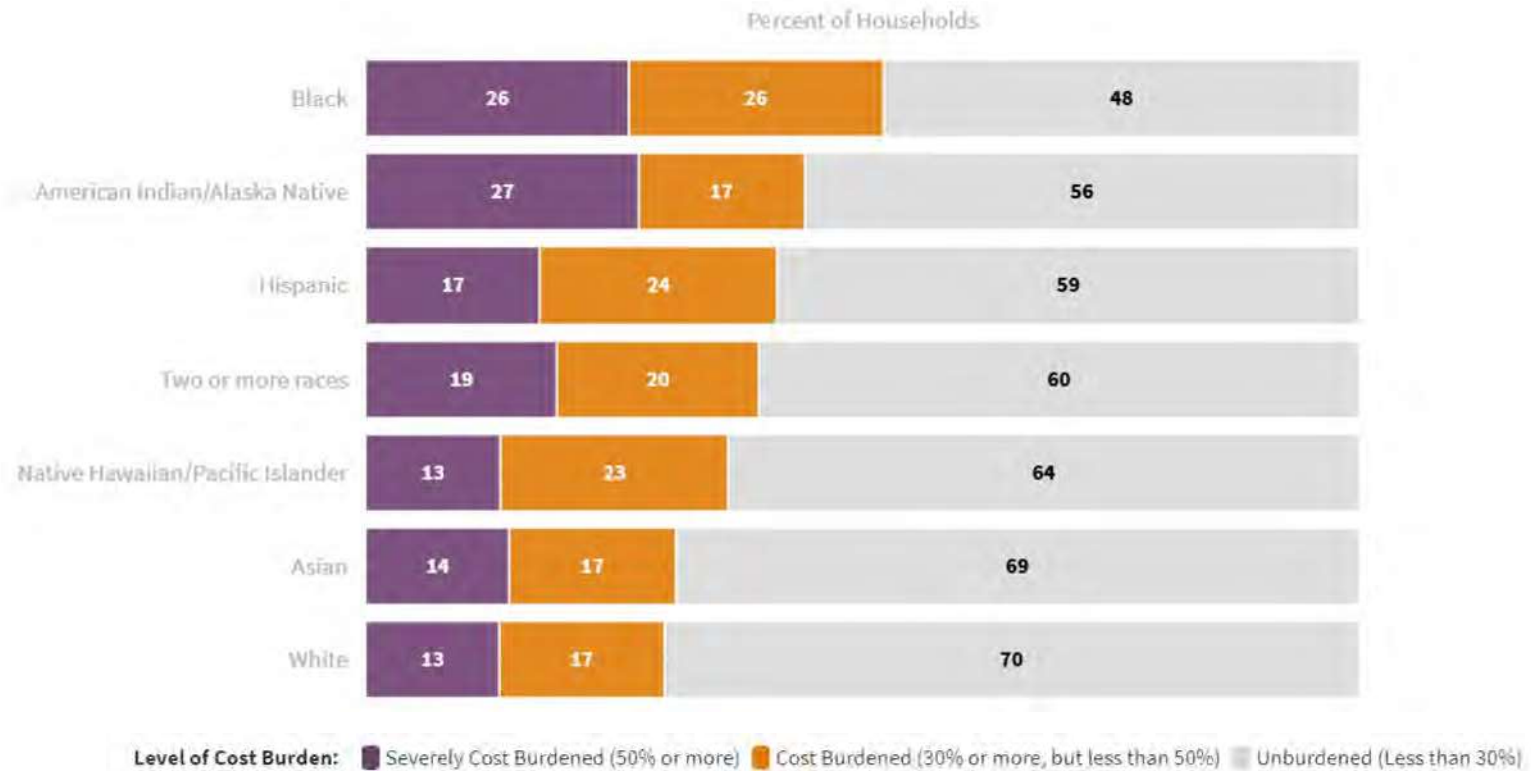


King County Annual Housing Units & Household Growth from 2001-2018

Source: Washington State Office of Financial Management, Puget Sound Regional Council Covered Employment Estimates

■ households ■ housing units

Housing Cost Burden in King County by Race, 2019



Areas Affordable to Median Income Families in King County by Race, 2019



Black and African American



Hispanic and Latinx

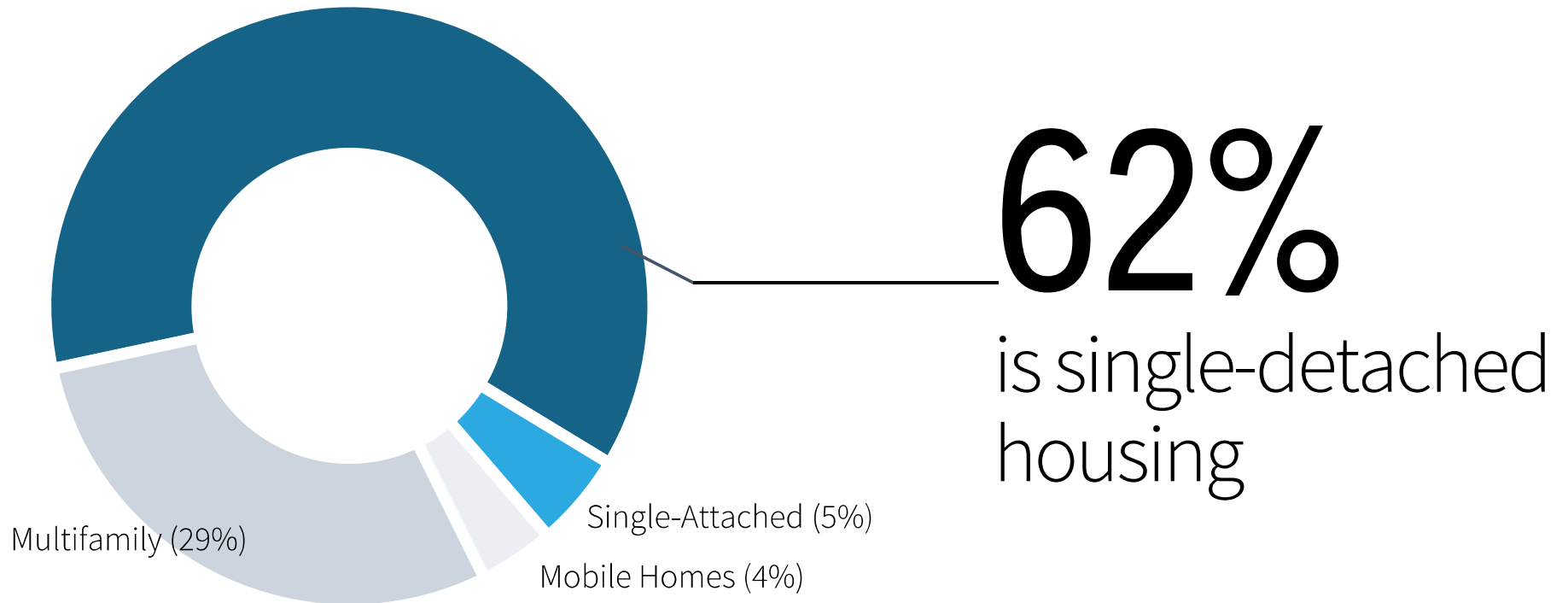


White

King County uses a combination of funding, policy, and collaborative tools to increase housing affordability across income levels. Deeper levels of affordability require public subsidies while land-based tools like middle housing can help create more moderately affordable homes.

Updates to the Comprehensive Plan Housing Chapter will include **policies** that support anti-displacement, equitable development, climate resilient housing and housing affordable to all incomes; **code changes** will focus on land-use based tools.

Land use codes and zoning determine the type of homes that are allowed



62%
is single-detached
housing

1 | Housing



In County-funded affordable housing subsidy programs, prioritize the following **affordable housing projects**:

- Rental projects affordable at or below 50 percent of area median income
- Homeownership projects affordable at or below 80 percent of area median income
- Projects in areas where there is a severe shortage of affordable housing

2 | Housing



Encourage regional land use and investment strategies that support **mixed-use and mixed-income urban developments.**

3 | Housing



Support development of **climate-resilient affordable housing** throughout the County's regional and local housing strategies and actions.

4 | Housing



Expand housing options by increasing the types of housing allowed in low-density urban residential zones to support development of **middle housing**, which is typically more affordable than traditional single-detached homes.

5 | Housing



Incentivize development of new affordable housing that includes sufficient two-, three and four-bedroom dwelling units to meet space needs of anticipated households and **promote culturally relevant housing options.**

6 | Housing



Expand allowed **SEPA exemptions** to match those allowed in state law. The following types of development would be exempt from additional environmental impact review if the project is below a certain size:

- Single-detached and multifamily residential
- barn, loafing shed, farm equipment storage, produce storage, packing structure
- office, school, commercial, recreational, service, storage building
- parking facilities
- fill or excavation

Climate Change & Environment

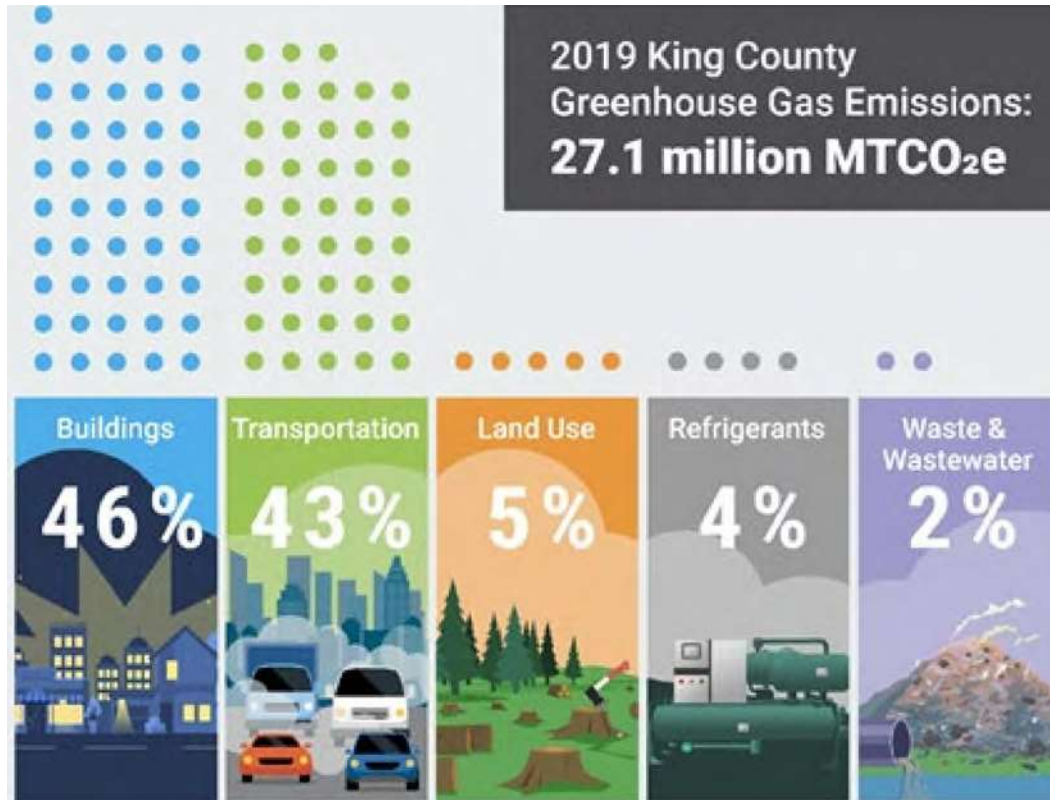
Key Climate Change & Environment Scope Topics



- Reduce greenhouse gas emissions, support sustainable and resilient communities, and prepare for **climate change**.
- Integrate and implement **Clean Water, Healthy Habitat** goals.
- Increase **land conservation**.

