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2035 COMPREHENSIVE PLAN





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2035 COMPREHENSIVE PLAN

INTRODUCTION





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ACKNOWLEDGEMENTS



“By far the greatest and most admirable form of wisdom is that needed to plan and beautify cities and human communities.”
Euripides, Greek Poet, (469-399 BC)

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Comprehensive Plan

Introduction

Executive Summary

The purpose of the City of Newcastle's Comprehensive Plan is to provide a comprehensive statement of City goals and policies to focus, direct and coordinate the efforts of the departments within the City government. It is a basic source of reference for officials as they consider enactment of ordinances or regulations affecting the community's physical and economic development. The Comprehensive Plan communicates to the public and the City staff the policies of the City Council. It provides predictability to public and private sectors interested in the City of Newcastle.

In addition, the Comprehensive Plan provides an educative tool for the City Council, City Staff, the community and business interested in the visions, conditions and community affairs of the City of Newcastle. Although the planning time frame for this plan is twenty years, many of its policies and actions will affect the City of Newcastle well into the future.

The Comprehensive Plan has been designed to meet the following characteristics.

Comprehensive: *The Comprehensive Plan encompasses all the geographic and functional elements that have a bearing on the community's physical development.*

General: *The Comprehensive Plan summarizes the major policies and proposals of the City, but does not indicate specific locations or establish detailed regulation.*

Long Range: *The Comprehensive Plan looks beyond current pressing issues confronting the community, towards the community's future.*

One of the most important characteristics of the Growth Management Act (GMA) and the Comprehensive Plan is concurrency. Concurrency is the requirement that a jurisdiction must have infrastructure and facilities (i.e. transportation, sewer, water, police, fire, stormwater, schools, and parks and recreation) in place at the time or within six years of a development.

This requirement has more impact on the pace and type of development than any other requirement in City of Newcastle's Comprehensive Plan. If the City or a developer cannot provide adequate facilities as described, then the development cannot take place and the Comprehensive Plan must be reassessed. For its own expenditures for capital facilities over the next six years, the City must identify sources of funding and commit those funds to the projects for which they are intended.

Relationship to the Growth Management Act

Many of the day-to-day decisions made by City officials can have a significant impact on how the community develops and functions. A Comprehensive Plan coordinates and guides individual decisions in a manner that moves the community towards its overall goals.

RCW 36.70A.020 outlines the GMA goals with which the Comprehensive Plan must comply. They are as follows:

1. *Encourage development in urban areas where adequate public facilities and services exist or can be provided in an efficient manner.*
2. *Reduce the inappropriate conversion of undeveloped land into sprawling, low-density development.*
3. *Encourage efficient multi-modal transportation systems that are based on regional priorities and coordinated with county and city Comprehensive Plans.*
4. *Encourage the availability of affordable housing to all economic segments of the population of this state, promote a variety of residential densities and housing types, and encourage preservation of existing housing stock.*
5. *Encourage economic development throughout the state that is consistent with adopted Comprehensive Plans, promote economic opportunity for all citizens of this state, especially for unemployed and for disadvantaged persons, and encourage growth in areas experiencing insufficient economic growth, all within the capacities of the state's natural resources, public services, and public facilities.*
6. *Private property shall not be taken for public use without just compensation having been made. The property rights of landowners shall be protected from arbitrary and discriminatory actions.*
7. *Applications for both state and local government permits should be processed in a timely and fair manner to ensure predictability.*
8. *Maintain and enhance natural resource-based industries, including productive timber, agricultural, and fisheries industries. Encourage the conservation of productive forestlands and productive agricultural lands, and discourage incompatible uses.*
9. *Retain open space, enhance recreational opportunities, conserve fish and wildlife habitat, increase access to natural resource lands and water, and develop parks and recreation facilities.*
10. *Protect the environment and enhance the state's high quality of life, including air and water quality, and the availability of water.*
11. *Encourage the involvement of citizens in the planning process and ensure coordination between communities and jurisdictions to reconcile conflicts.*
12. *Ensure that those public facilities and services necessary to support development shall be adequate to serve the development at the time of occupancy and use without decreasing current service levels below locally established minimum standards.*
13. *Identify and encourage the preservation of lands, sites, and structures that have historical or archaeological significance.*

Organization of the Comprehensive Plan

The City of Newcastle Comprehensive Plan (the Plan) is composed of three sections:

Section 1. Comprehensive Plan Introduction. This section includes a brief profile of the City of Newcastle, the City's visions for the future, an overview of each element and methods for implementing and amending the Comprehensive Plan.

Section 2. Comprehensive Plan Elements. This section includes seven elements each with a series of goals and policies that encompass the future visions for the City of Newcastle.

Section 3. Comprehensive Plan Appendix. This is a separate document that includes supporting data, maps and figures for each element identified in Section 2. The appendices are hereby adopted by reference.

Introduction

Community Profile

The City of Newcastle is located in the Puget Sound region of Washington State on the east side of Lake Washington. The City of Newcastle incorporated from King County in 1994. The City abuts Bellevue to the north and Renton to the south. The City straddles a steep-sided valley with two major drainage basins, Coal Creek and May Creek.

The City of Newcastle is home to approximately 10,850 residents as of 2014. Based on many factors, including the type of residential development that may occur, the City has the physical capacity to accommodate around 15,000 residents. The land use plan anticipates a net increase of approximately 1,350 dwelling units, or 2,485 new residents within the twenty-year horizon of 2035.

The City of Newcastle's municipal boundaries and the City's minor potential annexation area (Urban Growth Boundary) are shown on the figures in the Land Use Appendix. The City's UGA has been designated in compliance with the Washington State Growth Management Act and the King County Countywide Planning Policies.

History

The history of Newcastle is as rich as the veins of black coal and mines that lay beneath the City's ground. These mines, which were Seattle and King County's earliest large industry, formed the basis for transforming Seattle from a small but ambitious village in the 1860s into the dominant port city on Puget Sound by the 1880s. Prospectors and coal-miners worked the Newcastle Hills for 100 years, mining nearly 11 million tons of coal from under the surface of Cougar Mountain.

As a result, two mining towns grew from rural, agricultural villages to bustling company towns almost overnight: Old Newcastle and Coal Creek. The present City of Newcastle sits directly on the site of Old Newcastle. Between 1880 and 1890, the economy of Newcastle went the way of its mineral resource. The coal was relatively low quality compared with other coal producing areas of the United States and the Newcastle mines operated on a marginal economic basis throughout their history.

Union confrontations between 1880 and 1890 and the breaking of the unions later resulted in the deterioration of the coal mining industry. When the Pacific Coast Coal Company left in 1929, the coal dependent towns disappeared too. Except for abandoned mines and one miner's residence that is in near-original condition, little evidence remains of the two colorful communities, which once had as many as 600 houses between them

The City of Newcastle's Vision

The City of Newcastle's Comprehensive Plan responds to several layers of background data, policies, and plans. While the GMA, Vision 2020, and the King County Countywide Planning Policies provide an overall framework for the Comprehensive Plan, the foundation exists in the hopes and visions of the people whom it will directly affect.

Beginning in August of 1995, the City sponsored a public involvement process to insure that the City's Comprehensive Plan reflected a broad consensus of citizen input. A Steering Committee made up of members of the Planning Commission, City staff, and consultants met on a monthly basis to develop the visions, which reflected the characteristics and qualities distinctive to the City of Newcastle. The meetings were open to the public and input was sought from the citizens who attended the meetings. This process culminated the adoption of the original City of Newcastle Comprehensive Plan on June 16, 1997.

Discovered in the public "Visioning Process" were the characteristics of the City of Newcastle that its citizens hold dear. This vision forms the guiding principles for all of the policies contained in the original Plan. The City of Newcastle's vision remained unchanged during the 2002 Comprehensive Plan Update, but has been updated as part of the 2015 Comprehensive Plan Update. The City of Newcastle's 2015 Comprehensive Plan is based upon the following updated vision:

- ***The Setting:*** Newcastle is a young city, bordered by its more populous neighbors – Bellevue to its north and Renton to its south. Its smaller size and predominantly single-family homes situated in the foothills rising from the southeastern shore of Lake Washington, are enhanced by considerable green space, trails, and parks, the most prominent abutting Lake Boren near The City's small but vibrant commercial center.
- ***The Economy:*** Newcastle has a thriving, but small commercial core that serves the most basic needs of its citizens. For the long-term health and independence of our city, smartly considering ways to grow the commercial base will best position Newcastle to strengthen and protect the natural beauty and public open space that makes it such an attractive place to call home.
- ***The Social Fabric:*** Since its earliest days, Newcastle has been home to entrepreneurs, innovators, and citizens of all backgrounds. The City embraces this heritage and seeks to facilitate and strengthen the bonds of community through its attractive public parks, amenities, and community events. Newcastle recognizes the importance of volunteerism and encourages it among its citizens.
- ***Mobility:*** Newcastle is a suburban community, offering an easy commute to the employment engines of Seattle, Bellevue, Renton, and Redmond. It takes seriously its role in helping its citizens get where they work easily and efficiently. While it is a priority to provide its citizens and businesses safe, efficient and maintained roads for vehicular travel within the city, The City seeks to prioritize the maintenance and expansion of its sidewalks, bike lanes, and trail systems as city resources allow.
- ***Housing:*** The City's housing mix serves a broad array of income and age groups and seeks to concentrate higher density housing around the commercial core area. It seeks to distinguish itself among its eastside neighboring communities by smartly planning for the economic development that will pay for the long-term maintenance and growth of Newcastle as a vibrant, exceptional community while meeting its Growth Management Act requirements.
- ***Heritage/Identity.*** Newcastle embraces its pioneer past and seeks to preserve the spirit that brought its' original habitants here by continually making itself an ever more attractive place to live and visit. Where possible, given city resources, acquisition of historic property as part of the parks, trails and open space network should be actively considered.

- **Public Facilities and Services:** Newcastle seeks to provide its citizens with good public services and facilities. It recognizes the importance of smartly planning for the healthy growth of its tax revenue to ensure its ability to meet and exceed its citizen's needs.

2015 Comprehensive Plan Update

The City began work on the current Comprehensive Plan Update in 2013. Over a two-year period, the Planning Commission, staff, consultant team and community members updated the data upon which the original 1997 Comprehensive Plan and 2001 update was based, and incorporated new King County Buildable Lands data that became available. The Planning Commission reviewed the policy basis for the 2001 comprehensive plan update relative to the new information and made adjustments as necessary.

Several public open houses were held to inform the citizens of Newcastle about the Comprehensive Plan Update process and encouraged their participation. The overall vision identified was presumed to be valid, since the Comprehensive Plan process that produced the original plan was only five years old.

Comprehensive Plan Elements

The City of Newcastle's Comprehensive Plan contains eight elements, which incorporate the vision of Newcastle and specific issues relevant to future growth and development of the City. Each element begins with a general introduction and purpose for establishing goals and policies. The following descriptions are a brief overview of the information provided in each element.

The **Land Use Element** is the Comprehensive Plan's guiding principle. This Element provides a long-term vision for the City of Newcastle based upon a strong family community with distinct neighborhoods, a diversity of housing types, a mixture of connecting trails and parks, and a small, thriving downtown. The Land Use Element also provides for the protection, enhancement and restoration of natural features that are distinctive of the City.

The Land Use Element also emphasizes several other themes:

Historic Preservation: The City of Newcastle's history is unique and colorful. The Comprehensive Plan contains policies that focus on the development of an historic plan for the City. The Old Newcastle Townsite has been identified for protection. Criteria for the identification and designation of other historic and cultural sites are included.

Community Business Center/Lake Boren Corridor: The Community Business Center/Lake Boren Corridor Master Plan (CBC/LBC) was adopted April 27, 2000 by ordinance as a sub-element of the Comprehensive Plan. The Plan encourages the integration of Lake Boren, the Community Business Center and the high-density housing areas that surround these areas. The Plan includes three key sectors within the Community Business Center boundary, Coal Creek sector, Downtown Sector and the Lake Boren Sector.

Downtown Strategic Plan: The Downtown Strategic Plan sets a vision and framework for Downtown Newcastle, building upon the principles set forth in the Community Business Center/Lake Boren Corridor Master Plan. The Downtown Strategic Plan incorporates a Downtown Transportation, Circulation and Connectivity Plan and provides the tools and strategies for the City to identify and find key capital

improvement projects to leverage private sector interest in redevelopment. The Downtown Strategic Plan has been separately adopted by ordinance as a sub-element of the Comprehensive Plan.

The **Land Use Element** also includes policies that encourage more affordable, multifamily housing that will support transit and local businesses as well as various regulatory techniques and incentives to achieve affordable housing goals.

The **Housing Element** promotes the need for diverse and affordable housing, now and in the future. This Element designates appropriate areas for the location of multifamily housing, and promotes accessory housing density averaging, and other incentives to encourage infill. The Housing Element provides innovative policies for housing to meet the needs of residents over the next twenty years. All of the proposed multifamily housing will be located near the Community Business Center and on Coal Creek Parkway.

The **Transportation Element** describes the need for improvements to existing facilities and new facilities over the next twenty years. It encourages efficient land use and the use of transit facilities, trails, and sidewalks as alternatives to the automobile. The Transportation Element requires the majority of the City's future capital facilities expenditures. Coal Creek Parkway and other improvements represent a majority of these expenditures.

The **Parks, Trails, and Recreation Element** is an updated, expanded version of the Parks and Trails Plan first adopted in 1998. This element contains goals and policies that reflect the community's expectations for levels of service provided by the full range of park sizes, configurations, locations and improvements as well as similar standards for trails and recreation services. The Parks, Trails, and Recreation Element also contains implementation strategies in the form of future land acquisition, capital improvements, and interjurisdictional cooperation.

The **Economic Development Element** is a blueprint for actions that will stimulate business expansion and job creation opportunities within the City of Newcastle. This Element provides a framework for improving the City's future financial well being. This is in response to the anticipated adoption of the King County Countywide Planning Policies setting an employment target for the City as well the requirements of the 2002 GMA amendments.

The **Utilities Element** addresses utilities not owned or operated by the City of Newcastle. The goal and supporting policies emphasize coordinated utility planning, including co-location of utility lines in shared utility corridors. The City of Newcastle recommends that the aesthetics and safety of utility corridors be considered in their design and maintenance.

The **Capital Facilities Element** identifies the projected needs and costs for sewer, water, police, fire, and stormwater facilities in the Twenty-Year Capital Improvement Program. The City of Newcastle has made a commitment to minimize cost burden on the residents by contracting these public services to outside providers when economically advantageous. The Capital Facilities Element also includes the City's policies pertaining to the development of regional "essential public facilities" within the City.