How is our local climate changing?





Reducing Emissions

When looking at the sources of geographic emissions from all residents, businesses, and governments - the two largest categories are from the **built environment (46%)** and **transportation (43%)**.

King County Strategic Climate Action Plan (SCAP)

Act fast to reduce emissions

How much climate changes depends on how quickly we slow emissions. We are nearing critical thresholds for irreversible changes.

Prepare for climate impacts

Past and ongoing emissions have locked in change – a question of how much, not if.

Address climate change equitably

Place those most impacted by climate change at the center of our decision-making.

Reducing Greenhouse Gas Emissions

| | |
|---|--|
| Greenhouse Gas Targets and Policy 1 | Green Building 4 |
| Transportation and Land Use 2 | Consumption and Materials Management 5 |
| Building and Facilities Energy 3 | Forests and Agriculture 6 |

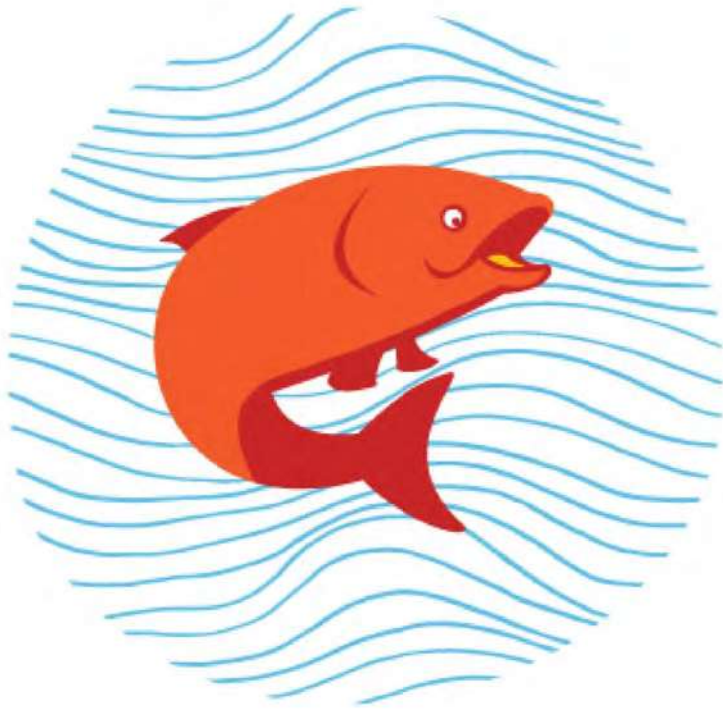
Sustainable & Resilient Frontline Communities

| | |
|--|--|
| Community Leadership and Community-Driven Policy 1 | Food Systems and Food Security 5 |
| Community Capacity Development 2 | Housing Security and Anti-Displacement 6 |
| Equitable Green Jobs and Pathways 3 | Energy Justice and Utilities 7 |
| Community Health and Emergency Preparedness 4 | Transportation Access and Equity 8 |

Preparing for Climate Change

| | |
|---|---|
| Mainstream Climate Preparedness 1 | Community and Organizational Partnerships 4 |
| Technical Capacity 2 | Outreach and Engagement 5 |
| Health and Equity 3 | |

Continue to work on **clean water, healthy habitat,** and **land conservation goals**



1 | Climate Change & Environment



Require development regulations and programs that reduce energy use, increase the use of renewable energy, and **phase out fossil fuel use** in the built environment.

2| Climate Change & Environment



Promote investment in **equitable transit-oriented development** to help reduce emissions from the transportation sector.

3| Climate Change & Environment



Require the County to take steps to **plan for and reduce wildfire impacts** in the wildland-urban interface in unincorporated King County.

4| Climate Change & Environment



Strengthen regulations for **shoreline stabilizations** to limit the use of structural stabilizations and support shoreline development in a manner that avoids the need for future stabilizations

5| Climate Change & Environment



Review and update of the County's **critical areas regulations** using best available science.

6| Climate Change & Environment



Update **Transfer of Development Rights (TDR) program** regulations to support conservation goals.

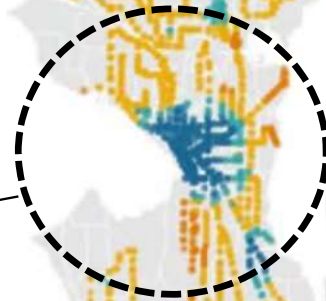
Miscellaneous

Key Miscellaneous Scope Topics



- Update **transportation policies**
- Review **rural and natural resources** regulations
- **Subarea Planning** program actions
- **Land Use and Zoning** studies

Downtown Seattle



Number of income restricted
units within a half-mile walkshed
of existing transit stops

0 1-500 501-1000 1000+

1 | Miscellaneous



Support investments that improve **safe, equitable, and accessible opportunities for public transportation services**, pedestrians, bicyclists, car and van pools, and other alternatives to single occupant vehicles – especially where the needs are greatest



**Rural
Character**



Farms



Forestry



Mining

2 | Miscellaneous

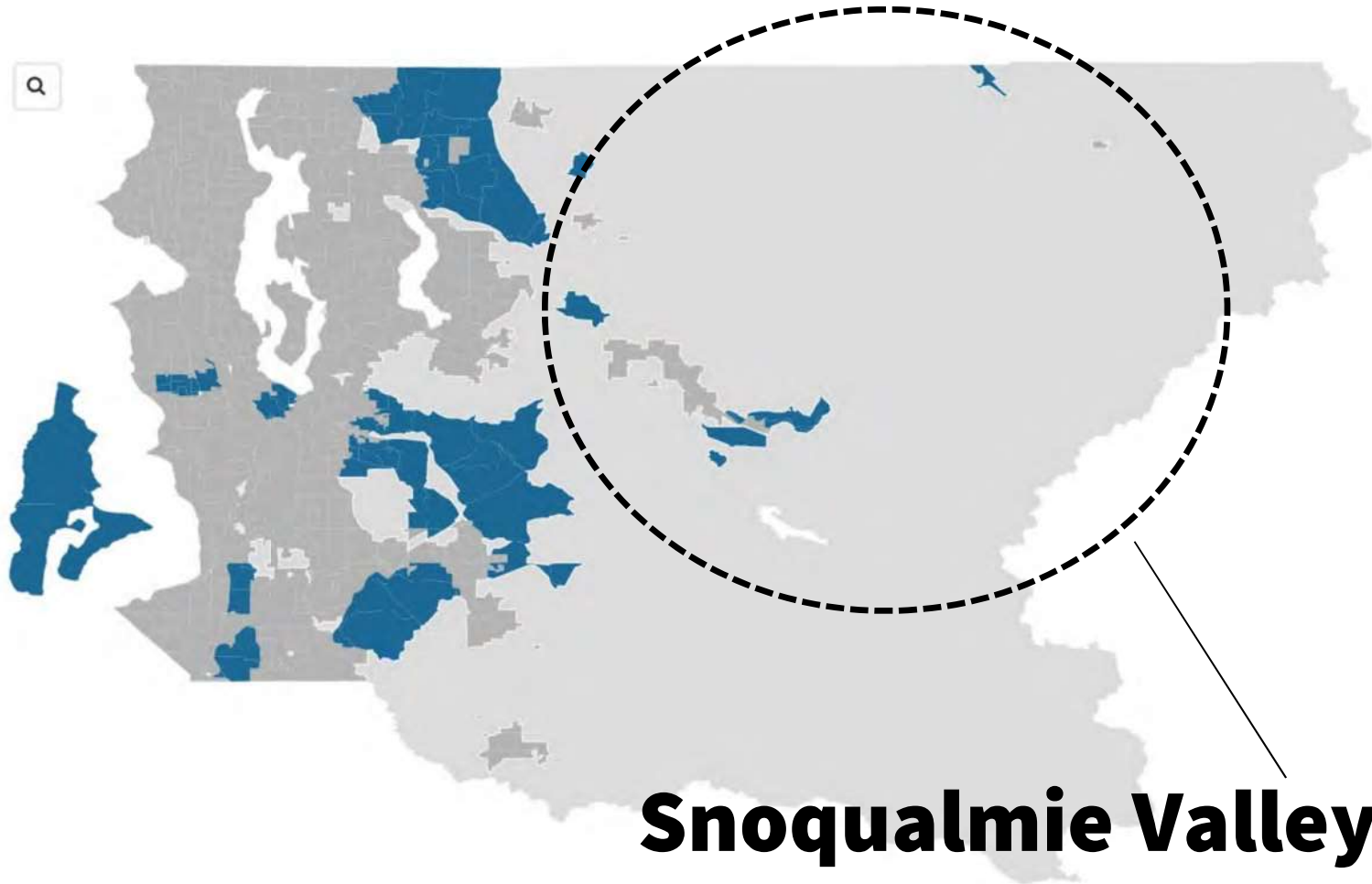


Reduce impacts of **materials processing** uses and **mining operations**.

3 | Miscellaneous



Modify regulations to clarify where and how resorts are allowed in the Rural Area.



**Snoqualmie Valley &
Northeast King County**

4 | Miscellaneous

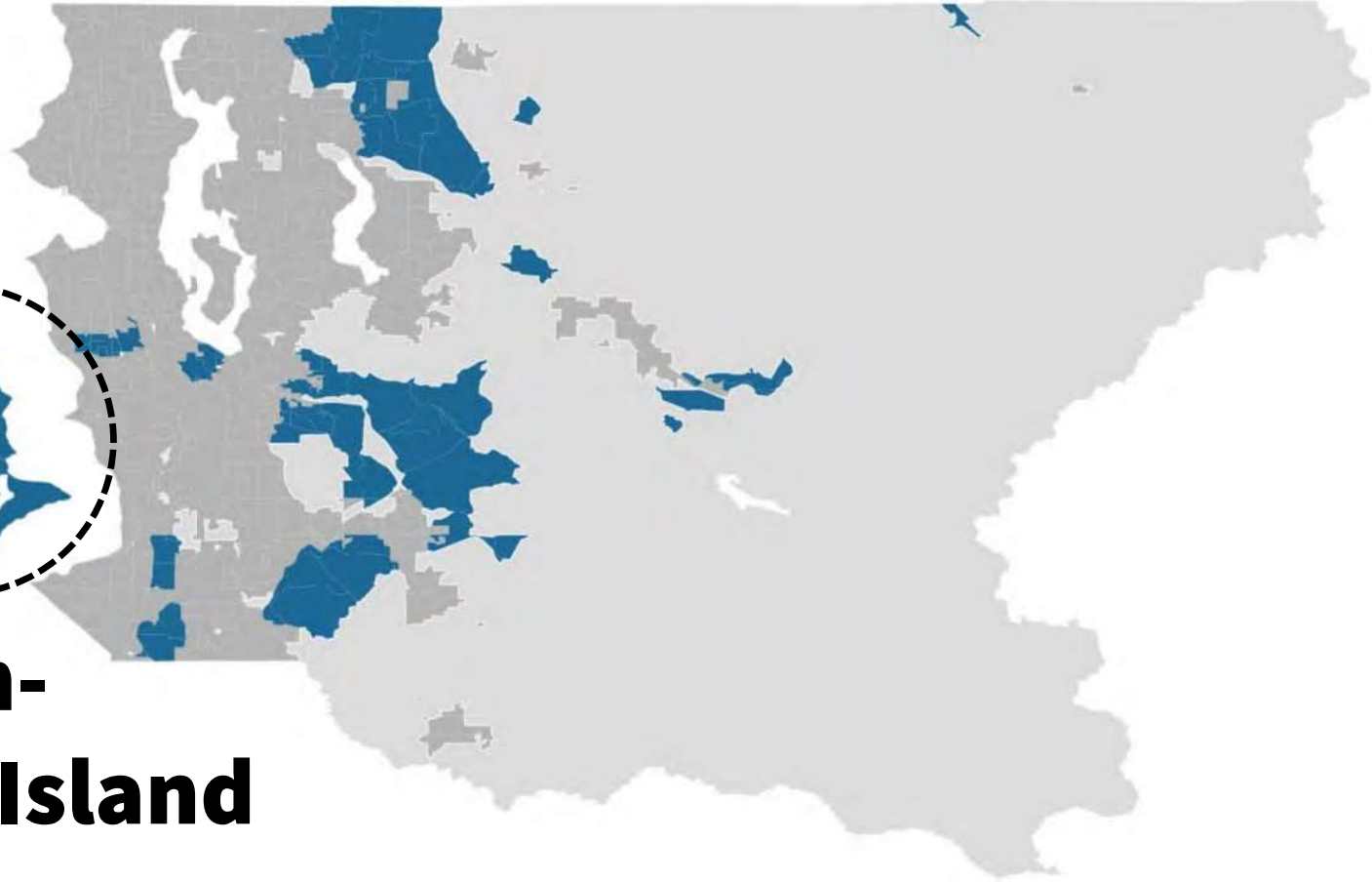


Adopt the **Snoqualmie Valley/Northeast King County** Community Service Area Subarea Plan, as well as implementing land use and zoning changes and development regulations.

Learn more at: <https://publicinput.com/SnoValleyNEKC>



**Vashon-
Maury Island**



5 | Miscellaneous



Update property-specific **zoning conditions** on Vashon-Maury Island.

Learn more at: <https://publicinput.com/vashonsubarea>

6 | Miscellaneous



Review **land use designations and zoning classifications** of properties at the following locations:

- Vashon Grange
- Kent Pet Cemetery
- Industrial site outside of Maple Valley
- I-90/SR-18 Interchange
- Black Diamond Fire Station

DISCUSSION

Please message King County staff via chat to let us know you want to speak.

We'll call on individuals in the order that we receive the message so that we can make sure everyone gets a chance to speak.

Please limit your initial comments to 3 minutes so that everyone who wishes to speak will get a chance to share their thoughts.

If you would like to follow up with King County staff on specific questions, concerns, or feedback on any of the proposals, please send us an email at CompPlan@kingcounty.gov



CLOSING REMARKS

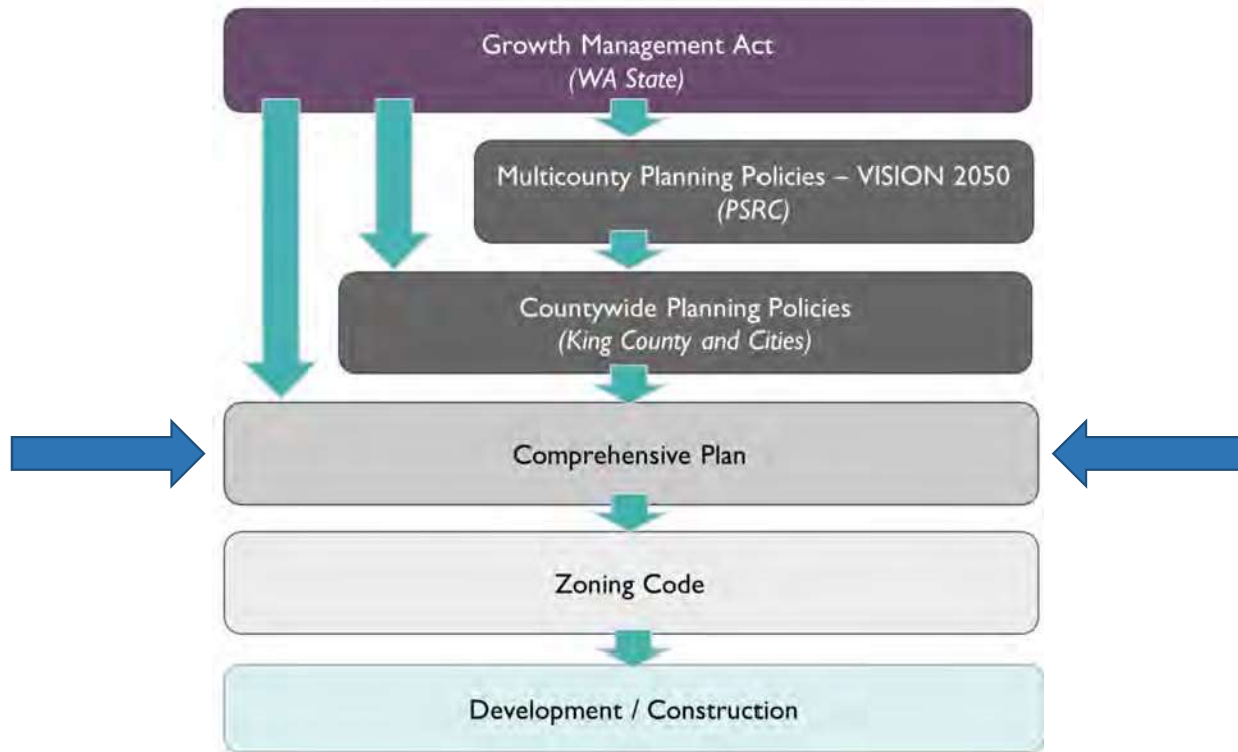
What's next?

- **The full draft of the Executive Recommended 2024 Update will be available for public comment and review starting in June 2023.** In the meantime, here are other opportunities to share with folks who were unable to make it today:
 - ✓ Virtual Town Hall - Thursday, February 16 from 6:30-8 PM
 - ✓ Online feedback form: publicinput.com/m0136
 - ✓ Email CompPlan@kingcounty.gov
- **Please tell us how we did!** We use these to understand how to make these virtual meetings a better experience for you.

THANK YOU

REFERENCE SLIDES

GMA Planning Layers





School Pathways School Zone Safety Program



Road Services relocated a crosswalk and signal south of Cottage Lake Elementary to connect to a new sidewalk which helps students safely cross Avondale Road NE.

Latest update

Winter 2023

Check back later in the season for specific projects and locations in 2023. To learn how you can request a school pathways project in your neighborhood, email us at maint.roads@kingcounty.gov.

Overview

The School Zone Safety Program focuses on improving safety for students and pedestrians along designated school walking routes by adding new sections of pathway to existing pedestrian pathways within, or adjacent to, school zones.

Pathways separate pedestrians from vehicular traffic either by extending the existing sidewalk or by installing a curb-separated walkway. Pathways also provide students and pedestrians with a designated path to marked crosswalks.

King County works with school districts to identify potential pedestrian pathway safety improvements along designated school walking routes.

On this page

- [Latest update](#)
- [Overview](#)
- [2021-22 projects](#)
- [2020 projects](#)
- [Questions](#)

Also see

- [School Zone Safety Program](#)
- [General Safety Improvements](#)

Contact us

Broch Bender, Communications Manager

Desk 206-263-1189 [📞](#)

[Email](#) [✉](#)

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Projects completed during the 2021-22 construction season

Road Services completed two School Pathway projects in fall 2022:

- **S 360th Street/32nd Avenue S Pathway project, Federal Way, WA**



The southeast corner looking west on S 360th Street is cleared of bushes to build a sidewalk and an accessibility ramp.

More information: [S 360th Street and 32nd Avenue S Pathway Project](#)

- **Cottage Lake Elementary School project/15940 Avondale Road NE, Woodinville, WA**



A new 40-foot-long asphalt path now allows students to walk on the east side of Avondale Road NE, closer to the school. Road Services moved the previous crosswalk south of Cottage Lake Elementary to make it safer for both drivers exiting the school and students using the crosswalk.

More information: [Cottage Lake/Woodinville Avondale Road NE Student Crossing Relocation](#)

Cottage Lake/Woodinville Avondale Road NE Student Crossing Relocation

King County Road Services worked with Cottage Lake Elementary School to make Avondale Road NE near NE 159th Street safer for students. The school built a path from the building to Avondale Road NE on the south side of the school and driveway. We relocated the existing crosswalk and signal from the north side of the driveway to connect with the new path to the south.

We also built a large concrete standing area at the signal and a 40-foot-long asphalt path to the south which allows students to walk on the east side of Avondale Road NE.

Why did King County move the signal and crosswalk?

Drivers who exited Cottage Lake Elementary and turned right out of the driveway immediately encountered a crosswalk and signal. This created delays for drivers leaving the school and was a potential safety hazard for students who walk to and from campus.

Oncoming traffic is now able to see the new crosswalk easier because it is south of the driveway. The new crosswalk and signal connect to a pathway leading to the school which makes it safer for students who walk to school.



Crews relocated this traffic signal south of Cottage Lake Elementary on Avondale Rd NE so drivers leaving the school could see students crossing the street.

Federal Way S 360th Street and 32nd Avenue S Pathway and Safety Improvements

This project added 85 feet of sidewalk and an ADA-approved, accessible pedestrian ramp on the east side of S 360th Street. The new sidewalk and ramp are located within one block of Lakeland Elementary School and Sequoyah Middle School. On the northeast corner of the intersection, the project improves safety for vehicles and pedestrians by improving visibility for traffic.



The new school pathway wraps around 32nd Avenue S to S 360th Street looking east.

Projects completed during the 2020 construction season

King County built two pathways within designated school walking routes in 2020. The locations were identified in partnership with the Federal Way School District and local school leadership.

- **42nd Avenue S Pathway**

This project added 145 feet of missing link in the existing sidewalk along west side of 42nd Avenue S. The new sidewalk section is located between S 278th Street and the north property line of Valhalla Elementary School in the Federal Way School District.



42nd Avenue S before and after.

- **S 298th Street Curb-Separated Pathway**

This project provided the missing link in the existing curb-separated walkway along the north side of S 298th Street between 36th Place S to 39th Place S. The County paved 260 feet of gravel shoulder and added 390 feet of concrete curb-separated pathway near Camelot Elementary School in the Federal Way School District.



S 298th Street before and after.

Questions

1. What is a designated school walking route?

A school walking route is an area identified as appropriate for walking or biking to and from school. School walking route plans are required by the Washington Administrative Code (WAC 392-151-025) for all elementary schools in Washington.

Last Updated January 23, 2023



Renton Avenue S Pedestrian Safety Improvement Project Project is now complete



Nov. 22, 2022 – Take a peek at the finished sidewalk heading north down Renton Ave S. Crews will stripe the bike lane in December 2022.

Status update

January 31, 2023

Crews installed the handrail on the west side of the sidewalk on Renton Ave S at the end of January. The project is now complete.

There will be intermittent lane restrictions through February 10 so crews can finish the permanent lane striping. Thank you for your patience.

See the [latest construction photos](#).

Project overview

King County Road Services improved safety for pedestrians and bicycles on Renton Avenue S between 68th Avenue S and S 112th Street. This project added a new section of sidewalk along the west side of the road, and re-striped the corridor to separate pedestrian and bicycle traffic from moving vehicles. Re-striping the corridor made room for a wider bicycle

lane on the west side of the road and a new shared eight-foot-wide pedestrian/bicycle pathway on the east side. The road continues to have one lane in each direction and a center turn lane.