The **Amendment Element** identifies the process and requirements for amending the Comprehensive Plan. The annual review and amendment process provides an opportunity to refine and update the Comprehensive Plan and to monitor and evaluate the progress of the implementation strategies and policies incorporated therein. It

directs the method by which the City, private property owners, developers, community groups, or individual citizens may request changes to the planned land uses on property or propose changes to the goals and policies of the Plan.

Each Comprehensive Plan Element, with the exception of the Amendment Element, has a separate appendix that includes supporting data inventory, analysis, maps and figures. Additional information regarding related studies, surveys and the correlation of each element to the King County Countywide Planning Policies can also be found in the Comprehensive Plan Appendix. The Appendices provide strategies for implementing the goals and policies of each element.

Implementing the Comprehensive Plan

A Comprehensive Plan is implemented through the goals and policies it identifies to guide and coordinate local decision making. The GMA encourages innovative implementation methods that are both regulatory and nonregulatory. Regulatory actions may include the adoption of a zoning ordinance or other land use regulations, while nonregulatory actions include such methods as the adoption of a capital facilities plan. Some actions may involve a complicated series of related steps which themselves may need to be carefully planned (for example, improvements made to a major utility system). This section will describe these actions, plans, and measures necessary to implement this Plan.

Regulatory Measures

The GMA requires that local governments enact land development regulations that are consistent with and implement the Comprehensive Plan. In order to accomplish this, the existing development regulations should be reviewed for their consistency in order to identify where regulations must be amended or removed, or where new regulations should be drafted.

The zoning ordinance and zoning map must be consistent with the land use map and policies established in the plan. The land use map and land use policies in the Comprehensive Plan establish the use, density, and intensity of future development within the City.

As part of the update of the land use regulations, The City of Newcastle is obligated by ESHB 1724 adopted by the 1995 Legislature to combine project permitting and environmental reviews; consolidate appeals processes; and clarify the timing of the development of the review process.

Concurrency Management

A concurrency management system is a regulatory scheme that sets forth the procedures and processes used to determine whether public facilities have adequate capacity to accommodate a proposed development. The process also includes establishing the criteria by which the City determines whether individual development proposals are served by adequate public facilities, and establishing monitoring procedures to enable periodic updates of public facilities and services capacities. A concurrency management system also identifies the responses to be made by the City when it is determined that the proposal will exceed the level of service established, exceed the defined capacity, and fail to maintain concurrency.

Under the GMA, concurrency management must be established for transportation and capital facilities; however, jurisdictions may establish concurrency for any public facilities for which they have established level of service standards in their Comprehensive Plan. Level of service standards may be established for fire and emergency facilities, police,

schools, sewer and water, transportation, and parks and recreational facilities and services. Following adoption of the City's 1997 Comprehensive Plan, the City of Newcastle adopted a concurrency management ordinance to address transportation concurrency.

Six-Year Capital Improvement Plan

The Capital Improvements Plan (CIP) sets out the capital projects that the City must undertake within the next six years in order to implement the Comprehensive Plan. The six-year schedule should be updated annually, with the first year of the schedule acting as the capital budget for the fiscal year. During the annual updating of the six-year schedule, the cost estimates and funding sources listed should be updated and revised to reflect any additional information that the City has received. The CIP and the twenty-year Capital Facilities Plan should also be revised to include any additional capital projects that are needed to maintain the City's adopted level of service standards.

Administrative Actions

The Comprehensive Plan includes policies that should be carried out through administrative actions, such as interlocal agreements, revised development and review procedures, and public involvement programs. Development and review procedures must be revised to implement concurrency and to ensure that new development complies with the performance standards established.

The Comprehensive Plan directs the City to publicize County and State initiatives, such as affordable housing programs, so that the City of Newcastle residents are able to take advantage of them. The City should establish a work program that prioritizes each of the Plan policies that must be implemented through administrative actions.

Public Involvement

As the City of Newcastle matures, the vision of the future will change and new needs and priorities will emerge. Continued public involvement and communication is crucial to keeping the process fresh and engaging so that the planning "wheel" does not have to be reinvented every few years. The City is obligated to coordinate many aspects of the plan with adjacent jurisdictions, which will also generate changes. The citizens of Newcastle must remain in touch with its implementation process.



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2035 COMPREHENSIVE PLAN

LAND USE ELEMENT



Land Use Element

Introduction

Purpose and Relationship to GMA

The purpose of the Land Use Element is to provide the goals and policies for directing the City of Newcastle's spatial growth in order to accommodate the mix of land uses necessary for urban activities. This Element also provides for the protection, enhancement, and restoration of natural features that are distinctive of the City of Newcastle.

The Land Use Element is developed in accordance with the Growth Management Act to direct the City of Newcastle's land use decisions, including any potential annexations that may be proposed within the Urban Growth Area over the next 20 years. RCW 36.70A.070 requires the City to plan, scheme or design all of the following:

A land use element designating the proposed general distribution and general location and extent of the uses of land, where appropriate, for agriculture, timber production, housing, commerce, industry, recreation, open spaces, public utilities, public facilities, and other land uses;

The land use element shall include population densities, building intensities, and estimates of future population growth;

The land use element shall provide for protection of the quality and quantity of ground water used for public water supplies;

Where applicable, the land use element shall review drainage, flooding, and storm water run-off in the area and nearby jurisdictions and provide guidance for corrective actions to mitigate or cleanse those discharges that pollute waters of the state, including Puget Sound or waters entering Puget Sound.

The Land Use Element is consistent with the King County Countywide Planning Policies and with the elements of the Comprehensive Plan. The Countywide Planning Policies direct jurisdictions within the County to focus growth in the cities and within the Urban Growth Area.

The City of Newcastle's current planning area is defined by the City limits. This area encompasses approximately 4.4 square miles or 2806.5 acres. The Comprehensive Plan Designations can be found in Figures LU-1. Based on the King County Countywide Planning Policies, the City of Newcastle must:

- Develop a phasing strategy that identifies areas for growth for the next ten and 20 years;
- Define the growth it intends to accommodate over the next 20 years;
- Plan for 20 year population and employment growth target ranges;
- Limit growth where services are not yet available.

Organization of the Element

This Element begins by listing the Goals for the City of Newcastle. The Goals are followed by Policies necessary to support the City's responsibility for managing land resources and guiding development through the implementing regulations, guidelines, and standards. The Land Use Element is closely linked to the Transportation Element and Parks, Trails, and Recreation Element.

The Land Use Appendix provides further information on land use supply and demand, capacity for growth, land use issues and natural features. The Appendix addresses the City's strategies for implementing the Land Use Goals.

Note: All references to "the City" shall refer to the City of Newcastle

Land Use Goals

- LU-G1 The City should plan current and future land uses in accordance with the values and vision of Newcastle residents and business people and consistent with the Growth Management Act.
- LU-G2 The City should encourage development that creates and maintains a safe, healthy, physically active, and diverse community providing affordable housing and employment opportunities, while protecting the natural environment and significant cultural resources.
- LU-G3 The City should strive to preserve the existing character, scale, and neighborhood quality as new development occurs.
- LU-G4 The City zoning and other development regulations for commercial and retail developments should foster community, create enjoyable outdoor areas, and balance needs of automobile movement with pedestrian and bicycle mobility and comfort.
- LU-G5 The City should work to implement the Community Business Center/ Lake Boren Corridor (CBC/LBC) Master Plan, Downtown Strategic Plan and associated design guidelines.
- LU-G6 The City should identify and preserve open space, wildlife habitats, recreational areas, trails, connection of critical areas, natural and scenic resources, as well as shoreline areas.
- LU-G7 The City should maintain, preserve, and enhance the historic, cultural, and archaeological resources to provide a sense of local identity and history to the visitors and residents of the community.
- LU-G8 The City should strive to preserve and enhance the natural environment, including air quality, water resources, natural features that contribute to the City's scenic beauty, and critical areas as defined by the Growth Management Act.
- LU-G9 The City should, through the use of Best Available Science and the application of Best Management Practices, manage the natural and built environments to preserve, enhance and sustain environmental quality while minimizing public and private costs.
- LU-G10 The City should promote community-wide stewardship of the natural environment to preserve environmental quality for future generations.

- LU-G11 The City should protect and enhance habitat that contributes to the maintenance and restoration of threatened or endangered species.
- LU-G12 The City should encourage the elimination of coal mine hazard areas and the return of lands affected by such hazards to their highest productive value, consistent with city policies on historic preservation.
- LU-G13 The City shall identify lands useful for public purposes such as utility and transportation corridors, landfills, sewage treatment facilities, storm water management facilities, recreation, schools, and other public uses.

Land Use Policies

General

- LU-P1 New development within the City shall comply with adopted zoning and subdivision regulations.
- LU-P2 The City shall designate the Southeast May Valley area between the current city limits of Newcastle and King County as a potential annexation area. (See figure LU-1)
- LU-P3 The City shall coordinate future planning and interlocal agreements for annexation areas with the appropriate agencies including, but not limited to, the City of Renton and King County.
- LU-P4 Growth should be directed in the following order:
 - 1) To areas with existing infrastructure capacity
 - 2) To areas where infrastructure improvements can be easily extended
 - 3) To areas requiring major infrastructure improvements.
- LU-P5 Density incentives should encourage innovative affordable housing, additional open space, and historic preservation.
- LU-P6 The City may use incentives to encourage preferred development through a variety of regulatory and financial strategies.
- LU-P7 Landscaping shall be required to buffer more intensive uses from less intensive uses.
- LU-P8 Development standards should emphasize ways to allow maximum permitted densities and uses of urban land.
- LU-P9 Mitigating measures should be encouraged to serve multiple purposes, such as habitat, drainage control, ground water recharge, stream protection, open space, cultural and historic resource protection and landscaping.
- LU-P10 Development standards should be simple, measurable, and implemented through expeditious public review.
- LU-P11 The City shall adopt capital improvement programs and coordinate with other service providers to remedy identified infrastructure deficiencies in functional areas such as city, county, and state transportation facilities, public water supply, and wastewater collection and treatment.

Residential Land Use

- LU-P12 The City shall seek to achieve a citywide minimum average net zoning density of at least four homes per acre through a mix of densities and housing types.
- LU-P13 High-density housing shall be concentrated in areas along Coal Creek Parkway or near the Downtown sector, where public facilities, services, and amenities exist to support the most intensive urban uses.
- LU-P14 The City shall use innovative land development techniques such as “density averaging” or “clustering” to preserve open space, critical areas, and to allow for more efficient land use patterns.
- LU-P15 Transfer of residential density shall be allowed only from one portion of a proposed residential development site to another portion of the same site. A residential development site shall consist of contiguous property. Transfer of residential density shall not be allowed from a proposed residential development site to another non-contiguous property.
- LU-P16 In order to promote infill development, accessory units, carriage houses, and townhouses should be encouraged in areas that have appropriate levels of public facilities and services.
- LU-P17 Non-residential uses may be allowed in new residential developments when proposed uses are determined to be both viable and beneficial to the surrounding neighborhood.
- LU-P18 Home businesses may be allowed if they are resident owned and operated and compatible with residential uses.
- LU-P19 Design guidelines shall be used to promote the aesthetic vision of the community and shall encourage pedestrian scale architectural forms and site design in multi-family developments. The guidelines may address specific neighborhoods and subareas with different approaches to design features.
- LU-P20 Development standards and zoning and subdivision regulations should encourage and facilitate the following:
- a. Preservation of historic and natural features;
 - b. Privacy;
 - c. Pedestrian safety and accessibility;
 - d. Reducing the impact of motorized transportation;
 - e. Creation of useable open space, community space and community facilities.
- LU-P21 Community design techniques such as lot clustering, flexible setback requirements, and mixing attached and detached housing are strongly encouraged to achieve design variety in new single-family projects.
- LU-P22 Multi-family residential development should be designed to provide both common open space and private open space for each dwelling unit.
- LU-P23 Requirements for pedestrian-accessible recreational space should be greater for higher density multi-family development than for lower density single-family development.

- LU-P24 The Downtown sector should primarily provide shopping and other services for residents of Newcastle and the surrounding area. The Downtown sector should include the following mix of uses:
- a. Retail stores and services;
 - b. Professional offices;
 - c. Community services;
 - d. Multi-family housing associated with mixed-use developments;
 - e. Public facilities and public open spaces.
- LU-P25 The City shall reduce and ultimately eliminate pollution from malfunctioning on-site septic systems.

Commercial Land Use

- LU-P26 Flexible application of development standards should promote implementation of the commercial design guidelines.
- LU-P27 Commercial uses requiring heavy trucking and handling of materials (such as assembly, fabrication, heavy repair, storage or outside sales) should be carefully controlled. New commercial uses, which require additional heavy trucking should be discouraged due to potential conflicts with retail and office use.
- LU-P28 Pedestrian and bicycle travel to and within the Community Business Center should be encouraged by safe and attractive walkways and bicycle lanes and close grouping of stores. The City of Newcastle shall promote a town center and business area that is accessible for vehicles but has an emphasis on the needs of pedestrians, senior citizens, youths and physically challenged persons.

Open Space

- LU-P29 The City should encourage the preservation of open space through the Current Use Taxation - Open Space program, consistent with the Parks, Trails, and Recreation Element.
- LU-P30 The City shall use a variety of land development techniques including density averaging or clustering to preserve open space, maintain open space corridors that define urban growth boundaries, and use open space to provide separation between communities and between differing land use densities.
- LU-P31 The City shall coordinate its open space program with adjacent jurisdictions.
- LU-P32 The City shall review private development covenants and deed restrictions on new development to assure that the security, maintenance, and operation of private open space is guaranteed so that the City does not become responsible for their future management.
- LU-P33 The City of Newcastle shall seek to preserve and enhance open space throughout the City.

Historic Preservation

- LU-P34 The City shall encourage the protection, preservation, recovery, and rehabilitation of significant archaeological resources and historic sites including those sites and areas designated as King County landmarks.
- LU-P35 The City shall develop a Historic Preservation Plan, including a historic site and building inventory, to identify and protect historic City resources and the Old Newcastle townsite.
- LU-P36 The City shall consider the impacts of new development on historical resources as part of its environmental review process and require mitigating measures.
- LU-P37 The City should encourage appropriate efforts to rehabilitate sites and buildings with unique or significant historic characteristics.
- LU-P38 In accordance with specific criteria identified in the Historic Preservation Plan, the City shall identify historic properties and sites as locally significant and worthy of protection from commercial development and other incompatible land uses and activities. The City will take all reasonable actions within its means to preserve and protect these locally significant historic properties and sites from inconsistent and incompatible land uses.
- LU-P39 The pioneering history of Newcastle may be reflected in public buildings and facilities.