Additional safety improvements include:

- **New sidewalk for safer walking routes to school**

New sidewalk installed (west side of Renton Avenue S) and shared-use path (east side of Renton Avenue S) to and from Lakeridge and Campbell Hill elementary schools.

- **Improved street lighting**

Upgrades to the existing street lights make pedestrians and vehicle traffic more visible at night.

- **Better visibility of on-coming traffic**

Intersection improvements at the corner of Renton Avenue S and S 116th Place.

- **Improved accessibility for pedestrians and transit riders**

Curb cuts were installed at each intersection. We also replaced the existing Metro Transit Route 106 bus stop (located on southbound Renton Avenue S across from S 116th Place) with a new, ADA-compliant bus stop accessible to all people.

- **Better routes for bicycles and pedestrians**

The re-striped roadway includes a dedicated 5-foot bicycle lane on the west side and a shared 8-foot pedestrian/bicycle facility on the east side of Renton Avenue S.

- **Less water pooling on roadway**


New drains, gutters and curbs help prevent water from pooling on the bike lane and shared-use pathway.

On this page

- [Status update](#)
- [Overview](#)
- [Project map](#)
- [Location map](#)
- [Timeline](#)
- [Funding](#)
- [Construction photos](#)
- [Frequently asked questions](#)

Contact us

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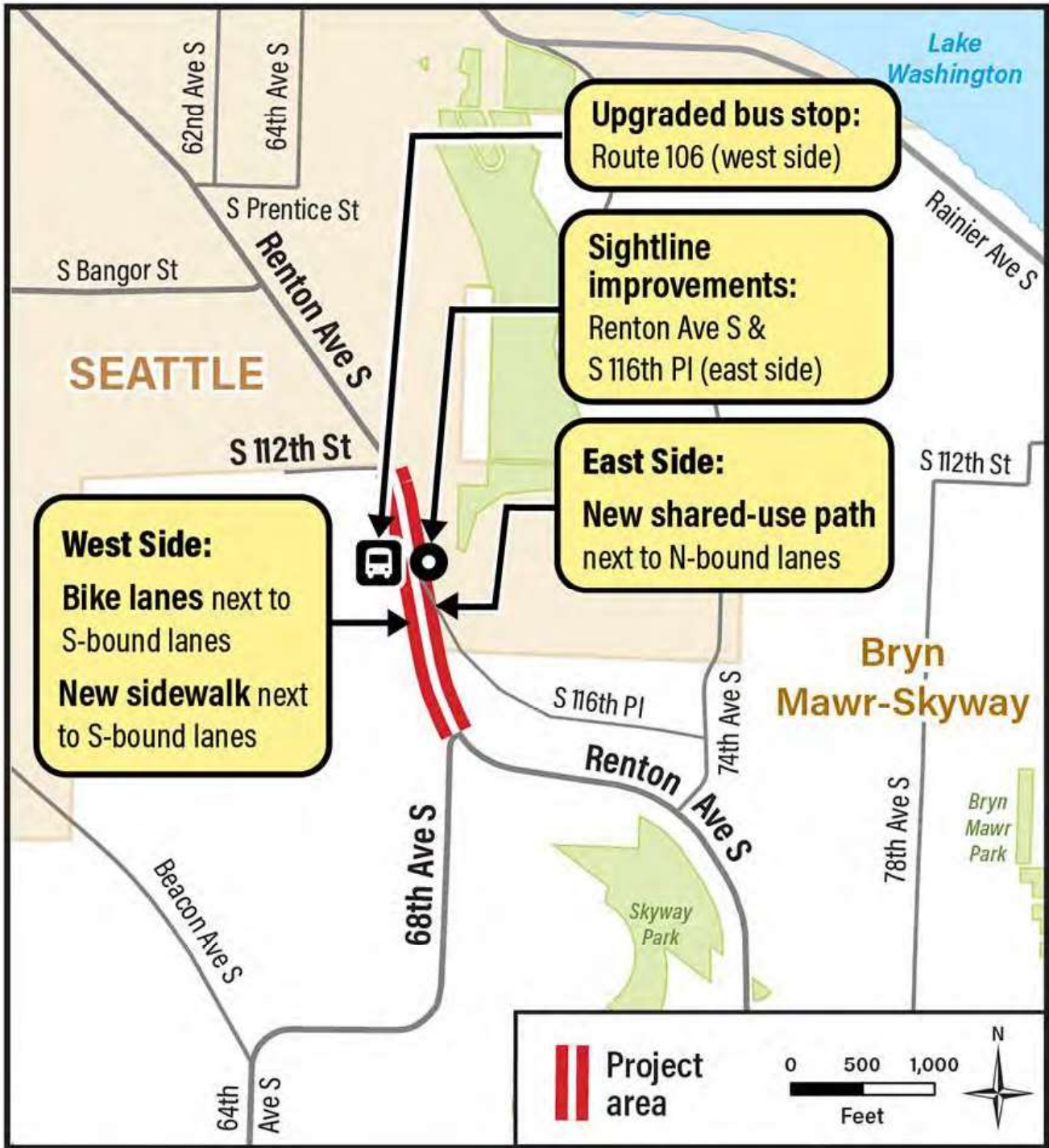
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Project map


The project took place in the unincorporated community of Skyway, Washington. It was the third phase of a three-phase project to improve pedestrian safety on Renton Avenue S.



Maps shows the improvements on Renton Avenue S from the beginning of the project area at 68th Avenue S to the end at S 112th Street. [Larger view](#) PDF 134KB

Location map



Map shows the location of the project area on Renton Avenue S between 68th Avenue S and S 112th Street. [Larger view](#)  PDF 166KB

Timeline

- **Construction starts:** Early September 2022
- **Construction ends:** January 2023

Funding

The total project cost is \$2.8 million. Funding sources include a WSDOT Pedestrian and Bicycle Safety Improvement grant (\$2 million) and general funds from King County (\$800,000).



King County upgraded the existing Metro Transit bus stop shown above with a new, ADA-compliant version. The upgrades make the stop universally accessible to all people.

Construction photos



Nov. 22, 2022 – Take a peek at the finished sidewalk heading north down Renton Avenue S. Crews will stripe the bike lane in December 2023.



Nov. 14, 2022 – Multiple crew members clean and clear the driveway near S 116th Place and Renton Avenue S before it is paved.



Nov. 10, 2022 – The finished bike lane, sidewalk, and gutter stretch down the west side of Renton Avenue S.



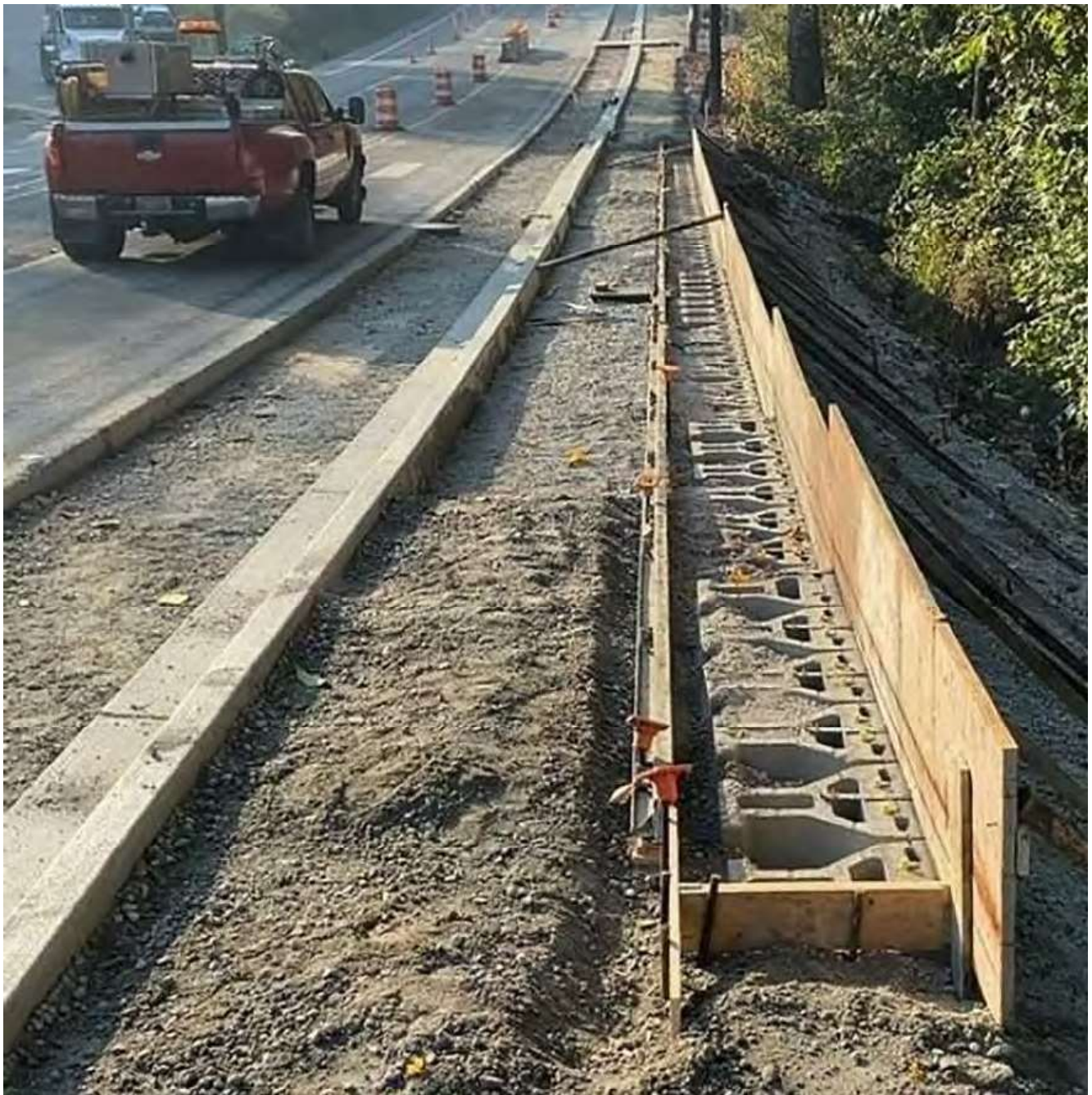
Oct. 17, 2022 – The finished curb continues north down Renton Ave S. The bike lane and sidewalk come next.



Oct. 24, 2022 – Contractor crews pour the first of many concrete sidewalk panels.



Oct. 19, 2022 – It takes a massive hose to suck up any construction debris to clean the freshly poured gutter and curb. This makes sure the new drainage system is ready for wet weather.



Oct. 14, 2022 – Here is a sneak peek of the new bike lane, sidewalk, and gutter under construction.



Oct. 5, 2022 – Crew members build a supportive wall for the sidewalk which will go down Renton Avenue S.



Sept. 29, 2022 – Crews prepare the westside shoulder of Renton Ave. S for a new curb, gutter, and sidewalk.



Sept. 23, 2022 – The new sidewall and shoulder is compacted before the new sidewalk is installed.



March 31, 2022 – The crosswalk at Renton Ave. S and S 116th Pl. before improvements.

Frequently asked questions

1. Will re-striping the road reduce capacity for vehicles or change the speed limit? +

No. Once complete, Renton Avenue S will return to one lane in both directions and one center lane down the middle. The speed limit may be temporarily lowered while crews are working, but it will return to 30 mph after construction.

2. Will the shoulder go away? +

The existing shoulder on the east side of Renton Avenue S will be re-striped as a pedestrians and bicycle shared-use path.