Natural Features

- LU-P40 Areas where natural features and resources are fragile or development would pose hazards to health or property are designated critical areas. Critical areas include (RCW 36.70A.030):
- a. Fish and wildlife conservation areas;
 - b. Wetlands;
 - c. Areas with a critical recharging effect on aquifers used for potable water;
 - d. Frequently flooded areas;
 - e. Geologically hazardous areas, including erosion hazard areas, landslide hazard areas, seismic hazard areas, and coal mine hazard areas.
- LU-P40.A The City shall include the best available science in developing policies and development regulations to protect the functions and values of critical areas.
- LU-P41 With City oversight, developers shall be responsible for determining whether there are critical areas on proposed project sites, and for identifying the nature and extent of the critical areas.
- LU-P42 It shall be the developer's responsibility to demonstrate that any impacts on critical areas will not result in significant risk to public health or safety, public or private property, or the environment
- LU-P43 The City shall use acquisition, enhancement, incentive programs, and appropriate regulations to protect land where development would pose hazards to health, property, important ecological functions, or environmental quality. Incentives may include buffer averaging, density credit transfers, and appropriate non-regulatory measures.

- LU-P44 The City shall promote environmental stewardship by educating its citizens and establishing partnerships with other entities that share similar environmental concerns or stewardship opportunities.
- LU-P45 The City shall coordinate with its citizens and with other jurisdictions (federal, tribal, state, and local) in protecting and enhancing the natural environment.
- LU-P46 The City's regulations to protect natural features shall be based on Best Available Science as administered by WAC 365-195-905, the importance of the features' functions and values as well as their sensitivity to human activity.
- LU-P47 The City shall promote efficient provision of utilities and public services by exempting necessary minor activities from its critical areas regulations, provided the utility or service provider has a Best Management Practices Plan approved by the City, and that any impacts on habitats will be mitigated.

Water Resources

- LU-P48 The City shall manage its water resources to protect and enhance their multiple beneficial uses. Use of water resources for one purpose should, to the fullest extent possible, preserve opportunities for other uses.
- LU-P49 Development in the City shall utilize surface water management in a manner that supports the continued ecological and hydrologic functioning of water resources and avoids significant adverse impacts on water quality and quantity for both the City and nearby jurisdictions.
- LU-P50 The City shall promote conservation of water resources. To the maximum extent practicable, water conservation measures shall be incorporated in new development, including city parks and other civic projects.
- LU-P51 The City shall consider the potential impacts of its land use actions on aquifers that serve as potable water supplies. The depletion or degradation of aquifers needed for potable water supply shall be avoided or mitigated; otherwise, a proven, feasible replacement source of potable water supply shall be planned and developed to compensate for potential lost supplies.
- LU-P52 The City shall protect groundwater recharge quality by cooperating with groundwater users and purveyors (including cities, water districts and the County) to implement appropriate wellhead protection programs.
- LU-P53 The City shall protect groundwater recharge quantity by promoting infiltration where site conditions permit and where potential groundwater contamination can be avoided through pollution source controls and stormwater pretreatment.
- LU-P54 The City shall consider the potential impacts of future groundwater withdrawals and surface water diversions on in-stream flows necessary to support threatened or endangered salmonid stocks.
- LU-P55 Stream channels should be protected and enhanced for their hydraulic, ecological functions and aesthetic value.
- LU-P56 The City, in partnership with King County and other jurisdictions, shall promote restoration of stream channels and associated riparian areas to enhance water quality and fish and wildlife habitat and to mitigate flooding

and erosion. The City shall require such restoration as a condition of development adjacent to streams, as appropriate.

- LU-P57 The City shall participate in implementing the May Creek Action Plan.
- LU-P58 Stream crossings for streets, utilities, and other development should be avoided where reasonable alternatives have lesser impacts on habitats. Stream channels should not be placed in culverts unless absolutely necessary for property access. Where no reasonable alternatives are possible, impacts on habitats shall be minimized with compensatory mitigation provided as appropriate.
- LU-P59 Hardening and armoring of stream banks shall be avoided unless necessary for the protection of existing legal structures that are subject to imminent threat of damage and where no reasonable alternative measures with lesser impacts on habitats are available. The City shall encourage the use of vegetation for stream bank stabilization.
- LU-P60 The City shall protect Lake Boren through management of its watershed and associated shoreline habitats, including control of nutrients that stimulate algae growth and aquatic plant growth.

Wetlands

- LU-P61 Reserved.
- LU-P62 The City shall strive for no net loss of wetland functions or values within each drainage basin.
- LU-P63 Acquisition, enhancement, regulations, and incentive programs shall be used independently or in combination to protect and enhance wetland functions and values.
- LU-P64 Development adjacent to wetlands shall be designed such that buffers protect wetland functions and significant adverse impacts to wetlands are prevented.
- LU-P65 Wetland alterations shall be allowed when all wetland functions are evaluated, the least harmful reasonable alternatives are pursued, and affected significant functions are appropriately mitigated. Alterations to wetlands may be allowed to:
 - a. Accomplish a public agency or utility development;
 - b. Provide necessary utility and road crossings
 - c. Avoid denial of reasonable use of the property.
- LU-P66 Access to public wetlands may be allowed for scientific, educational, and recreational use, provided the public access trails are carefully sited, sensitive habitats and species are protected, and hydrological continuity is maintained.
- LU-P67 Areas of native vegetation that connect wetland systems shall be protected, preferably through incentives and appropriate non-regulatory mechanisms.
- LU-P68 Mitigation for impacts on wetland functions shall replace or enhance the lost functions. Mitigation sites shall be located strategically to alleviate habitat fragmentation.

- LU-P69 Mitigation shall contribute to an existing wetland system or restore an area that was historically a wetland. Where restoration or enhancement of an existing degraded wetland system is proposed, it must result in a net increase in the functions of the wetland system.
- LU-P70 The City shall provide flexibility in its wetland mitigation requirements to encourage protection of systems or corridors of connected wetlands.
- LU-P71 The City shall require developers to monitor and maintain wetland mitigation until the City determines that the mitigation is successful. Land used for wetland mitigation shall be preserved in perpetuity as open space.
- LU-P72 The City shall participate with King County, other jurisdictions, and interested parties in developing a wetland mitigation banking program.

Floodplains

- LU-P73 The existing hydraulic (flood storage and conveyance) and ecological functions of floodplains shall be protected, and where possible, enhanced or restored.
- LU-P74 The City floodplain land use and floodplain management activities shall be carried out in accordance with the King County Flood Hazard Reduction Plan or its successor.

Vegetation

- LU-P75 The City shall strive to preserve, replace, or enhance native vegetation that contributes to the City's scenic beauty. The City shall preserve its visual identity as a small town situated in a lush green setting.
- LU-P76 The City shall encourage the use, where appropriate, of native plants in new landscaping, erosion control projects, restoration of stream banks, lakes, shorelines, and wetlands.
- LU-P77 The City shall protect existing native plant communities by encouraging management and control of non-native invasive plants, including aquatic plants.
- LU-P78 The City shall actively encourage the use of environmentally safe methods of vegetation control. Herbicide use shall be minimized.
- LU-P79 The City shall encourage the use of drought resistant vegetation.

Erosion, Steep Slope, and Landslide Hazard Areas

- LU-P80 Development shall be allowed in Erosion Hazard Areas provided clearing, grading and construction activities incorporate erosion control Best Management Practices and other development controls as necessary to reduce sediment discharge from construction sites to minimal levels. Development controls shall include seasonal restrictions on clearing and grading.
- LU-P81 Land uses permitted in erosion, steep slope, and landslide hazard areas and their buffers shall minimize soil disturbance and maximize retention and replacement of native vegetative cover.
- LU-P82 Landslide hazard areas and areas with slopes of 40 percent or greater and their buffers shall not be developed unless the risks and adverse impacts associated with such development can be reduced to a non-significant level.

- LU-P83 Development within landslide hazard areas with slopes less than 40 percent and their buffers shall not decrease slope stability on contiguous properties. Mitigation shall be based on the best available engineering and geological practices in order to eliminate or minimize the risk of landslide damage to public welfare or property or to salmonid habitats.

Seismic Hazard Areas

- LU-P84 In areas with severe seismic hazards, special building design and construction measures shall be used to minimize the risk of structural damage, fire, and injury to occupants during a seismic event and to prevent post-seismic collapse.

Fish and Wildlife Habitat

- LU-P85 The City shall strive to maintain habitats that support the greatest diversity of fish and wildlife species consistent with the City's land use objectives. Habitats for species identified as endangered, threatened, or sensitive by the state or federal government shall not be reduced and shall be preserved. Stream and wetland buffer requirements may be increased to protect such habitats.
- LU-P86 The City shall designate and protect Fish and Wildlife Conservation Areas found within the City. The City shall give special consideration to conservation or protection measures necessary to preserve or enhance anadromous fisheries.
- LU-P87 Public access may be allowed to fish and wildlife conservation areas for scientific, educational, and recreational use. The public access trails should be carefully sited, sensitive habitats and species ~~are~~ protected, and hydrologic continuity maintained.
- LU-P88 Reserved.
- LU-P89 The City shall protect salmonid habitats by ensuring that land and infrastructure development (transportation, water, sewer, electricity, gas) includes practicable riparian and stream habitat conservation measures developed by the city and service providers, the County, tribes, or state and federal agencies.
- LU-P90 Any habitat areas supporting state or federally designated threatened, endangered, and sensitive species or species of local importance, shall be designated and mapped. The City shall coordinate with adjacent jurisdictions, the state and federal governments, and tribes during the designation process.
- LU-P91 The City shall be a good steward of public lands, and shall incorporate measures to protect and restore fish and wildlife habitats into capital improvement projects whenever feasible, especially where necessary or productive to maintain critical salmonid habitats.
- LU-P92 The City shall promote voluntary wildlife habitat enhancement projects by private individuals and businesses through educational and incentive programs.

Coal Mine Hazard Areas

- LU-P93 Development may occur in coal mine hazard areas following study and engineering reports by developers that detail the extent of the hazards, if any, and mitigation.

LU-P94 Developers shall eliminate or mitigate significant hazards associated with abandoned coal mine workings so the site is safe, using appropriate criteria to evaluate the subsequent use.

List of Land Use Figures

LU-1 Comprehensive Plan Map






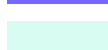

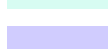
City of Newcastle Comprehensive Plan




Figure LU-1
Land Use Designations

Legend

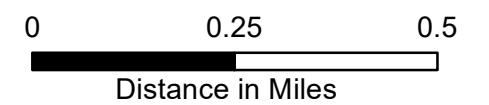
Land Use Designations

	DC		R-01
	DT		R-04
	NB		R-06
	MU		R-12
	MU-C		R-24
	MU-R		LOS

 Unbuilt Rights-of-Way

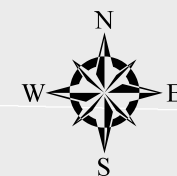
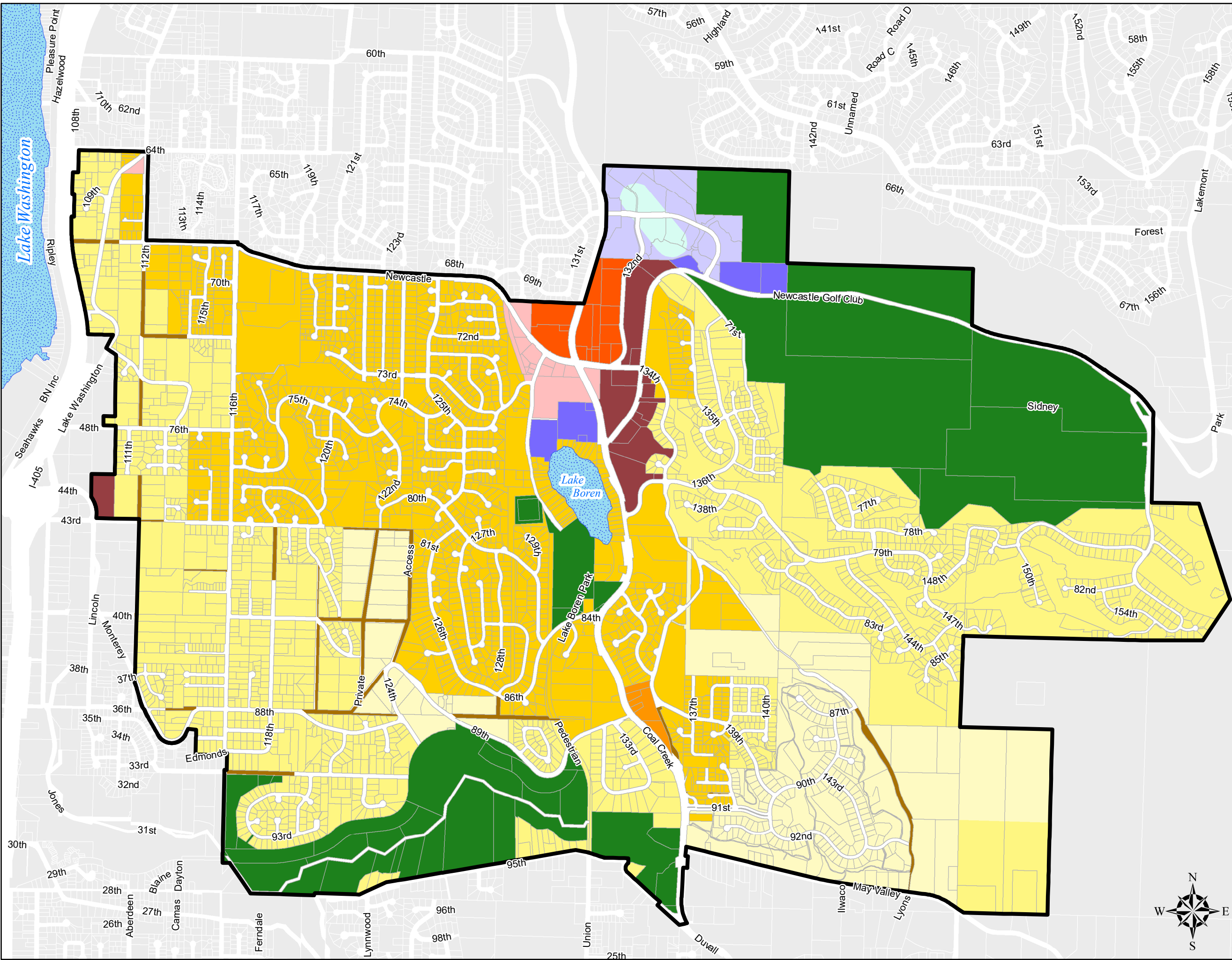
 City Boundary