3. Will the travel lanes, bike lane and new shared-use path be repaved? +

- The three travel lanes along this part of Renton Avenue S will be re-stripped, but not repaved.
- The bicycle lane on the west side of Renton Avenue S will be repaved.
- The existing shoulder on the east side of Renton Avenue S will be restriped to make room for a new 8-foot-wide pedestrian and bicycle shared-use path, but this area will not be repaved.

4. How wide will the bike lane and shared-use pathway be? +

The bike lane will be 5-foot wide. The pedestrian and bicycle shared-use path will be 8-foot wide.

5. What is the total length of the project? +

The project length is one-quarter (.25) mile.

6. What are the improvements coming to the intersection of Renton Avenue S and S 116th Place? +

King County will:

- Re-stripe S 116th Place to make the road more perpendicular to Renton Avenue. This will improve the sightline, making it much easier for drivers to see oncoming traffic before turning onto Renton Avenue S.
- Relocate crosswalk across Renton Avenue S. This will make it safer to reach the bus stop on the opposite side of the busy street.

7. What are the changes to the bus stop at the corner of S 116th Place? +

We will remove and rebuild the existing bus stop to current accessibility standards. The new bus stop will be wider and have a new handrail and curb ramp.

8. Why is King County improving this section of Renton Avenue? +

This project is the last phase in a three-phase-series to add sidewalks and improve pedestrian safety on Renton Avenue S in Skyway.

9. What were the other phases in the pedestrian safety improvement series on Renton Avenue S? +

Phase one - 2012

Location: Renton Avenue S between 76th and 75th avenues south

Improvements: Slowed down speeding traffic by reducing the number of travel lanes and adding a center turn lane. Added a sidewalk along the east side (northbound) of Renton Avenue S. Installed a crosswalk equipped with bright flashing lights to help make

pedestrians more visible to vehicles.

Phase two - 2016

Location: Renton Avenue S between 74th and 68th avenues south

Improvements: Slowed down speeding traffic by reducing the number of travel lanes and adding a center turn lane. Added a sidewalk and dedicated bike lane along the east side (northbound) of Renton Avenue S. Installed the "Welcome to Skyway" sign at the corner of 76th Avenue S and Renton Avenue S.

Last Updated January 31, 2023

Roadway Preservation Project

218th Avenue SE



King County

Local Services

Road Services Division

SE Green Valley Road to SE Auburn Black-Diamond Road

ROADWORK DATES: MID-JULY THROUGH NOVEMBER 2022

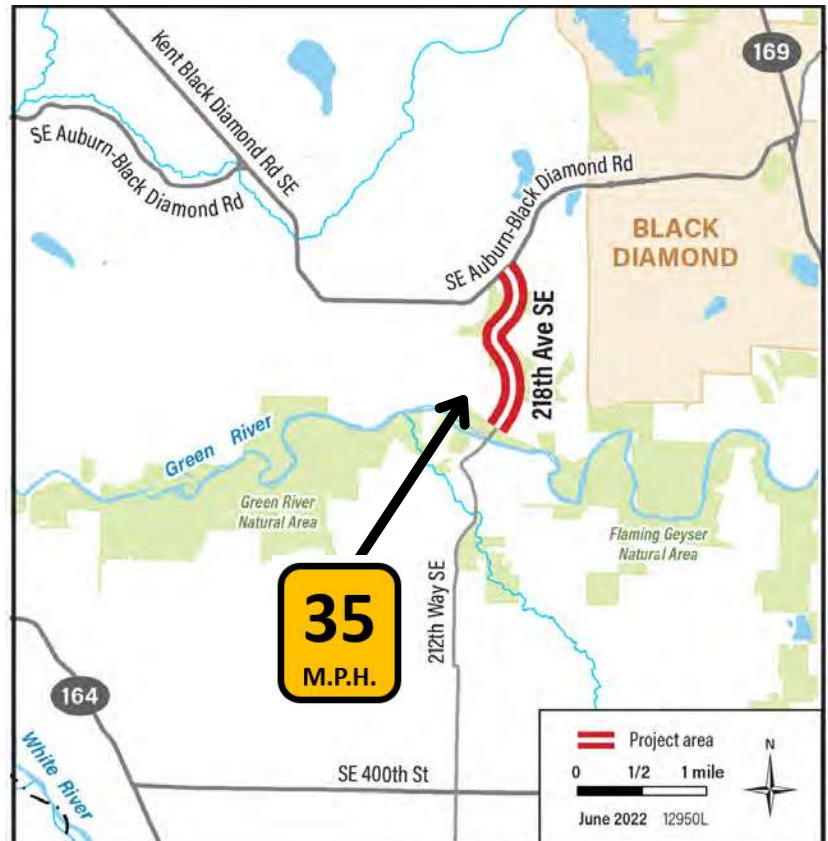
Project overview

This project removes and replaces 1.4 miles of 218th Avenue SE from SE Green Valley Road to SE Auburn-Black Diamond Road west of Black Diamond, WA.

This road is a King County lifeline and evacuation route. Many travelers also use this section of road as an alternate access route to State Route 169 (Enumclaw-Black Diamond Road SE). The pavement has been repaired and patched many times.

The road and the support system under the road are now in poor condition and must be replaced. Restoration of this well-traveled road ensures its usefulness for years to come.

Construction work includes excavating, restoring, and repaving the roadway and shoulders from the ground up. The county also will replace guardrail and improve roadside drainage.



Road to remain open to traffic at all times.
Recommended speed limit through work area is 35 M.P.H.

Work hours: Monday through Friday, 7 a.m. to 7 p.m. (Some Saturday work, as needed)

Driveway access: There are six driveways located in the project limits. We will maintain access to all driveways throughout the four (4)-month project. Advance notification will be provided to residents when crews need to temporarily restrict access to complete specific work.

Noise, odor, vibration: Work may be loud and may cause odor and vibration. These concerns will be temporary as work moves down the road.

More information

- **Broch Bender**, Communications
Email: bbender@kingcounty.gov
Phone: 206-263-1189
- **Website:** kingcounty.gov/218thAveSE
- **Twitter:** @KCRoads

Roadway Preservation Project

218th Avenue SE

Visit us online: Kingcounty.gov/218thAveSE



King County

Local Services

Road Services Division

Do you have questions?

We have answers.

Why is King County rebuilding this road?

Road maintenance crews have patched up this section of 218th Avenue SE from SE Green Valley Road to SE Auburn Black Diamond Road over and over through the years, however there is still a lot of cracking throughout. Rebuilding the road from the bare ground up to the pavement will eliminate the need for patchwork fixes and ensure the life of the roadway for years to come.

Why will construction take four months to complete?

The only way to shorten the construction period is to completely close off the entire road from end to end, with no pass-through access. Completing the work one half of the road at a time takes longer, but it also allows us to keep the road open to traffic during construction.

Will neighbors living on this road still get mail and package deliveries during construction?

Yes, our construction contractor will accommodate mail, package and other delivery and/or service companies who need to access to driveways within the active work zone.

Will emergency services be able to access homes during construction?

Yes. We will notify local Fire, Police and Sheriff departments about construction activity throughout the project. Our contractor will prioritize access to all emergency services and provide pass-through access to fire, police and aid vehicles as needed.



Repairing the cracked surface helps maintain safe access for years to come. Large pavement cracks on 218th Avenue SE shown above could cause the road to break apart if not repaired.

Title VI: It is King County's policy to assure that no person shall, on the grounds of race, color or national origin, as provided by Title VI of the Civil Rights Act of 1964, be excluded from participation in, be denied the benefits of, or be otherwise discriminated against under any of its federally funded programs and activities. Any person who believes their Title VI protection has been violated, may file a complaint with King County, please contact Lydia Reynolds-Jones at 206-477-8100.

ADA: Materials can be provided in a different language for non-English speakers or in alternative formats such as large print, Braille, or audio for persons with disabilities. Please call Road Services at 206-477-8100. Persons who are deaf or hard of hearing may contact us through the Washington Relay Service at 7-1-1.

Para solicitar esta información en Español, sírvase llamar al 206-477-8100 (relevo 711) o envíe un mensaje de correo electrónico AskLocalServices@kingcounty.gov.


King County

Local Services

Road Services Division

Sidewalk Repair and Tree Removal

26th Ave. SW from SW 106th St./SW 107th Way to SW 112th St.

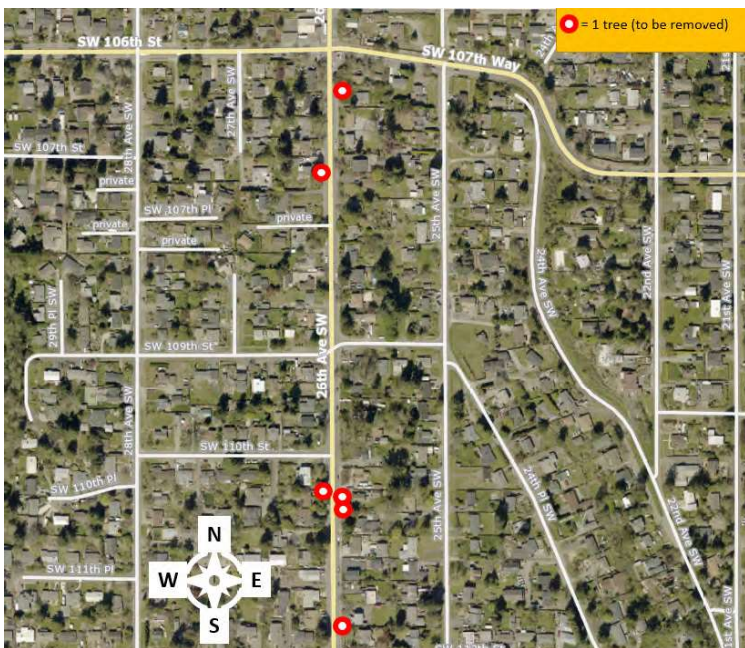
Work takes place this fall, beginning in mid- September

King County Road Services will be in your neighborhood this fall to repair cracked and damaged sidewalks caused by tree root growth. The county also will remove six trees that are causing the sidewalk to lift and crack. We will work with the Department of Natural Resources and Parks (DNRP) to provide replacement trees in a nearby location this fall. This work is part of our ongoing sidewalk repair program.

What to expect

Crews will remove all the trees before replacing 14 broken sidewalk panels. We know trees are an important part of communities and because of that the county will provide 18 replacement trees to plant in a nearby location this fall. We are replacing three trees for every one that will be removed.

Planting trees in October/November when the ground is moist will help them establish stronger roots and ensure their success.



We will replace 14 sidewalk sections, and remove six trees. The county will replant 18 replacement trees nearby.



This section of sidewalk at 11011 26th Ave. SW is one section to be replaced with new concrete. The tree and its roots will also be removed.

Why can't new trees be planted next to the curb?

We cannot plant the replacement trees along this roadway between the sidewalk and curb for two reasons:

- As the tree roots grow, the roots could cause future damage to the sidewalk.
- The existing trees were initially planted too close to the road and current county standards require no obstructions such as trees or utility poles within three feet of the curb.

Why is the county doing this work?

The bumpy sidewalk panels are a trip hazard. Replacing the panels with a smooth, flat surface removes this trip hazard and improves safety and accessibility for people walking or rolling through the neighborhood.

What can residents do?

- Find out more about our Accessibility Program.

Visit: [Kingcounty.gov/RoadsADAPlan](https://www.kingcounty.gov/RoadsADAPlan)

Contact information

We want to hear from you. Let us know if you have questions or comments about this work.