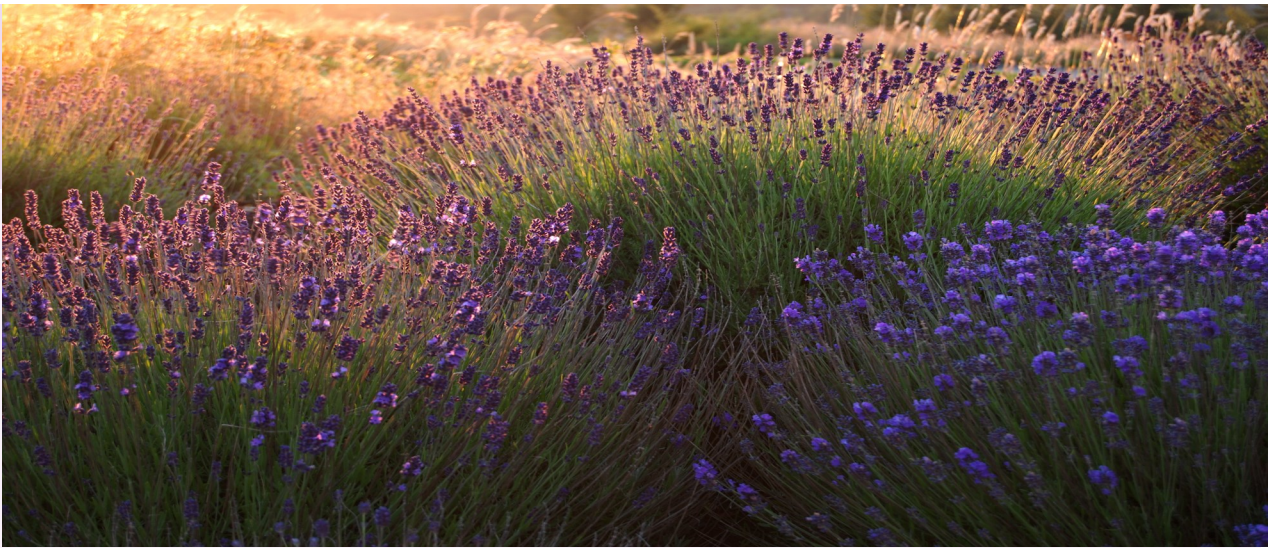
 Lake Boren



Source: King Co. & City of Newcastle
Date: 8/24/2017
Created: Austin Johnson

Disclaimer: No claims are made as to the accuracy or the completeness of the data contained on this map. The information is presented solely for reference purposes. Exact locations of all property lines, structures, site conditions, or zoning districts should be verified.





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2035 COMPREHENSIVE PLAN

HOUSING ELEMENT



Housing Element

Introduction

Purpose and Relationship to GMA

The purpose of the Housing Element is to ensure the vitality and character of the existing residential housing stock, determine the future housing needs for the City of Newcastle and set goals and policies to help the City implement programs to satisfy those needs.

The Housing Element is developed in accordance with the Growth Management Act to direct the City of Newcastle's current and future housing needs. RCW 36.70A.070 requires the City to plan, scheme or design the following:

A housing element recognizing the vitality and character of established residential neighborhoods that:

Includes an inventory and analysis of existing and projected housing needs;

Includes a statement of goals, policies, and objectives for the preservation, improvement, and development of housing;

Identifies sufficient land for housing, including, but not limited to, government-assisted housing, housing for low-income families, manufactured housing, multi-family housing, and group homes and foster care facilities;

Makes adequate provisions for meeting the projected needs of all economic segments of the community.

The Housing Element is consistent with the King County Countywide Planning Policies and the elements of the Comprehensive Plan.

Organization of the Element

This Element begins by listing the Housing Goals for the City of Newcastle. The Goals are followed by Policies necessary to support City actions that influence the preservation and development of housing. The goals and policies are framed to address the range of choices and the amount of supply necessary to accommodate the estimated future demand. The Housing Element is closely linked to the Land Use Element, which prescribes related goals and policies for residential densities, mixed use development, community design, and amenities that support a quality community.

The East King County Housing Analysis, part of the Housing Appendix provides further information on the inventory and analysis of housing stock and the future needs and alternatives to housing needs. The Appendix contains variety of strategies to achieve the Housing Goals.

Housing Goals

HO-G1 The City should provide a range of housing types to encourage an adequate choice of living accommodation for those desiring to live in Newcastle, regardless of income level and household composition.

- HO-G2 The City should provide fair and equal opportunity access to housing for all persons.
- HO-G3 The City should ensure strong, stable residential neighborhoods through public investment in infrastructure and in preserving existing housing stock.
- HO-G4 The City should establish processes for measuring the effectiveness of policies and regulations in meeting the housing needs of Newcastle residents.

Housing Policies

Preserve Existing Housing Stock

- HO-P1 The City shall preserve the existing housing stock by supporting organizations and programs involved in housing repair and rehabilitation.
- HO-P2 The City shall protect the quality and character of existing single family neighborhoods as described in the Land Use Element.
- HO-P3 Reserved.

Housing Choice

- HO-P4 The City shall focus multi-family housing development close to the Community Business Center, transportation facilities, and public services.
- HO-P5 The City shall ensure its accessory dwelling unit provisions minimize procedural requirements while addressing neighborhood compatibility.
- HO-P6 The City should stimulate mixed use and mixed-income developments as a way to diversify the Community Business Center.
- HO-P7 The City shall encourage housing developments that provide a mix of housing types and densities, including housing that is affordable to low and moderate-income households. The City shall also consider manufactured homes the same as single-family homes.
- HO-P8 The City shall encourage innovative housing development, such as planned unit developments and cottage housing, that increases the range of housing types available.
- HO-P8.A The City should plan for neighborhoods that promote active living and limit exposure to harmful environments.

Affordable Housing

- HO-P9 The City should continue to provide financial (e.g. funding, fee waivers, land donation) or technical assistance to establish affordable housing for low and moderate-income households.
- HO-P10 The City should continue to explore coordination of incentive programs with other cities and King County to develop common affordable housing program guidelines and reduce administrative costs.
- HO-P11 The City should provide density bonuses and other incentives such as fee reductions, permit expediting, and regulatory flexibility, to both single-family and multi-family developments that provide below-market-rate rental or ownership housing affordable to low and/or moderate income households.

HO-P12 Develop plans and strategies that address Newcastle’s proportionate amount of the countywide need for housing affordable to households with moderate, low and very low incomes, including those with special needs.

Reduce Housing Costs

HO-P13 The City shall monitor the cumulative impact of fees, off site mitigation, and permit processes, and revise regulations and fees as needed to minimize costs to housing development without unduly compromising environmental protection, public safety, design, and public review.

HO-P14 The City shall continue to improve development standards to allow density incentives flexibility of housing types, and clustering in residential zones, in order to best accommodate the environmental conditions on the site and the surrounding neighborhood.

HO-P15 The City should encourage and support non-profit agencies, public-private partnerships, and housing authorities to provide affordable housing and supportive services.

HO-P16 Reserved.

HO-P17 The City shall seek to minimize the time necessary to process development permits.

HO-P18 The City should encourage new models for home ownership by supporting projects such as owner-built housing, land trusts, and other innovative developments.

HO-P19 Reserved.

Foster Special Needs

HO-P20 The City shall support geographic balance of special needs housing throughout the community.

HO-P21 The City should adopt land use policies and regulations that treat government-assisted housing and other low-income housing the same as housing of a similar size and density.

HO-P22 The City shall assure that zoning does not unduly restrict group homes or other housing options for persons with special needs by means such as reasonable accommodations in its rules, policies, and practices as necessary.

HO-P23 The City should support housing options, programs, and services that allow seniors to stay in their homes or neighborhoods; and promote awareness of Universal Design improvements that increase housing accessibility.

HO-P24 The City shall facilitate the development of housing for seniors through regulatory standards and other strategies recognizing smaller household sizes and lower operational impacts.

HO-P25 The City should support regional efforts to prevent homelessness and a range of housing options for homeless persons and families, as well as programs to achieve long-term financial independence.

Participate In Regional Partnerships

- HO-P26 The City should encourage and support non-profit agencies, public-private partnerships, and housing authorities to provide affordable housing and supportive services.
- HO-P27 The City shall work cooperatively with and support efforts of market and not-for-profit developers and housing agencies, and social and health service agencies to address local housing needs.
- HO-P28 The City shall work with cities and community representatives on countywide or subregional funding sources for housing development, preservation, and related services.
- HO-P29 The City should continue participation in inter-jurisdictional organizations to assist in the provision of affordable housing on the Eastside.

Implementation

- HO-P30 The City shall promote community participation in all levels of decision making related to housing and neighborhood sustainability.
- HO-P31 The City shall maintain data and reports to inform City officials and the public on the status of the City's housing.
- HO-P32 Reserved.
- HO-P33 The City should maintain a current inventory of surplus and underutilized public lands. If such lands are determined to be suitable for housing uses, the City should encourage their development to produce a range of housing types, including units affordable to very low, low and moderate income households.
- HO-P34 The City shall adopt and regularly update a Housing Strategy Plan to identify and assess regulatory and programmatic measures that implement the City's housing goals and policies.
- HO-P35 The City should ensure that affordable housing achieved through public incentives or assistance remains affordable for the longest possible term.
- HO-P36 The City shall support efforts to maintain and create opportunities for affordable housing in the Community Business Center, where most housing growth is planned and there is proximity to transit, employment, and services.



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2035 COMPREHENSIVE PLAN

TRANSPORTATION ELEMENT



Transportation Element

Introduction

Purpose and Relationship to GMA

The purpose of the Transportation Element is to establish goals and policies that will guide street network and design, street classification, level of service, transit facility and service, pedestrian and bicycle needs, travel demand management, and facility improvements needed to support future travel needs in the City.

The Transportation Element is developed in accordance with the Growth Management Act to direct the City of Newcastle's development of transportation facilities and services. RCW 36.70A.070 requires the City to plan, scheme or design all of the following:

- An inventory of facilities by transportation mode;*
- Level of service standards for all arterials and transit routes used to evaluate the performance of the transportation system;*
- Identification of deficiencies;*
- Proposed actions to bring the deficiencies into compliance;*
- Traffic forecasts of at least ten years based on the adopted land use plan;*
- Identification of system expansion needs to meet current and future travel demands;*
- Funding analysis for needed improvements as well as possible additional funding sources;*
- Identification of intergovernmental coordination efforts;*
- Identification of demand management strategies;*
- Development of concurrency policies and ordinance.*

The Transportation Element is consistent with the King County Countywide Planning Policies and the elements of the Comprehensive Plan.

Organization of the Element

This Element begins by listing the Transportation Goals for the City of Newcastle. The Goals are followed by Policies necessary to support a balanced transportation system using all modes of transportation efficiently. Costs for implementing the goals and policies of the Transportation Element are located in the Capital Facilities Element of the Comprehensive Plan. The Transportation Element is closely linked to the Land Use Element and the Parks, Trails and Recreation Element and the Capital Facilities Element.

The Transportation Appendix provides further information on the City's transportation system inventory, street classifications, Level of Service, transportation facilities. A travel demand forecast was prepared for 2035 based on the growth projections within the City and surrounding areas. The Appendix contains a variety of strategies for future transportation facilities and revenues.

Transportation Goals

- TR-G1 The City should develop an efficient, safe, and environmentally sensitive street system that is responsive to the mobility needs of the existing City businesses and residents, and guides future developments.
- TR-G2 The City shall establish and maintain transportation levels of service that support all modes of travel and the adopted regional and City plan visions.
- TR-G3 The City should work with King County Metro, Sound Transit, and other transportation providers to provide local transit service which provides linkages between City neighborhoods, business districts, other important local destinations and the regional transit system.
- TR-G4 The City should establish a safe and convenient pedestrian and bicycle circulation system linking residential communities with key destinations including schools, parks, civic & commercial services, and transit.
- TR-G5 The City should encourage businesses with large numbers of employees to develop and implement transportation management plans that reduce single occupancy vehicles and travel during peak periods
- TR-G6 The City should coordinate with Local, Regional, State, and Federal agencies in the planning, funding, and operation of the transportation system.
- TR-G7 The City should develop financial strategies to fund transportation facilities and the implementation of the adopted transportation capital facility program with Federal, State, and local public and private sources.
- TR-G8 The City should utilize existing revenue sources and endeavor to to implement new and equitable means of financing the costs of expansion, operations, maintenance and preservation of its transportation systems.

Transportation Policies

Street Network Policies

- TR-P1 The City should maintain a street network inventory for the entire City that identifies the locations of recommended motorized and non-motorized transportation facilities.
- TR-P2 Traffic forecasts and Levels of Service (LOS) analysis on all arterials in the Transportation Element shall be periodically updated consistent with regional population and employment targets. Traffic forecasts shall be for a minimum of 10 years based on the current land use plan and provide information on the location, timing, and capacity needs of future growth.
- TR-P3 The City should provide adequate, system-wide capacity on arterial streets to avoid diversion of excess traffic from congested arterials to local streets, and neighborhoods.
- TR-P4 The City shall designate Principal Arterials as truck routes and direct trucks to use arterials.
- TR-P5 Coal Creek Parkway should be enhanced, maintained, and operated as a gateway to the City.

- TR-P6 The City shall maintain a system of arterials and local access streets that form an interconnected network for all modes of transportation.
- TR-P7 Expansion of the local street system by the city or developers should provide for the maximum connectivity between adjacent developments, and provide multi-modal connections to arterials from Neighborhood Collectors.
- TR-P8 Existing non-through streets should be linked together whenever practical.
- TR-P9 The City should encourage the connection of streets when considering subdivisions, or street improvement proposals while minimizing the use of cul-de-sacs, dead-end streets and other design features that reduce multi-modal circulation options between neighborhoods.
- TR-P10 The use of local streets by non-local traffic should be discouraged. New residential streets should be designed to discourage regional cut-through traffic while maintaining the connectivity of the transportation system.
- TR-P11 The City should preserve street rights-of-way from encroachment by structures, fences, retaining walls, obstructive landscaping, or other obstructions to preserve the public's use of the right-of-way, and to ensure safety and mobility.
- TR-P12 The City should require connections from Local Access Streets to at least two locations on Neighborhood Collectors or Collector Arterials to encourage connectivity with higher classified streets.