Brent Champaco, Public Information Officer
206-477-9094



AskLocalServices@kingcounty.gov

Sidewalk Repair and Tree Removal



King County
Local Services
Road Services Division

26th Ave. SW from SW 106th St./SW 107th Way to SW 112th St.

Frequently asked questions

Can I have the wood for personal use?

No. Our tree removal contractor is completely responsible for the entire operation which includes the safe, legal disposal of the trees.

Why did the county originally plant the trees near the sidewalk?

The maple trees were planted up to 50 years ago, before arborists knew their roots could eventually cause the sidewalk to buckle and break. Road Services is repairing and replacing damaged sidewalk panels according to how badly they are damaged. The worst panels are being replaced first, followed by the less-damaged, until all of the panels are replaced.

What if you damage my property while you are working?

King County will pay for damage caused by the repair and replacement process. To report a question or concern, contact Local Services at 206-477-9094. If possible, take pictures so we can record the damage.

To request this information in another format or language, call 206-477-3800 (Relay 711) or email AskLocalServices@kingcounty.gov.

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مقرلا بلع لاصتالا بجري،ةيناتا ةغلب وأ رخآ قيسنتب تامولعملا هذه بلطل -- ديرب لاسرا وأ 206- 477- 3800 .AskLocalServices@kingcounty.gov بلا ينورتكللا

如要索取本資料的其他格式或語言，請致電 206-477-3800 或傳送電郵至 AskLocalServices@kingcounty.gov

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Để có các thông tin này bằng tiếng Việt, xin gọi số 206-477-3800 hoặc gửi điện thư đến .AskLocalServices@kingcounty.gov

ដើម្បីស្នើសុំព័ត៌មាននេះជាទម្រង់ឬភាសាផ្សេង សូមទូរស័ព្ទទៅលេខ 206-477-3800 ឬផ្ញើអ៊ីមែល AskLocalServices@kingcounty.gov ។

Sept. 2022

Nighttime Paving Cedar Grove Road SE SE 168th St. to Issaquah-Hobart Rd. SE



King County will repave one and a half miles of SE Cedar Grove Road between SE 168th St. and Issaquah-Hobart Rd. SE

Work will occur overnight to reduce the impact on daytime traffic. Residents in the area can expect noise while crews remove portions of the road.

This work could take a little more than a week to complete. One lane will remain open at all times.

The work is scheduled between Oct. 17 and Nov. 4. Specific dates will be posted on the website and on MyCommute.



Learn more:

www.kingcounty.gov/paving



Get road alerts:

www.kingcounty.gov/mycommute

Contact:

Broch Bender, Communications
bbender@kingcounty.gov | 206-263-1189

Find King County Road Services at . . .

- ▶ www.kingcounty.gov/roads
- ▶ Twitter: @kcroads
- ▶ Facebook: [kingcountylocalservices](https://www.facebook.com/kingcountylocalservices)
- ▶ Instagram: @kingcountylocalservices

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Learn more:
www.kingcounty.gov/paving



Nighttime Paving SE Cedar Grove Road

 **King County**
Local Services
Road Services Division
Office of Communications
KSC-LS-0815
201 S. Jackson St.
Seattle, WA 98104

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Bridge Replacement

Coal Creek Bridge



King County
Local Services
Road Services Division

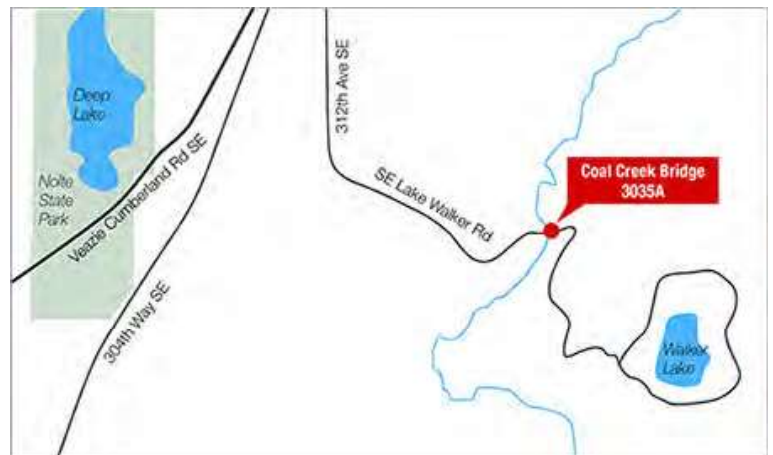
Bridge construction: Spring 2022 through fall 2022

Project overview

King County is replacing the Coal Creek Bridge on SE Lake Walker Road this summer.

The 64-year-old timber support structure is decaying, the 109-year-old steel floor beams are rusted, the paint is peeling, and the bridge has weight restrictions for heavy trucks.

The new bridge structure will be open to all vehicles, carry no weight restrictions, and is expected to last for decades.



This bridge carries residents to the local community and many visitors to Lake Walker Recreational Area.

Getting through the construction zone

King County built a temporary one-lane bridge to carry traffic over Coal Creek during construction. There are no weight restrictions on the temporary bridge.

All traffic will use the temporary bridge throughout construction until the new bridge is in place.

Travelers will always have local access in both directions over Coal Creek.

Construction timeline

- Temporary bridge opens to traffic: March 2022
- Existing bridge is removed: Spring/summer 2022
- Construction complete (anticipated): Fall 2022

Stay informed about construction

- kingcounty.gov/mycommute
- twitter: @kcroads
- Sign up for project updates: Bbender@kingcounty.gov
- Contact us: Broch Bender, Communications
bbender@kingcounty.gov or 206-263-1189

Bridge Replacement

Coal Creek Bridge



King County
Local Services
Road Services Division

Bridge construction: Spring 2022 through fall 2022

Why King County is replacing this bridge



We are losing sections of steel.



The super-structure is 108 years old and severely rusting.



The 63-year-old creosote timbers are rotting.

Common questions

Will the work be noisy? Noise levels will be typical for high-impact construction, including excavation, jack hammering, and saw-cutting.

When will crews work on site? They will typically work Monday - Friday during the day but there may be occasional weekend and/or nightwork.

How will the environment be protected during construction? Construction barriers will surround the construction area to contain construction-related materials from polluting the water. Also, the creek will be routed through a temporary bypass pipe to further protect fish and wildlife.

Title VI: It is King County's policy to assure that no person shall, on the grounds of race, color or national origin, as provided by Title VI of the Civil Rights Act of 1964, be excluded from participation in, be denied the benefits of, or be otherwise discriminated against under any of its federally funded programs and activities. Any person who believes their Title VI protection has been violated, may file a complaint with King County, please contact Lydia Reynolds-Jones at 206-477-8100.

ADA: Materials can be provided in a different language for non-English speakers or in alternative formats such as large print, Braille, or audio for persons with disabilities. Please call Road Services at 206-477-8100. Persons who are deaf or hard of hearing may contact us through the Washington Relay Service at 7-1-1.

Para solicitar esta información en Español, sírvase llamar al 206-477-8100 (relevo 711) o envíe un mensaje de correo electrónico a AskLocalServices@kingcounty.gov.

Project website: kingcounty.gov/CoalCreekBridge

Project updates: Contact Broch Bender at bbender@kingcounty.gov or 206-263-1189

Speed Revision

Myers Way South/1st Avenue South



King County

Local Services

Road Services Division

Public comment period June 6 through June 30

What's coming up

King County Road Services plans to lower the speed limit from 40 mph to 35 mph on Myers Way South/1st Ave South through White Center in summer 2022. Lowering the speed limit will improve safety on this busy road. **The public comment period on the speed reduction is June 6 through June 30.**

Why is King County lowering the speed through this section of Myers Way S?

Lowering the speed limit will increase safety. Between 2017 and 2021, there were 77 collisions on Myers Way S/1st Avenue S between S 99th Street and S 116th Street. This is more than two times the statewide average.

Traffic engineers did a speed study to help find ways to improve safety on this section of Myers Way S. The team reviewed the layout of the road, looked at curves, intersections, and how wide the vehicle lanes and shoulders are. The team's recommendation is to lower the speed limit from 40 mph to 35 mph.

Why are there different speed limits on different sections of Myers Way S/1st Avenue S?

Myers Way S/1st Avenue S has three different speed limits because it goes through the City of Seattle, unincorporated King County, and the City of Burien. **Each of these areas set their own speed limits.**



Myers Way South in White Center. The current speed limit is 40 mph.



Let us know what you think!

- Scan the QR code above
- Visit: kingcounty.gov/SpeedLimitReductions

Contact us:



Broch Bender, Communications Manager
BBender@kingcounty.gov
206-263-1189

or



AskLocalServices@kingcounty.gov



Local Services
Road Services Division
KSC-LS-0313
201 S. Jackson St.
Seattle, WA 98104

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Spring 2023

NE Woodinville-Duvall Road at NE 172nd Street Culvert Replacement Project

Two-month project starts with 30-day road closure



King County will close both directions of NE Woodinville-Duvall Road next to NE 172nd Street for 30 days in late June and July. We will remove fish passage barriers and install a large, wide culvert under the road. A posted traffic detour will be in place, plan up to 45 minutes of extra travel time through the area. The entire project will last through August.

- **CLOSED in late June/July 2023 for 30 days:**
Both directions of NE Woodinville-Duvall Road near NE 172nd Street to install the culvert underneath the road.
- **No traffic allowed through work zone:**
The road will have an open construction pit. All traffic, including emergency response, pedestrians and bicycles, will be detoured. Visit project website for detour map.
- Exact closure dates will be posted online at kingcounty.gov/MyCommute and at the project location two weeks in advance.
- Local access on NE Woodinville-Duvall Rd and NE 172nd St. will be maintained.

Project website and detour map:

kingcounty.gov/WDRoadCulvert



Contact: Broch Bender, Communications | bbender@kingcounty.gov | 206-263-1189

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The culvert (above) that carries Tuck Creek under the road is a fish passage barrier. We will remove it this summer.

kingcounty.gov/WDRoadCulvert

- ▶ Twitter: @kcroads
- ▶ Sign up for road alerts: kingcounty.gov/roadalert

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NE Woodinville-Duvall Road at NE 172nd Street Culvert Replacement Project

Two-month project starts with 30-day road closure



King County

Local Services

Road Services Division

Office of Communications

KSC-LS-0815

201 S. Jackson St.

Seattle, WA 98104

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Redmond Ridge Drive NE & NE Alder Crest Drive Roundabout Project

Construction expected spring 2023 through fall 2023



King County is building a roundabout to improve safety at the intersection of Redmond Ridge Drive NE and NE Alder Crest Drive. Work will start in May or June and end this fall.

The project also includes new sidewalks, signed crosswalks and mobility curb ramps.

What to expect during construction

- Single lane closures for up to four months.
- Occasional full road closures at the intersection. Detour provided.
- Local access will be maintained at all times.

Learn more on the project website:

kingcounty.gov/RedmondRidgeDriveNE



Contact: Broch Bender, Communications | bbender@kingcounty.gov | 206-263-1189

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Above: An image of what the new roundabout will look like.

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- ▶ Sign up for road alerts: kingcounty.gov/roadalert

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**Redmond Ridge Drive NE & NE Alder Crest Drive
Roundabout Project**
Construction expected spring 2023 through fall 2023
kingcounty.gov/RedmondRidgeDriveNE



King County

Local Services

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Office of Communications

KSC-LS-0815

201 S. Jackson St.

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Pedestrian Safety Improvement Project

Renton Ave. S from S 112th St. to 68th Ave S.