Street Classification Policies

- TR-P13 The City shall develop a street network system using the following functional classifications: Principal, Minor and Collector arterials, Neighborhood Collector and Local Streets, so that traffic capacity may be preserved and planned street improvements will be consistent with those functions and the land uses adjacent to them.
- TR-P14 The City shall classify streets according to Federal, State, and Regional guidelines.
- TR-P15 The City should establish a limit for the maximum number of residences served on a dead end and cul-de-sac streets.

Street Design Standard Policies

- TR-P16 The City's Public Works Standards should be consistent with the multi-modal goals of the transportation policies.
- TR-P17 The City should design streets to fit the character of the land uses through which they pass.
- TR-P18 The City should adopt street standards that provide guidance on lane width, driveway access, right-of-way width, pedestrian treatments, setbacks, parking, curbs, lighting, and other improvements
- TR-P19 The City should adopt standards for Arterials requiring landscape buffers between sidewalks and curbs where there is no parking.
- TR-P20 The City should consider standards for narrower lane widths as necessary to accommodate on-street parking, slow the speed of vehicles on local streets, improve bicycle and pedestrian safety and allow for landscaping.

- TR-P21 The City should consider the impacts to pedestrian safety of longer crosswalks resulting from added turn lanes at intersections to reduce vehicle congestion and consider signal timing optimization, alternative intersection designs, or other strategies to minimize intersection expansion.
- TR-P22 Curb cuts along Principal Arterials should be minimized to increase safety, capacity, and operational efficiency for through traffic.
- TR-P23 The City should encourage shared use of driveways on arterials.
- TR-P24 The City should require safe sidewalks with buffers from vehicle traffic and appropriate bicycle accommodations on all streets.
- TR-P25 The City should develop street lighting (illumination) in consideration of conditions such: types of adjacent land use, hazardous street crossings, transit routes, schools, and parks.

Traffic Safety Policies

- TR-P26 The City should consider traffic accidents and violation records, citizen input and complaints and traffic growth calculations to identify and prioritize locations for safety improvements.
- TR-P27 The City should consider the use of devices that increase safety of pedestrians and bicyclists.

Neighborhood Traffic Control Policies

- TR-P28 The City should evaluate its actions to minimize the impact of regional through traffic within residential neighborhoods by employing neighborhood traffic control.
- TR-P29 The City should develop and maintain specific criteria and guidelines to determine how neighborhood traffic control actions are warranted using such factors as volumes and speeds. Neighborhood Collectors shall receive the first priority followed by other local streets. Installation of neighborhood traffic control devices shall be avoided on principal arterials.

Property Access Policies

- TR-P30 Access to the street network should be provided in a manner consistent with the function of each roadway.
- TR-P31 The City should minimize local property access points on Principal arterials.
- TR-P32 Existing access driveways on all Principal arterials shall be considered for consolidated when street improvements are implemented.
- TR-P33 The City shall encourage the linkage of new developments with existing neighborhoods using new and existing streets.

Environmental Policies

- TR-P34 The City should participate in regional efforts to improve air quality by promoting alternatives to the single occupant vehicles, use of cleaner fuels and by maintaining or improving the operating efficiency of the transportation system.
- TR-P35 Noise impacts should be reviewed for possible mitigation when planned roadway improvements are designed.
- TR-P36 The City should reduce the amount of impervious surfaces created by transportation improvements to the extent practicable.

TR-P37 The City should adopt regulations to minimize levels of harmful pollutants generated by transportation-related construction, operations, and maintenance activities from entering surface and groundwater resources.

Level of Service Policies

TR-P38 The City shall adopt by Ordinance the following LOS as the minimum standards for Transportation Concurrency:

- LOS E on arterial intersections within the Community Business Center area;
- LOS D on all arterial intersections outside the Community Business Center area.

TR-P38.A The City should continue to improve King County legacy rural roadways within the city to current urban street standards to provide for safe and efficient motorized and non-motorized transportation for its citizens.

The burden of improving King County legacy rural roadways to current urban street standards shall be shared proportionally by existing residents and new growth. The payment of transportation impact fees based upon the adopted Capital Facilities Plan shall be deemed sufficient to ensure that the improvement of King County Legacy rural roadways to current street standards is concurrent with and proportional to the added traffic impacts of growth.

TR-P38.B The City should continue to upgrade existing streets to provide non-motorized facilities to provide for safe and efficient non-motorized transportation for its citizens.

The burden of providing non-motorized facilities shall be shared proportionally by existing residents and new growth.

The payment of non-motorized transportation impact fees based upon the adopted non-motorized Capital Facilities Plan shall be deemed sufficient to ensure that the provision of non-motorized facilities is concurrent with and proportional to the added non-motorized demands and traffic impacts of growth.

TR-P39 Concurrency will be deemed achieved for a development proposal if transportation improvements, strategies and actions required to meet the city's LOS standard are in place at the time new development occurs or a financial strategy is in place for completion within six years.

TR-P40 The Transportation Element shall be revised if the Land Use or Capital Facility Element of the Comprehensive Plan are changed to maintain a balanced and consistent plan.

TR-P41 The level of service standards shall be used to evaluate the performance of the transportation system.

TR-P42 The City shall monitor the transportation impact of growth in households and employment in relation to the land use assumptions used to forecast traffic growth in the Transportation Element.

Development Impact Mitigation Policies

- TR-P43 The City should adopt development regulations and procedures to determine and mitigate multi-modal transportation impacts on proposed developments.
- TR-P44 The City should require new developments to mitigate on-site and off-site multi-modal transportation impacts.
- TR-P45 The City should require dedication of right-of-way as a condition for development when the right-of-way is required for frontage improvements or other capital facilities defined in the Capital Facilities Plan.
- TR-P46 The City should maintain a right-of-way use permit process to minimize environmental and traffic impacts during construction.

Transit Service Policies

- TR-P47 The City should explore mechanisms for alternative transit service such as flexible routing, neighborhood circulators, and local dial-a-ride service.
- TR-P48 The City should coordinate with King County Metro and Sound Transit to provide carpool opportunities and expand accessible and convenient transit services throughout the city to meet the needs of the elderly, youth, low-income and disabled individuals.
- TR-P49 The City should work with King County Metro, Sound Transit, and the Washington State Department of Transportation to explore opportunities for expanding transit services in Newcastle.

Transit Facility Policies

- TR-P50 The City should encourage subdivision, commercial and retail project designs that facilitate convenient access to transit.
- TR-P51 The City should work with King County Metro, Sound Transit, and the Washington State Department of Transportation to explore opportunities for expanding transit facilities.
- TR-P52 Transit facilities (stations, centers, park-and-rides, shelters, etc.) should be designed with consistent architectural features and easily accessible to pedestrians and bicycles.
- TR-P53 The City should support a safe and attractive transit center in the Community Business Center area to service regional transit needs. The transit center should be primarily financed and constructed by Sound Transit according to its Sound Move plan and designed consistently with the City’s CBC/LBC guidelines.
- TR-P54 The City should encourage transit shelters for protection from the weather. The transit shelters should be well-lighted and provide securing for bicycles.
- TR-P55 The City should encourage convenient and safe automobile, bicycle, and pedestrian access to transit facilities.

Pedestrian and Bicycle

- TR-P56 The City should designate and require construction of segregated internal pedestrian circulation systems in new or redeveloping commercial-retail

districts and require connectivity to nearby transit stops using sidewalks, landscaping, covered walkways, or other treatments.

- TR-P57 The City should promote pedestrian and bicycle networks that safely access commercial areas, schools, transit routes, parks, and other destinations within Newcastle and connect to adjacent communities, regional destinations and routes.
- TR-P58 The City should promote a comprehensive and interconnected network of pedestrian and bike routes within and between neighborhoods.
- TR-P59 The City should encourage street-oriented and separate pedestrian and bicyclist connections to support non-automobile access between adjacent neighborhoods and schools, parks, commercial areas and public transportation. Include locations where topographic or other constraints prevent connections for motor vehicles.
- TR-P60 The City should identify non-motorized facility improvements on school walk routes to increase pedestrian safety.
- TR-P61 The City should require multi-modal transportation routes or sidewalks where appropriate in PUD, plat, short plat and site plan approvals.
- TR-P62 The City should plan for the construction of a network of sidewalks in established neighborhoods and along arterials. Priority shall be given to all public facilities such as transit routes, schools, parks, multi-family zoning, commercial areas, and gaps in the sidewalk system.
- TR-P63 Sidewalks, curb ramps, and crosswalks shall meet requirements of the Americans with Disabilities Act.
- TR-P64 The City should encourage public and private development proposals to enhance their street side environment to maximize safety and convenience of pedestrians and bicyclists.
- TR-P65 The City should plan for the construction of appropriate bicycle facilities on arterial streets and to provide a safe area for bicyclists.
- TR-P66 The City should require secure (racks and lighting) bicycle parking at commercial and institutional facilities along with automobile parking.

Transportation Demand Management

- TR-P67 The City should encourage the use of private parking lots for park and ride and shared lots, especially where existing lots are under utilized.
- TR-P68 The City should promote rideshare and transit programs by providing development incentives, encouraging subdivision and commercial and retail project design that facilitates effective transit service, and requiring employers to provide preferential treatments for pedestrians, bicyclists, transit users, carpoolers and vanpoolers.
- TR-P69 The City should encourage employers to offer flexible work schedules that reduce peak period travel and lessen the need for roadway capacity expansions.
- TR-P70 The City should promote the use of alternatives to the single-occupant vehicles as a means of reducing the demand for construction of new streets and arterials.

TR-P71 Energy conservation should be promoted by implementing the Transportation Demand Management goals and policies.

Regional and Local Coordination

TR-P72 The City should maintain communication and develop approaches to common problems among governmental jurisdictions in King County and ensure coordination and consistency among State, Regional, and local transportation plans.

TR-P73 The City shall update the Six-Year Transportation Improvement Program annually and send it to adjacent jurisdictions before it is submitted for review at a regional level.

TR-P74 The City’s transportation plans should consider the effects on other jurisdictions.

TR-P75 The City should coordinate with surrounding jurisdictions, to ensure that new development outside the City does not unreasonably impact its transportation system.

In addition, The City should seek the cooperation of other jurisdiction to mitigate for their impacts on the City through the use of Interlocal Agreements.

TR-P76 The City shall participate in regional transportation planning process to ensure that City’s interests are reflected in a regional transportation plan.

TR-P77 The City should support regional transportation planning activities as a member of the Eastside Transportation Partnership.

TR-P78 Reserved.

Funding and Implementation

TR-P79 The City should seek to maximize use of outside funding sources that may be available from regional, County, State, or Federal sources.

TR-P79.A The City should consider additional local revenue sources to match or supplement outside funding sources including impact fees, local improvement districts (LID’s), voted general obligation bonds, transportation benefit districts, and dedicated real estate excise taxes.

TR-P80 The City should emphasize multimodal enhancement to the existing transportation system in funding transportation programs.

TR-P81 The City should update annually the adopted impact fee rate schedule to ensure that the cost allocation formula reflects the new land use and transportation forecasts.

TR-P82 The City shall annually update the Six-Year Transportation Improvement Program to implement the Long-Range Capital Facility Plan.

TR-P83 The City should maintain a street sweeping and monitoring program to ensure that all shoulders and designated bike lanes are swept clear of sand, glass, and debris on all arterials and Neighborhood Collector streets.

TR-P84 The City should establish a scheduled monitored street maintenance program.