King County

Local Services

Road Services Division

Roadwork: September through November 2022

Project website: [Kingcounty.gov/RentonAveSidewalks](https://kingcounty.gov/RentonAveSidewalks)

The project is in the unincorporated community of Skyway, Washington. It is the third phase of a three-phase project to improve pedestrian safety on Renton Avenue S.

This project adds a new section of sidewalk along the west side of Renton Ave. S., and re-stripes the road to separate pedestrian and bicycle traffic from moving vehicles. Curb ramps also will be installed at each intersection.

This is not a road diet. Renton Ave. S will still have two general traffic lanes and a center turn lane.

New sidewalk for safer walking routes to school

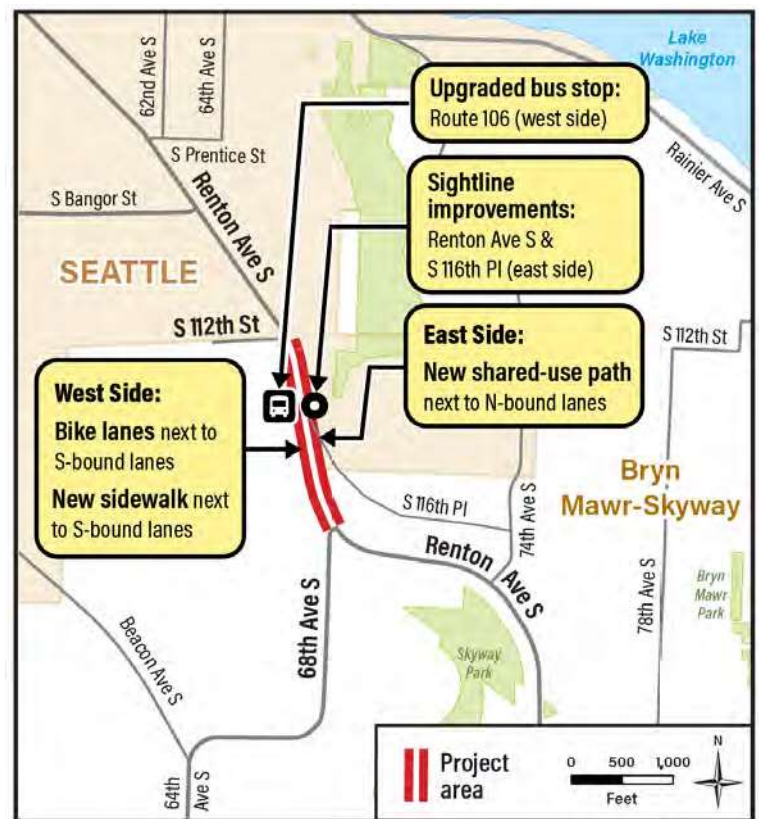
- Improves safety for people walking to and from Lakeridge and Campbell Hill elementary schools.

Better routes for bicycles and pedestrians

- Adds a 5-foot-wide bicycle lane on the west side and an 8-foot-wide pedestrian/bicycle pathway on the east side of Renton Avenue S.

Improved accessibility for transit riders

- We will replace the existing Metro Transit Route 106 bus stop (located on southbound Renton Avenue S across from S 116th Place) with a new, ADA-compliant bus stop that is accessible to all people.



This map shows the improvements coming to Renton Avenue S between 68th Avenue S and S 112th Street.

More information

Broch Bender, Communications

Email: bbender@kingcounty.gov

Phone: 206-263-1189

Website: kingcounty.gov/RentonAveSidewalks

Twitter: @KCRoads

Pedestrian Safety Improvement Project

Renton Ave. S from S 112th St. to 68th Ave S.



King County
Local Services
Road Services Division



Existing view of Renton Avenue S at the intersection of S 116th Place, looking south.

What to expect during construction

The road will remain open to two-way traffic throughout construction. Construction is expected to last up to 10 weeks.

- **Work hours:** Monday through Friday, 7 a.m. to 5 p.m.
- **Temporary closure of Route 106 bus stop:** Route 106 stop on west side of Renton Ave. S at S. 116th St. will close for up to 8 weeks. All other stops to remain open.
- All vehicle and bicycle traffic will shift to the east side of the road during construction.
- Existing southbound lane will be used to store equipment.
- The center lane and bike lane will be restored once construction is complete.

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King County

Local Services

Road Services Division

Sidewalk Repair and Tree Removal

S. 124th St. between 68th Ave. SW and Beacon Ave. S

Work takes place in mid-July

King County Road Services will be in your neighborhood this July to repair cracked, damaged sidewalks caused by tree root growth. The county also will remove 11 trees that are causing the sidewalk to lift and crack. We will work with the community to provide replacement trees and plant them in a new location this fall. This work is part of our ongoing sidewalk repair program.

What to expect

Crews will remove all the trees before replacing 30 broken sidewalk panels. The county will provide 33 replacement trees and will work with the community to plant the new trees in a different location this fall.

Planting trees in October/November when the ground is moist will help them establish stronger roots. This also will allow time to work with the community to identify a suitable location for the replacement trees.

Why is the county doing this work?

The bumpy sidewalk panels are a trip hazard. Replacing the panels with a smooth, flat surface removes this trip hazard and improves safety and accessibility for people walking or rolling through the neighborhood.

Why can't new trees be planted next to the curb?

We cannot plant the replacement trees along this roadway near the sidewalk (adjacent to the curb) for two reasons. First, as the tree roots grow, the roots could cause future damage to the sidewalk. Second, the existing trees were initially planted too close to the road and current county standards require no obstructions such as trees or utility poles within three feet of the curb.

What can residents do?

- Connect with us to help decide where to plant the 33 replacement trees in your neighborhood.
- Find out more about our Accessibility Program.

Visit: kingcounty.gov/RoadsADAPlan

Contact information

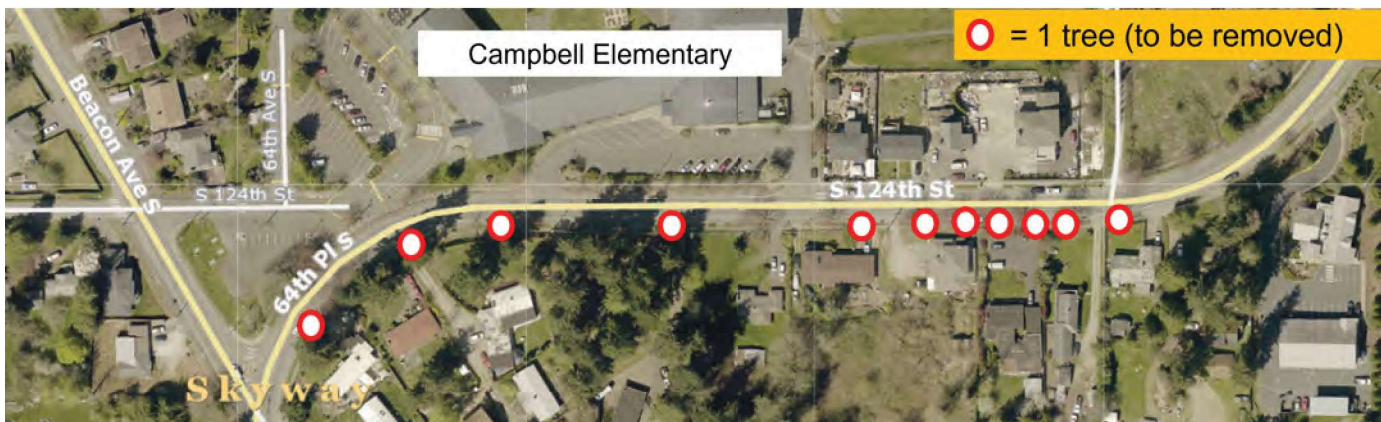
We want to hear from you. Let us know if you have questions or comments about this work.



Brent Champaco, Public Information Officer
206-477-9094



AskLocalServices@kingcounty.gov



King County will replace sidewalk panels and remove 11 trees on S. 124th Street. The white and red dots show the locations of the trees that will be removed. Crews will replace the broken panels after the trees are taken down.



Local Services
Road Services Division
KSC-LS-0313
201 S. Jackson St.
Seattle, WA 98104

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или напишите AskLocalServices@kingcounty.gov.

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.ama iimayl u dir AskLocalServices@kingcounty.gov

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AskLocalServices@kingcounty.gov.

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AskLocalServices@kingcounty.gov ។

Upcoming Road Work

SE 208th Street/Kerriston Road



King County
Local Services
Road Services Division

Road maintenance begins mid-May, lasts 5 days

What's coming up

King County Road Services crews will do five days of maintenance on this gravel road in mid-May. Work could begin May 16 or May 23 and depends on dry weather.

We will use a road grader to break up, repack, and re-level the gravel portion of SE 208th Street/Kerriston Road.

We will fill potholes, spread out gravel that has piled up on the sides and in the middle. We will add more gravel to make a smoother, wider driving surface.

Why is the road only graded in spring and early fall?

The road condition cannot be too wet or too dry to grade the road. If we grade the road in hot dusty weather, or wet, muddy conditions then the graded surface will not last as long. Spring and late summer/early fall weather generally works best for longer lasting results.

Why this works

The wider driving surface allows two vehicles to pass safely. A smoother driving surface reduces the bumps travelers feel when they use the road.

Can I use the road while crews are working on it?

Yes. Drivers should keep speeds slow and watch for large equipment during the work. Please pass with care.



Graders dig into hard, packed dirt and gravel, lifts it up and spreads it across the area. Next, a second machine rolls and repacks the road into a smoother, stronger driving surface.



We will fill and pack potholes like these on Kerriston Road.

How to make the repairs last longer

Go the 25 mph posted speed limit

Driving faster than 25 mph:

- pushes gravel and dirt to the side
- creates more potholes more quickly
- makes potholes deeper and wider

Slow down around corners

Speeding around corners:

- pushes gravel to the sides, which makes the corner narrower
- increases the risk of collisions with oncoming traffic

King County will return in late summer/early fall to repeat this work, preparing the road for fall rain and winter snow and ice.

Stay informed

- twitter: @kcroads
- kingcounty.gov/mycommute

Upcoming Road Work

SE 208th Street/Kerriston Road



King County
Local Services
Road Services Division

Will King County pave this gravel road?

Many of you have contacted us about paving this road. We cannot pave this road for several reasons.

- This road sits directly above the protected Cedar River Watershed, the water source for your fresh water and your wells. A substantial amount of environmental permitting and funding would be required to pave in this protected area.
- Paving is expensive. You use this road every day but the number of trips, the number of travelers who rely on this road is very low compared to our major road network. We look at how many people use a road every day when we decide which roads to pave.
- Currently, King County has the funding resources to pave up to five miles of road every year. We need to focus on repaving our designated life and safety roads first.



Because the gravel is pushed to one side, many drivers avoid the gravel and use the same lane. Please drive slowly around corners to avoid on-coming vehicles and go the posted speed limit of 25 mph.

What else will King County do to address our concerns?

King County will continue to maintain this gravel road.

- Twice a year, we will regrade the road. It will happen in late spring and again in late summer/early fall.
- We will repair dangerous potholes or make other emergency repairs as needed. Travelers can contact us through our 24/7 Road Helpline at 206-477-8100 or 1-800-527-6237. You can also email us at maint.roads@kingcounty.gov.

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Para solicitar esta información en Español, sírvase llamar al 206-477-8100 (Relevo 711) o envíe un mensaje de correo electrónico a AskLocalServices@kingcounty.gov.

More information?