List of Transportation Figures

TR-1 Functional Street Classification



**Figure TR-1
Functional
Street Classification**

LEGEND

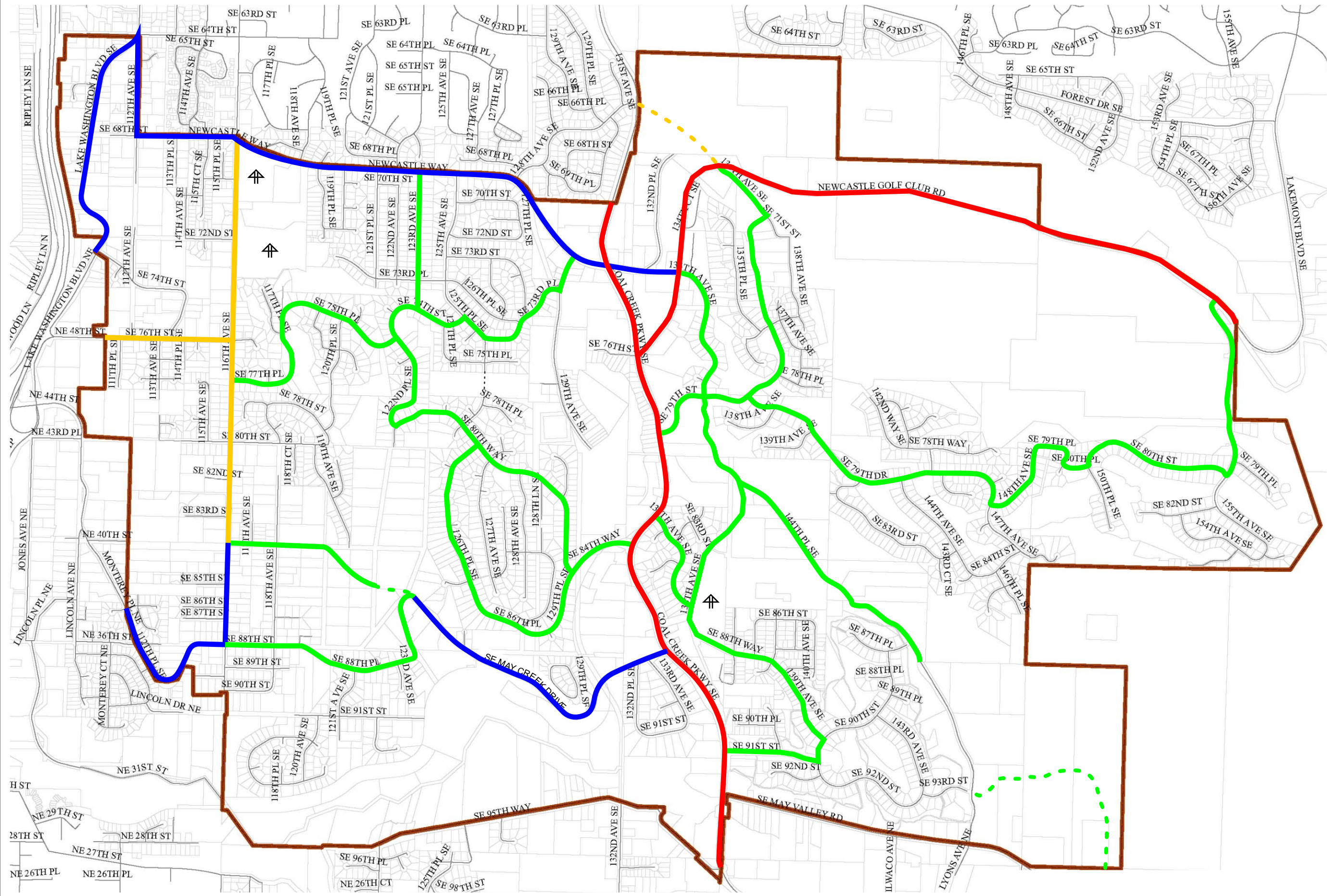
Existing Streets

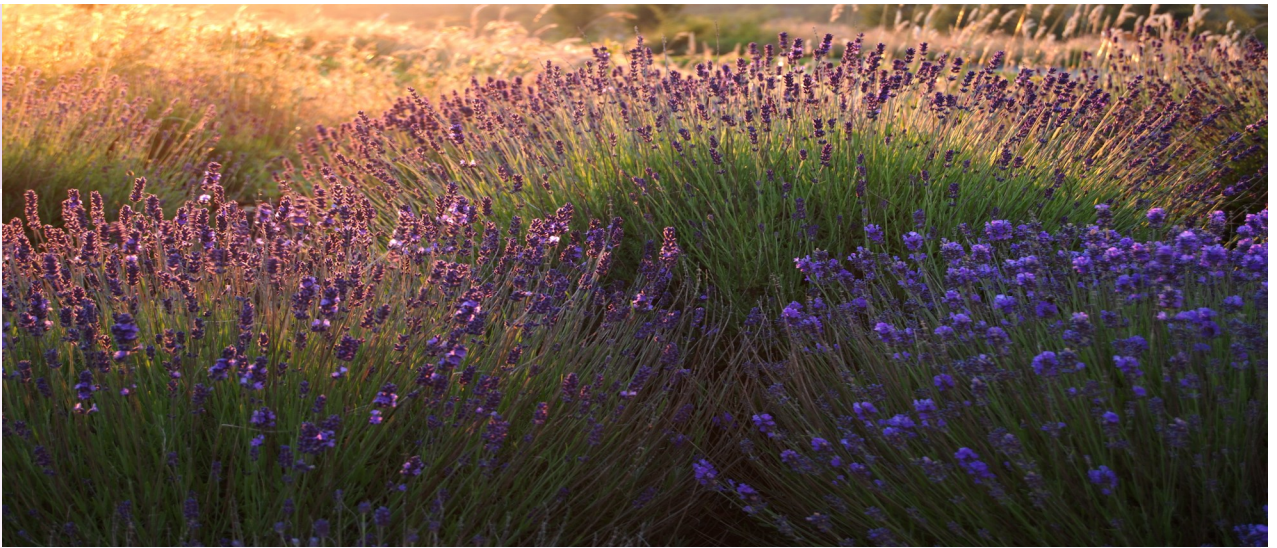
- Principal Arterial
- Minor Arterial
- Collector Arterial
- Neighborhood Collector
- Local Street

Proposed Streets

- Principal Arterial
- Minor Arterial
- Collector Arterial
- Neighborhood Collector
- Local Street

Existing Centerlines
Parcel Boundary
Newcastle City Boundary
Renton School District





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2035 COMPREHENSIVE PLAN

PARKS, TRAILS & RECREATION ELEMENT



Parks, Trails, and Recreation Element

Introduction

The purpose of the Parks, Trails, and Recreation Element is to provide goals and policies to guide the acquisition and development of parks, trails and recreation facilities throughout the city and surrounding areas in a coordinated, efficient and responsible manner. These goals and policies become more valuable as development occurs and the availability of park land becomes scarce to still ensure that park, trail, and recreation needs of the community are met and the quality of life in Newcastle remains high.

The Parks, Trails and Recreation Element is developed in accordance with the Growth Management Act to direct the City of Newcastle's current and future passive and active recreational needs. RCW 36.70A.070 requires the City to plan, scheme or design all of the following:

Estimates of park and recreation demand for at least a ten-year period;

An evaluation of facilities and service needs;

An evaluation of intergovernmental coordination opportunities to provide regional approaches for meeting park and recreational demand.

The Parks, Trails and Recreation Element is consistent with the King County Countywide Planning Policies and elements of the Comprehensive Plan. The Parks, Trails, and Recreation Element not only provides for the park, trail, and recreational needs of Newcastle's residents by providing stewardship, protection, and access to public lands while encouraging growth, but it is also supportive of a broader pattern of regional open space and trail facilities that surround the community.

Organization of the Element

This Element begins by listing the Parks, Trails and Recreation Goals for the City of Newcastle. The Goals are followed by Policies necessary to support the City's desire for accessible parks, trails and recreation facilities. The Parks, Trails and Recreation Element is closely linked to the Land Use Element, Transportation Element and Capital Facilities Element.

In preparing this Element, the park, trail, and recreation systems of Edgewood, Enumclaw, Lake Forest Park, Mill Creek, Sammamish, and Snoqualmie were also reviewed and evaluated, along with considering those opportunities available with our neighbors of Bellevue, Renton, and King County's Cougar Mountain Regional Wildland Park.

The Parks, Trails and Recreation Appendix provides further information on public participation, park facilities and categories, inventories of existing parks, trail facilities and projected demands and needs. Cost and strategies for implementing the goals and policies of the Parks, Trails and Recreations Element are located in the Capital Facilities portion of the City’s Comprehensive Plan.

Parks, Trails and Recreation Goals

- PTR-G1 The City should build, operate, and maintain a system of parks and recreational facilities that are distributed throughout the City and responsive to the needs of Newcastle residents.
- PTR-G2 The City should, as much as practical, develop and maintain public access to Lake Boren through direct purchase and public/private partnerships.
- PTR-G3 The City should build and maintain a system of public trails that provide recreational and mobility opportunities for Newcastle residents.
- PTR-G4 The City should provide opportunities for varied recreation activities and programs that are responsive to the needs of a wide range of Newcastle residents.
- PTR-G5 The City should promote opportunities for public participation in planning parks, trails, and recreation facilities.
- PTR-G6 The City should create and promote opportunities for private contributions and volunteerism in the acquisition, construction, operation, and maintenance of parks, trails, and recreation facilities.
- PTR-G7 The City should participate with other jurisdictions and public sector entities in promoting a region-wide parks, trails, and recreation system, for recreational as well as educational purposes.
- PTR-G8 The City should apply best management practices in the maintenance, conservation, and management of the City’s parks, trails, and recreation facilities to promote their physical and natural sustainability and to preserve environmental quality for future generations
- PTR-G9 The City should implement appropriate design principles based in the effective use of the built environment while designing park, trail and recreation spaces in an effort to deter crime – Crime Prevention Through Environmental Design (CPTED).
- PTR-G10 The City should preserve open space for the aesthetic enjoyment of Newcastle residents; as a buffer between uses where needed; to protect and preserve critical areas and sites of historical significance; and to provide trails, wildlife corridors, and greenways.

Parks, Trails and Recreation Policies

Parks, Trails, and Recreation Facilities

- PTR-P1 The City establishes the following categories for existing and planned parks and recreation facilities; mini-parks, neighborhood parks, community parks and recreational facilities, resource parks.
- PTR-P2 The City shall provide parks, trails, and recreation facilities as shown in Figure PTR-1 and PTR-2. Planned parks, trails, and recreation facilities are based on the following Level of Service (LOS) standards and on projected year 2032 population:
- a. Total park land: 6.6 acres per 1,000 population with the following distribution amongst the classifications of parks and trails:
 - i. Mini-parks: no pre-established level of service standard;
 - ii. Neighborhood parks: 1.6 acres per 1,000 population;
 - iii. Community parks and recreational facilities: 5.0 acres per 1,000 population;
 - iv. Resource parks: no pre-established level of service standard.
 - b. Trails: 1.1 miles per 1,000 population
- The City shall develop parks, trails, and facilities incrementally through the 20-year planning period consistent with the Capital Facilities Element of the Comprehensive Plan to adequately serve the short and long term needs of Newcastle's growing population.
- PTR-P3 The City shall adopt, implement, and maintain an impact fee system for assessing and mitigating the impact of new development upon the City's parks, trails and recreation facilities.
- PTR-P4 The City shall seek to develop an athletic field complex that parallels the adopted version of the Park @ 95th Master Plan.
- PTR-P5 The City should take advantage of opportunities to secure property for parks, trails, and recreation facilities, including purchase, grant funding, private donation, easements, availability of public lands for parks use, and dedication of private land.
- PTR-P6 Developers shall be required to develop and dedicate parks and trails or pay an impact fee or provide mitigation for parks consistent with applicable City development standards as identified in the City's Municipal Code.
- PTR-P7 The City shall continue to develop Lake Boren Park as the primary community park within the City of Newcastle. Improvements to Lake Boren Park shall be guided by the adopted version of the Lake Boren Park Master Plan.

- PTR-P8 The City should pursue opportunities to acquire properties around Lake Boren as they become available.
- PTR-P9 The City shall focus on enhancing and retaining the natural qualities of May Creek Park, in addition to expanding the trail and its interpretation elements.
- PTR-P10 The City should strive to negotiate and enter into written joint-use agreements with the Renton and Issaquah School Districts providing for the use of school district facilities for City-sponsored and community-sponsored recreational programs and activities.
- PTR-P11 The City should identify opportunities for partnerships with other public sector entities, and with private groups, to expand parks, trails, and recreation opportunities for Newcastle residents.
- PTR-P12 The City shall ensure that development adjacent to parks, trails, and recreation facilities is designed to minimize impacts on the surrounding parks, trails, and recreation areas and vice versa.
- PTR-P13 The City shall maximize where possible the retention of existing native vegetation in new parks, trails, and recreation facilities while meeting the purpose of the park, trail, or recreation facility.
- PTR-P14 The City should situate or buffer active play facilities in parks, trails, and recreation facilities to protect the privacy of adjacent property.
- PTR-P15 The City shall consider the level of use, ease of maintenance, access, and longevity in the selection and design of parks, trails, and recreation facilities.
- PTR-P16 The City shall design parks, trails, and recreation facility improvements to maximize sustainability through; the preservation of a site's natural systems, the use of recycled materials when possible, and the application of best management practices for the long term improvements and maintenance of land and facilities.
- PTR-P17 The City shall assign a level of maintenance to parks, trails, and recreation facilities appropriate to sustain them as attractive and useful facilities. Before acquisition or construction, a funding plan for long-term operation and maintenance shall be established.
- PTR-P18 The City shall pursue opportunities to acquire and develop one or more parks that take advantage of existing water, mountain, or territorial views.
- PTR-P19 The City shall appropriately sign all parks, trails, and recreation facilities. Signage may include interpretive, cultural, or historical information.
- PTR-P20 The City shall provide park, trail, and recreation facilities for all age groups and, where feasible, shall conform all park, trail, and recreation facilities to the principles of Universal Design and consistent with the Americans with Disabilities Act (ADA) requirements.

Trails

- PTR-P21 The City establishes the following categories for trails: Official Trails and Proposed Trails.
- a. Official Trails: constructed to City standards on public property
 - b. Proposed: informal footpaths, proposed routes not yet constructed to City standards or may not be on public property.
- PTR-P22 The City shall prioritize the acquisition and development of trail segments required to complete the proposed trail system consistent with the adopted version of the Non-Motorized Transportation Plan (NMP) and the Capital Facilities Plan.
- PTR-P23 The City shall establish, maintain, and update appropriate design and construction standards for trails, which shall be based on best available practices and the City of Newcastle Trail Guidelines.
- PTR-P24 The City shall coordinate trail planning with the City's designated bicycle route system and other existing and planned bicycle and pedestrian facilities in the street right-of-way in accordance with the adopted Non-Motorized Transportation Plan (NMP).
- PTR-P25 The City should identify trail connections from Newcastle to parks and trails in King County, Bellevue, Renton, and Issaquah, and coordinate with those jurisdictions to promote development of a regional trail network.
- PTR-P26 The City shall assess the feasibility of equestrian use of trails on an individual basis. Equestrian use shall be allowed where needed to serve Newcastle residents where practicable in accordance with the approved Trails Use Plan.

Recreation Programs and Community Events

- PTR-P27 The City shall strive to assure that citizens of all ages and abilities are offered recreation opportunities that are comprehensive, enriching, and affordable in clean, properly maintained, safe, and accessible facilities.
- PTR-P28 The City should provide a balance of recreation facilities including athletic facilities for competitive, organized sports as well as facilities for non-competitive, non-organized, active recreation pursuits.
- PTR-P29 The City residents should be given priority or preference in registering for recreation programs and use of park facilities. The City should also consider establishing a non-resident fee to help offset City expenses for park and recreation services and facilities.

- PTR-P30 The City shall promote historical, environmental, and cultural education through special event programs, the preservation of historical sites, and the support of festivals and events reflecting the cultural heritage of the City.
- PTR-P31 The City shall encourage the development of a comprehensive, diverse, and enriching public art program throughout the City, including the display of a variety of artwork in public places and buildings.

Public Participation and Volunteerism

- PTR-P32 The City shall provide and publicize opportunities for public participation in the planning of new or upgraded parks, trails, and recreation facilities.
- PTR-P33 The City shall publicize and solicit volunteer expertise, labor, and contribution opportunities for operation and maintenance of parks, trails, and recreation facilities and for the operation of recreation programs.
- PTR-P34 The City should consider establishing an “Adopt-a-Park” or “Adopt-a-Trail” program to assist in the operation and maintenance of facilities.
- PTR-P35 The City should encourage private and corporate support of community events and public art.
- PTR-P36 The City should increase public awareness of upcoming projects and community events.
- PTR-P37 The City shall encourage volunteerism by local schools, churches, community service organizations, and businesses.

Sustainability

- PTR-P38 The City should utilize best management practices associated with Integrated Pest Management (IPM) while maintaining parks, trails, and recreation facilities.
- PTR-P39 The City shall continue to keep our trail, recreation facilities, and open space pesticide free and our park spaces pesticide reduced in accordance with King County Local Hazardous Waste Management Program.
- PTR-P40 The City shall implement and monitor necessary preservation and restoration plans for riparian and sensitive areas of the City’s parks, trails, recreation facilities, and open space.

Crime Prevention

- PTR-P41 The shall utilize strategies that encourage the use of natural surveillance, access, control, territorial reinforcement, maintenance, and activity support while evaluating appropriate park planning design.

Open Space

- PTR-P42 The City shall use a variety of land development techniques including density averaging or clustering to preserve open space, maintain open space corridors that define urban growth boundaries, and use open space to provide separation between communities and between differing land use densities. (LU-30)
- PTR-P43 The City shall encourage the protection, preservation, recovery, and rehabilitation of significant archaeological resources and historic sites including those sites and areas designated as King County landmarks. (LU-34)
- PTR-P44 The City shall use acquisition, enhancement, incentive programs, and appropriate regulations to protect land where development would pose hazards to health, property, important ecological functions, or environmental quality. Incentives may include buffer averaging, density credit transfers, and appropriate non- regulatory measures. (LU-43)

List of Parks, Trails, and Recreation Figures

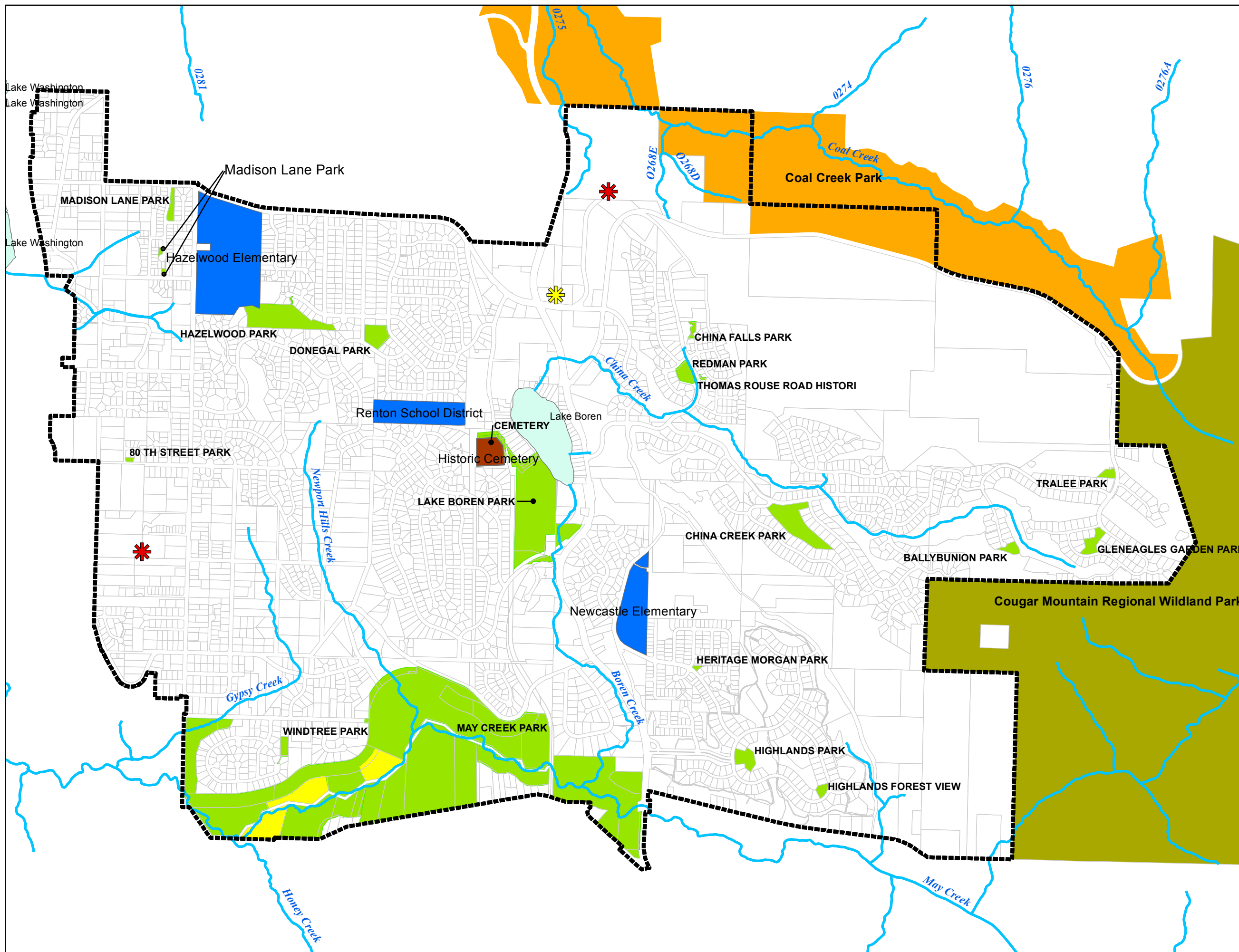
- PTR-1** City of Newcastle Parks Map
- PTR-2** City of Newcastle Trails Map

City of Newcastle Comprehensive Plan

Updated May 15, 2013



Figure PTR-1 City of Newcastle Parks Map



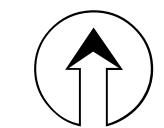
Legend

Proposed Park Locations

- Mini-Park
- Neighborhood Park
- City Limits
- Streets
- Streams
- School District Properties
- Lakes
- Newcastle Parcels

Parks, Owner

- CITY OF NEWCASTLE
- CITY OF RENTON
- CITY OF BELLEVUE
- KING COUNTY



1 inch = 1,300 feet

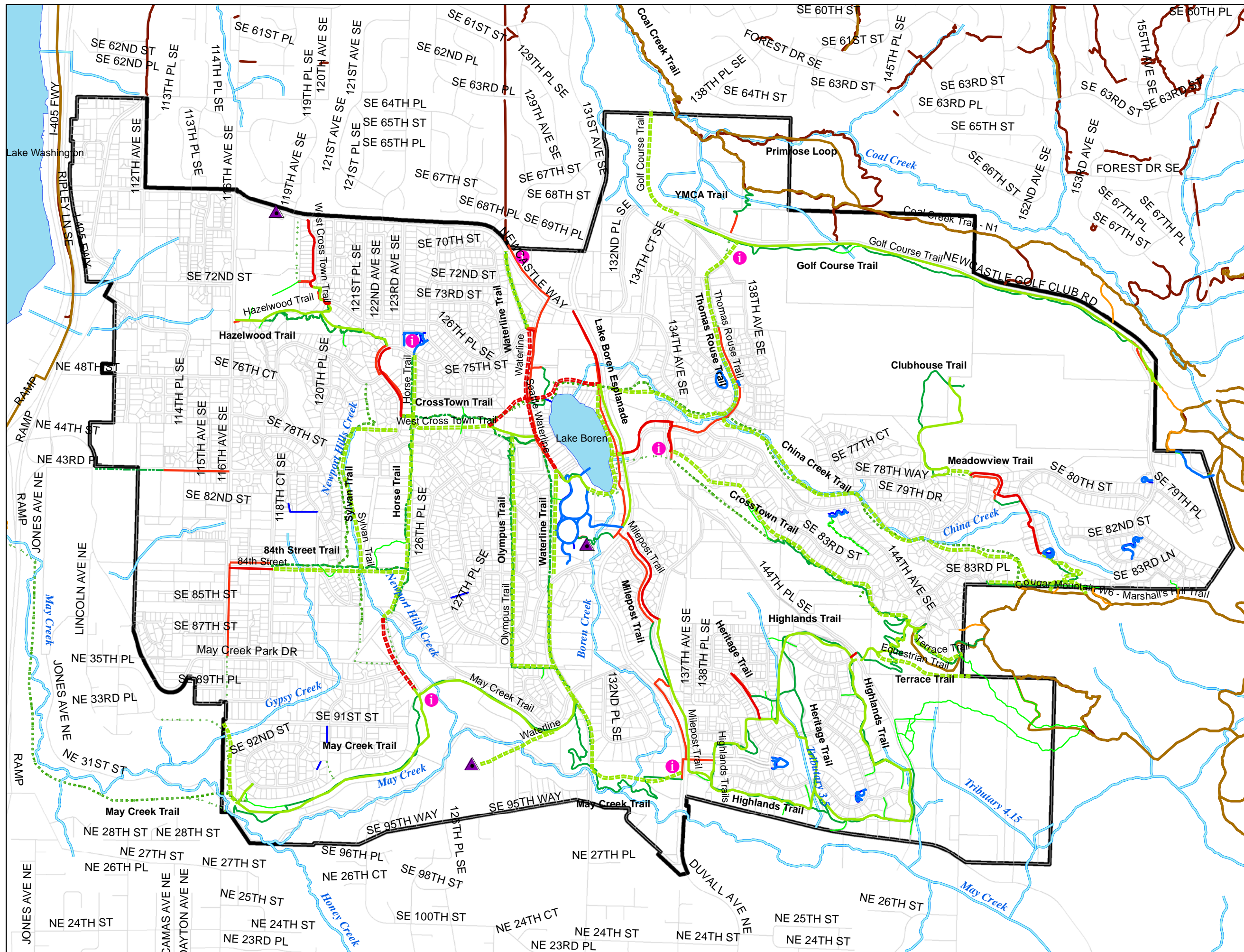
Source: City of Newcastle, King County GIS Division. The information displayed here is based on the best available data at the time of publication. The sources do not claim to that the information is in all aspects complete and accurate and are not held responsible for errors or omissions.
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City of Newcastle Comprehensive Plan

Updated May 20, 2013



Figure PTR-2 City of Newcastle Trail System Map



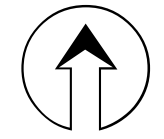
Legend

Proposed TYPE

- Information Point
- ▲ Trailhead Location
- Lakes

Trail Network

- Trail (Official)
- - - Trail (Unofficial)
- · · Trail (Proposed)
- Sidewalk/Road
- Path
- - - Secondary Trails
- Other Trails
- King County Trails
- Bellevue Trails
- Streams
- Streets
- NewcastleParcels
- City boundary



1 inch = 1,300 feet

Source: City of Newcastle, King County GIS Division, City of Bellevue. The information displayed here is based on the best available data at the time of publication. The sources do not claim that the information is in all aspects complete and accurate and are not held responsible for errors or omissions. Q:GIS_MXD/TrailsMap_FigPTR-2.mxd



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2035 COMPREHENSIVE PLAN

ECONOMIC DEVELOPMENT ELEMENT



Economic Development Element

Introduction

Purpose and Relationship to GMA

The purpose of the Economic Development Element is to provide goals and policies for actions aimed at improving the City of Newcastle's financial well-being. City government has a limited capacity to influence the economy, therefore it is important to establish this framework.

The 2002 Washington State Legislature amended the Growth Management Act to require an Economic Development Element. This element has been developed in accordance with the Growth Management Act to direct the City of Newcastle to forge local and regional partnerships that provide jobs, increase revenues, and improve the quality of life. RCW 36.70A.070 requires the City to plan, scheme or design all of the following:

An inventory of existing businesses;

An analysis of the economic impact of existing businesses considering the number of employees, business activity, historical growth, and projected employment capabilities;

A statement of goals, policies, objectives and mandatory provisions to promote the retention and expansion of existing businesses and the recruitment of new businesses;

Identification of future needs including capital facilities, infrastructure, and work force training to foster economic development opportunities.

The Economic Development Element is a compilation of existing available information that begins to respond to the requirements of Growth Management Act. In 2002, the City of Newcastle began to monitor its local economic status and become more proactive in supporting measures that achieve the goals included in this element.

Organization of the Element

This Element begins by listing the Economic Development Goals for the City of Newcastle. The Goals are followed by Policies that are necessary for establishing a framework for guiding future economic growth and development.

The Economic Development Appendix provides further information on revenues, market analysis, and economic development. The Appendix contains strategies for business development, infrastructure, capital facilities and work force training and support which are intended to be a beginning work program that the City, the business community, and other stakeholders can employ to implement the goals and policies of this element.

Economic Development Goals

- ED-G1 The City should support economic growth through business retention, expansion, and formation consistent with the Comprehensive Plan vision and the other elements.
- ED-G2 The City should promote the creation of family-wage jobs that will serve the residents of Newcastle.
- ED-G3 The City should encourage economic sectors that:
- a. Pay higher-than-average wages
 - b. Bring new capital into the local economy
 - c. Can be sustained in the City
 - d. Maintain sound environmental practices
 - e. Diversify the economic base.
- ED-G4 The City should create public-private partnerships that will nurture entrepreneurship, innovation, and business growth.
- ED-G5 The City should maintain public capital facilities infrastructure and regulatory incentives that will foster new business development.

Economic Development Policies

Business Development

The City of Newcastle needs a balanced approach to leveraging the resources of the City, other governmental agencies, regional and state economic development organizations, and local business owners and managers that will produce organizational capacity. This approach is necessary to coordinate public and private recruitment, facilitate development permitting, and provide a forum for local information-sharing. The following policies and strategies are intended to create such an approach.

- ED-P1 The City should prepare and maintain an assessment of Newcastle's business strengths, weaknesses, opportunities, and threats (SWOT).
- ED-P2 The City should consider a community economic development advisory body with staff support, responsible for implementing a business development plan.
- ED-P3 The City should maintain a marketing and information program in support of business recruitment and retention activities.

Infrastructure and Capital Facilities

Adequate roads, utilities, and telecommunication facilities are fundamental to Newcastle's ability to attract and retain businesses as well as the jobs that go with them. While the short-term and long-term needs for these facilities are addressed in other plan elements, it is important that the City make constant progress in maintaining and updating these facilities.

- ED-P4 The City shall coordinate City investment in capital facilities projects with related business, employment, and economic development opportunities.
- ED-P5 The City should promote the installation of telecommunications technology throughout the City in order to provide universal access to citizens, businesses, and institutions that is secure, reliable, and affordable.

- ED-P6 The City should evaluate the need for, and implementation of a public-private partnership for coordinating parking facilities development and management within the Community Business Center/ Lake Boren Corridor (CBC/LBC) Master Plan.

Permitting

The City should continue to work on regulatory reform, including measures that can expedite permitting for business development within the CBC/LBC that is consistent with the Comprehensive Plan and Master Plan, as well as for home business proposals that are in compliance with codes and standards.

- ED-P7 The City should adopt procedures for guiding infill and redevelopment within the CBC/LBC subarea. These should include a checklist for evaluating building, parking, signage, lighting, landscaping, and other elements of project proposals.

- ED-P8 The City should adopt procedures for guiding large-scale projects within the CBC/LBC. These should include a format for working with applicants to establish timelines, submittal requirements, review procedures, dealing with requests for exceptions from guidelines and standards, and negotiation protocols for drafting development agreements.

Monitoring

The City should monitor the performance of these policies and strategies on a regular basis so that they can be amended or supplemented to remain current with community needs.

- ED-P9 The City should establish performance measures for economic development. These may be in terms of new jobs created, increased tax revenues, increased retail sales, as well as qualitative terms such as wider diversity in shopping, service availability, and higher quality employment opportunities.



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2035 COMPREHENSIVE PLAN

UTILITIES ELEMENT



Utilities Element

Introduction

Purpose and Relationship to GMA

The purpose of the Utilities Element is to provide goals and policies for the efficient and predictable siting of utility facilities and services within the City consistent with public obligations.