Contact: Broch Bender, Communications Manager
BBender@kingcounty.gov, 206-263-1189

Sidewalk Repair and Tree Removal

SW 108th St. between 3rd Ave. SW and 1st Ave. SW



King County

Local Services

Road Services Division

Work takes place this fall, beginning in mid- September

King County Road Services will be in your neighborhood this fall to repair cracked and damaged sidewalks caused by tree root growth. The county also will remove 13 trees that are causing the sidewalk to lift and crack. We will work with the Department of Natural Resources and Parks (DNRP) to provide replacement trees in a nearby location this fall. This work is part of our ongoing sidewalk repair program.

What to expect

Crews will remove all the trees before replacing 26 broken sidewalk panels. We know trees are an important part of your community and because of that the county will provide 39 replacement trees to plant in a nearby location this fall. We are replacing three trees for every one that will be removed.

Planting trees in October/November when the ground is moist will help them establish stronger roots and ensure their success.



This section of sidewalk at SW 108th Street near 3rd Avenue SW has buckled. We will remove the tree, replace the section of sidewalk and plant a new tree nearby.

Why can't new trees be planted next to the curb?

We cannot plant the replacement trees along this roadway between the sidewalk and curb for two reasons:

- As the tree roots grow, the roots could cause future damage to the sidewalk.
- The existing trees were initially planted too close to the road and current county standards require no obstructions such as trees or utility poles within three feet of the curb.

Why is the county doing this work?

The bumpy sidewalk panels are a trip hazard. Replacing the panels with a smooth, flat surface removes this trip hazard and improves safety and accessibility for people walking or rolling through the neighborhood.

What can residents do?

- Find out more about our Accessibility Program.

Visit: [Kingcounty.gov/RoadsADAPlan](https://kingcounty.gov/RoadsADAPlan)

Contact information

We want to hear from you. Let us know if you have questions or comments about this work.



Brent Champaco, Public Information Officer
206-477-9094



AskLocalServices@kingcounty.gov



King County will replace 26 sidewalk panels and remove 13 trees on SW 108th Street. The white and red dots show the locations of the trees that will be removed. Crews will replace the broken panels after the trees are taken down.

Sidewalk Repair and Tree Removal



King County
Local Services
Road Services Division

SW 108th St. between 3rd Ave. SW and 1st Ave. SW

Frequently asked questions

Can I have the wood for personal use?

No. Our tree removal contractor is completely responsible for the entire operation which includes the safe, legal disposal of the trees.

Why did the county originally plant the trees near the sidewalk?

The maple trees were planted up to 50 years ago, before arborists knew their roots could eventually cause the sidewalk to buckle and break. Road Services is repairing and replacing damaged sidewalk panels according to how badly they are damaged. The worst panels are being replaced first, followed by the less-damaged, until all of the panels are replaced.

What if you damage my property while you are working?

King County will pay for damage caused by the repair and replacement process. To report a question or concern, contact Local Services at 206-477-9094. If possible, take pictures so we can record the damage.



To request this information in another format or language, call 206-477-3800 (Relay 711) or email AskLocalServices@kingcounty.gov.

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Bridge Replacement

Upper Tokul Creek



King County
Local Services
Road Services Division

NEW! Construction starts in September 2022. Temporary bridge opens to traffic in November. Work hours: Monday - Friday, 7 a.m. to 3:30 p.m.

Overview

King County will replace the existing 57-year-old, weight-restricted Upper Tokul Creek Bridge on Tokul Road SE. The new, stronger bridge will be 28 feet wide, have two 10-foot-wide travel lanes, 4-foot shoulders, and no weight restrictions.

King County will maintain access for all vehicles throughout construction via a temporary one-lane bridge with no weight restrictions. Construction will take 10 months to complete, beginning September 2022 and lasting through June 2023.

Why replace the bridge?

The bridge provides sole access to approximately 50 single-family homes and is also used by nearby forest and mining industry trucks.

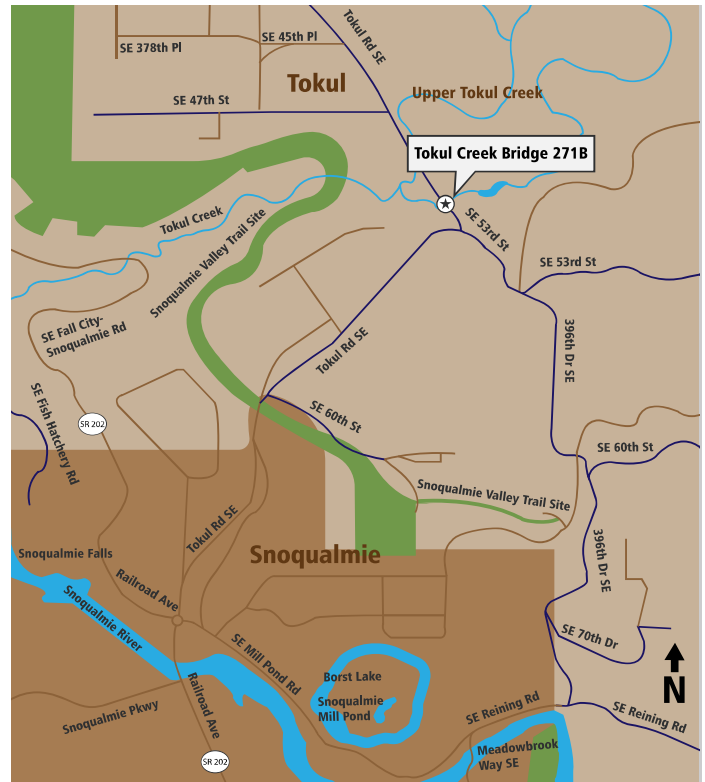
While safe for travel, the 57-year-old bridge has outlived its useful life and is at risk of being closed due to age and condition. In addition, the current bridge is too narrow, does not have shoulders, and cannot accommodate very heavy trucks that are standard today.

Extensive Maintenance

The aging timber support structure is decaying, which requires frequent and major repairs. These repairs are costly over time and inconvenience bridge users.

The bridge will remain open during construction

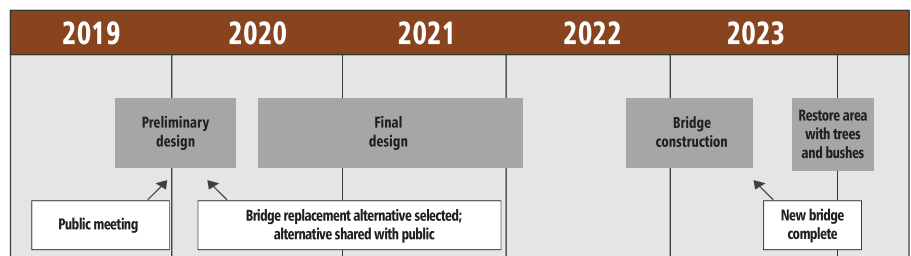
All vehicles will be diverted to a temporary one lane bridge located next to the active construction area. The temporary bridge will have no weight restrictions.



To learn more about this project visit:

[kingcounty.gov/
UpperTokulCreekBridge](https://kingcounty.gov/UpperTokulCreekBridge)

or scan the QR code.



Contact information

Broch Bender Communications: bbender@kingcounty.gov, 206-263-1189

Bridge Replacement

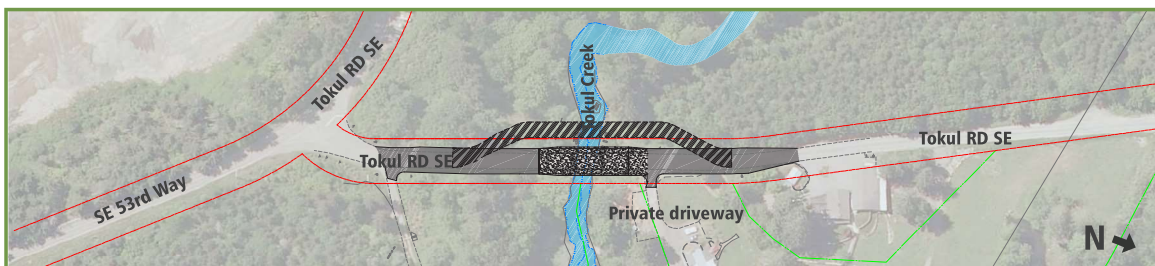
Upper Tokul Creek



King County
Local Services
Road Services Division

How construction will work

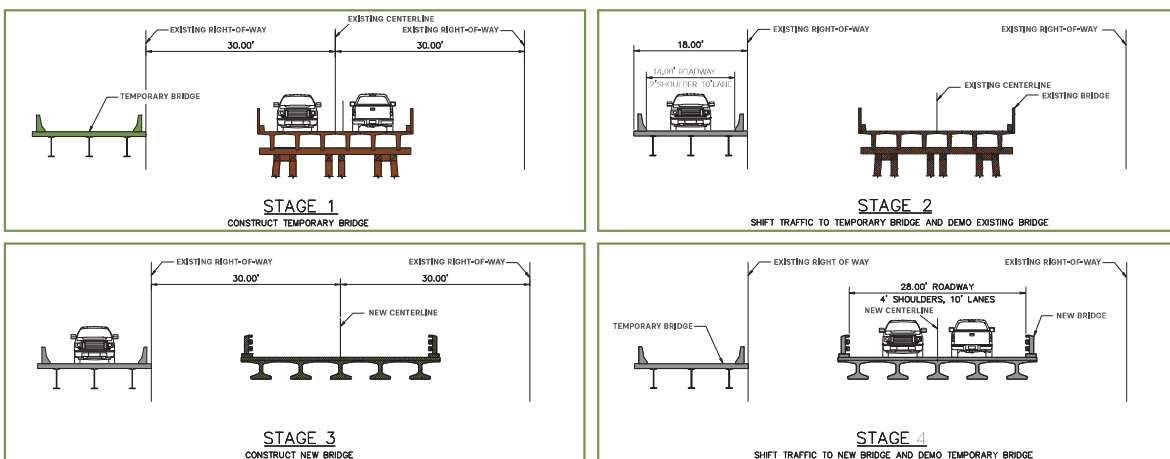
King County will build a one-lane temporary bridge to shift traffic during construction. We will close, remove, and rebuild the Upper Tokul Creek Bridge in phases. Once construction is complete, traffic will be shifted back onto the new bridge and the temporary bridge will be removed. Work hours: Monday through Friday, 7 a.m. to 3:30 p.m.



Legend

- Existing right-of-way
- Private property
- Proposed new roadway
- Proposed temporary bridge
- Proposed new bridge

Construction stages



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Vashon Highway SW lighting improvements



King County

Local Services

Road Services Division

Work to take place in fall 2022

Driver and pedestrian safety improvements coming soon

This fall, Road Services will be partnering with Puget Sound Energy to install or update several street lights on Vashon Highway SW and nearby roads.

We heard that community members wanted more lighting along this busy area. King County Road Services also recognized the need for better lighting to improve safety at additional locations.

When will this work occur?

These improvements will take place in fall 2022. We plan for this work to be done on two Sundays this season between daytime hours of 9 a.m. and 7 p.m.

If scheduling conflicts arise, work may be done on weekdays. Work will not be done on Saturdays.

What can community members expect during construction?

Message signs will inform the public of work at least 72 hours before it begins. There will be minimal lane restrictions with traffic control at intersections.

Parking between SW Bank Road and SW 174th Street will be restricted during work.



Questions?

Broch Bender, Communications
bbender@kingcounty.gov or 206-263-1190

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Vashon Highway SW lighting improvements



King County
Local Services
Road Services Division

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