The Utilities Element is developed in accordance with the Growth Management Act to direct the City of Newcastle's current and future locations and uses of utilities. RCW 36.70A.070 requires the City to plan, scheme or design the following:

A utilities element consisting of the general location, proposed location, and capacity of all existing and proposed utilities, including, but not limited to, electrical lines, telecommunication lines, and natural gas lines.

The Utilities Element is consistent with the King County Countywide Planning Policies and the elements of the Comprehensive Plan. The Utilities Element includes private utilities, (those not provided by the City of Newcastle) electricity, telecommunications, solid waste management, and natural gas.

Organization of the Element

This Element begins by listing the Utility Goal for the City of Newcastle. The Goal is broad and encompasses a variety of utilities that are important to a growing community. The Goal is followed by Policies that encourage the distribution and location of utilities.

The Utilities Appendix provides further information on the current and future capacity for electricity, natural gas and telecommunications, which includes conventional telephones, cellular telephones and cable.

Utilities Goal

UT-G1 To ensure that utilities including electricity, natural gas, and telecommunications transmission are available or can be provided to serve the projected population growth within the planning area in a manner which is fiscally and environmentally responsible, justified by projected future demand, aesthetically acceptable to the community and safe for nearby inhabitants.

UT-G2 To ensure that collection service is available throughout the City for solid waste, recyclable material and yard/food waste while aligning with area-wide goals to reduce solid waste, improve safety and sanitation, and protect the environment.

Utilities Policies

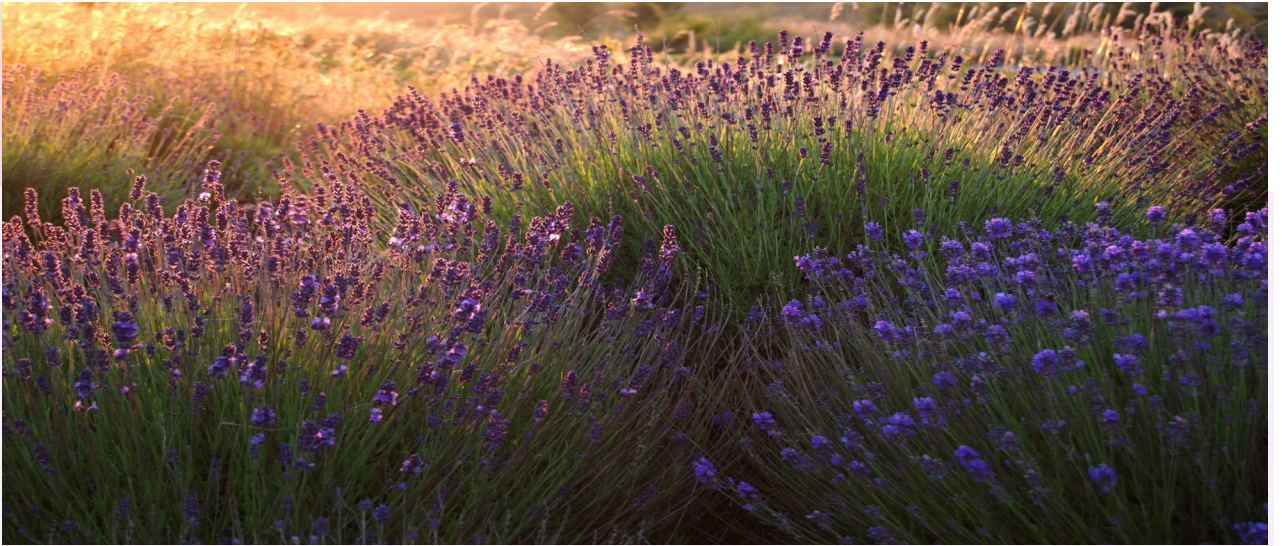
UT-P1 The City shall require that the undergrounding of new utility distribution lines, with the exception of high voltage electrical transmission lines.

- UT-P2 The City shall require the undergrounding of existing utility distribution lines where physically feasible as streets are widened and/or areas are redeveloped based on coordination with local utilities.
- UT-P3 The City shall promote collocation of major utility transmission facilities such as high voltage electrical transmission lines and water and natural gas trunk pipe lines within shared utility corridors, to minimize the amount of land allocated for this purpose and the tendency of such corridors to divide neighborhoods.
- UT-P4 The City shall promote collocation of utility distribution facilities and share trenches in coordination of construction timing to minimize construction related disruption to the public and to reduce the cost of public utility delivery.
- UT-P5 The City shall monitor current research efforts to determine whether electrical or magnetic fields pose a potential health danger. The City shall coordinate with other jurisdictions to pursue development of land use regulations consistent with the findings.
- UT-P6 The City shall promote conservation measures to reduce the need for additional utility distribution facilities in the future.
- UT-P7 Where found to be safe, the City shall promote recreational use of utility corridors such as trails, sport courts, and similar facilities.
- UT-P8 The City shall encourage utility providers to limit disturbance to vegetation within major utility transmission corridors to what is necessary for the safety and maintenance of transmission facilities.
- UT-P9 The City should encourage utility providers to exercise restraint and sensitivity to neighborhood character in planting appropriate varieties and trimming tree limbs around aerial lines.
- UT-P10 The City should require utility providers to design and construct overhead transmission lines in a manner that is environmentally sensitive, safe, and aesthetically compatible with surrounding land uses.
- UT-P11 The City shall encourage multi-family, commercial and industrial developers to provide for internet and telecommunications wiring as a part of an initial building and site design.
- UT-P12 The City should encourage the replacement of outdated equipment with technologically updated or advanced alternatives, providing that the cost of the updated equipment is fiscally reasonable.
- UT-P13 The City shall encourage cellular/wireless service providers to provide for collocation of cellular communication antennas when new telecommunications facilities are proposed, and to explore joint use of such facilities in order to reflect sensitivity to neighborhood character and reduce potential aesthetic impacts.
- UT-P14 The City should require utility providers to minimize visual and other impacts of transmission towers and overhead transmission lines on adjacent land uses through careful siting and design.

- UT-P15 The City should require new telecommunications and electric utility distribution lines to be installed underground within the City where practical in accordance with rules, regulations, and tariffs applicable to the serving utility.
- UT-P16 The City should require new, modified, or replacement transmission structures (such as lattice towers, monopoles, and the like) to be designed to minimize aesthetic impacts appropriate to the immediate surrounding area whenever practical.
- UT-P17 The City should require an analysis from utilities that states either the direct benefits to the City of high capacity transmission lines or the necessity of high capacity transmission lines through the City.
- UT-P18 The City should work with utility providers to expand, develop, and retrofit systems to provide reliable service for the citizens of Newcastle.
- UT-P19 The City shall require utility providers to mitigate the loss of significant trees from the construction of new or expanded transmission facilities.
- UT-P20 The City shall, where appropriate, require reasonable landscape screening of site-specific above-ground utility facilities in order to diminish visual impacts.

Solid Waste Management

- UT-P21 The City should coordinate with its solid waste and recycling collection contractor(s) and King County Solid Waste Division to ensure that existing level of service standards are maintained or improved and waste reduction and recycling goals and targets are in compliance with the current King County Comprehensive Solid Waste Management Plan (SWMP) update.
- UT-P22 The City shall provide solid waste and recycling collection services using contract hauling or alternative methods deemed most economical and efficient for both residents and businesses. Approved businesses shall utilize sustainable practices.
- UT-P23 The City should implement, in partnership with its contract solid waste management provider(s), a public education program focusing on solid waste management, recycling, waste reduction, and the proper storage and disposal of hazardous wastes.
- UT-P24 The City should develop and enforce codes to ensure adequate and conveniently located space for garbage and recycling collection containers in commercial, multifamily, and mixed-use buildings.
- UT-P25 The City should support and encourage recycling, in partnership with its contract solid waste management provider(s), by participating in recycling events.
- UT-P26 The City should prepare for potential emergencies, in partnership with its contract solid waste management provider(s), King County, and state agencies to coordinate a debris management plan so that materials can be recycled and disposed of properly.



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2035 COMPREHENSIVE PLAN

CAPITAL FACILITIES ELEMENT



Capital Facilities Element

Introduction

Purpose and Relationship to GMA

The purpose of the Capital Facilities Element is to provide goals and policies that establish how public facilities of local state and regional significance will be prioritized, coordinated, planned, expanded, and sited.

The Capital Facilities Element is developed in accordance to the Growth Management Act to direct the City of Newcastle's public facilities, except transportation, which is discussed separately in the Transportation Element of this Plan. RCW 36.70A.070 requires cities to plan, scheme or design all of the following:

An inventory of current capital facilities owned by public entities showing the location and capacities of those public facilities and identifying any current deficiencies;

A forecast of the future needs for such capital facilities;

The proposed capacities of expanded or new capital facilities;

At least a six-year plan that will finance capital facilities within the projected funding capacities and clearly identify sources of public money for such purposes;

A requirement to reassess the land use element if probable funding falls short of meeting existing needs and to ensure that the land use element, capital facilities element, and finance plan within the capital facilities plan element are coordinated and consistent.

The Capital Facilities Element is consistent with the King County Countywide Planning Policies and elements of the Comprehensive Plan.

The City of Newcastle is responsible for providing facilities including, but not limited to, municipal facilities, police and fire protection, parks, streets, water and sanitary sewer services, storm drainage services, and schools. The following capital facility plans, as amended, are hereby adopted by reference within this Comprehensive Plan:

- Coal Creek Utility District, 2013 Sewer Comprehensive Plan;
- Coal Creek Utility District, 2013 Comprehensive Water System Plan;
- Other Coal Creek Utility Planning Documents;
- Issaquah School District No. 411, 2014 Capital Facilities Plan, July 9, 2014;
- Renton School District No. 403, Six Year Capital Facilities Plan, 2014-2020, March 26, 2014.

Organization of the Element

This Element begins by listing the Capital Facilities Goals for the City of Newcastle. The Goals are followed by supporting Policies that provide a framework for directing investments, rehabilitation and maintenance projects on capital assets, construction of new buildings, streets and other facilities, and land for parks and other public purposes. The Capital Facilities Element is closely linked to the Transportation Element and the Parks Trails and Recreation Element.

The Capital Facilities Appendix provides further information on growth projections, level of service, municipal facilities, public facilities and services, potential revenue sources, and the Twenty-Year Capital Facilities Program.

Capital Facilities Goals

- CF-G1 The City should guarantee continuous, reliable, and cost-effective capital facilities and public services to development in the Urban Growth Area in a phased, efficient manner reflecting the sequence of development as shown in the other elements of the Comprehensive Plan.
- CF-G2 The City should enhance the quality of life in Newcastle through planned provision of public capital facilities either directly by the City or via coordination with other public and private entities.
- CF-G3 The City should ensure that public facilities necessary to support new development are adequate to serve the development at the time the development is available for occupancy and use based on locally adopted levels of service and in accordance with Washington State Law.
- CF-G4 The City should achieve consistency in capital facility service standards within the Newcastle planning area for each public service provided by multiple purveyors.
- CF-G5 The City should achieve consistency in capital facility levels of service standards between Newcastle's planning area and surrounding jurisdictions planning area within designated urban growth areas.
- CF-G6 The City should ensure the efficient and equitable siting of essential regional capital facilities through cooperative and coordinated planning with other jurisdictions in the region.
- CF-G7 The City should ensure that new growth and development pay for a proportionate share of the cost of new facilities needed to serve such growth and development.

Capital Facilities Policies

- CF-P1 The City shall encourage the shared development of all public capital facilities including community facilities such as parks, libraries, schools, community meeting facilities and City office conference rooms.
- CF-P2 The City shall require placement of new utility systems within the existing right-of-way whenever possible.
- CF-P3 The City shall extend capital facilities and public services to the boundaries of the urban growth area based on an established need and demand.
- CF-P4 The City shall maintain an inventory of existing capital facilities owned by public entities.
- CF-P5 The City shall project needed capital facilities space based on adopted levels of service standards and forecasted growth in accordance with this plan. This projection shall be updated biannually.
- CF-P6 The City shall maintain at least a 6-year plan to finance needed capital facilities. The plan shall clearly identify sources of public money for capital facilities, and shall be updated annually.

- CF-P7 The City shall make adjustments to the level of service standards and any necessary elements to achieve a balance between funding capacities and needed facilities if the 6-year capital facilities finance plan shows that projected funding is inadequate to finance projected capital facilities needs based on adopted levels of service standards and forecasted growth.
- CF-P8 The City shall coordinate with other public entities that provide public services within the Newcastle planning area in the development of consistent level of service standards.
- CF-P9 The City shall levy impact fees in accordance with the Growth Management Act as part of the financing for public facilities.
- CF-P10 The City shall determine the feasibility of building or purchasing a new facility for City offices and a community center within the CBC.

Sewer and Water

- CF-P11 The City shall allow phased development of sewer and water services according to future land use needs and to meet GMA concurrency requirements, in coordination with the Coal Creek Utility District.
- CF-P12 The City shall require the connection of all new development in the urban growth area to public sewer and water systems.
- CF-P13 The City shall work with the Coal Creek Utility District to promote programs to conserve and minimize water use.
- CF-P14 The City shall facilitate, in coordination with the Coal Creek Utility District, connections of all existing development to public sewer and water facilities within the next 15 years so long as it is physically feasible and fiscally responsible to implement.
- CF-P15 The City shall encourage new developments adjacent to properties with private wells or existing septic systems, to connect to the District’s water system or, if not feasible, ensure that adverse impacts to existing wells or septic systems from new development is avoided or mitigated.

Storm and Surface Water

- CF-P16 The City shall encourage concurrent installations of storm water and surface water in order to minimize construction-related disruptions to the public and to minimize the costs of system deliveries.
- CF-P17 The City shall require surface water conveyance systems in all new development, including transportation facilities.
- CF-P18 The City shall require surface water conveyance systems so as to contain and convey storm water and surface water ultimately out of the City.
- CF-P19 The City should update, as needed, its storm water and flood hazard regulations and programs.
- CF-P20 The City shall implement procedures to ensure that public and private stormwater collection, retention/detention, and treatment systems are properly maintained.



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2035 COMPREHENSIVE PLAN

AMENDMENT ELEMENT



Amendment Element

Amending the Comprehensive Plan

King County and the City of Newcastle are required to review their Comprehensive Plans and development regulations at a minimum of every ten years. In addition, the GMA establishes that a governing body is generally not permitted to amend the Comprehensive Plan any more frequently than once a calendar year, except in cases of emergency

Proposed amendments must be consistent with the GMA and King County Countywide Planning Policies. In addition, proposed amendments must be reviewed relative to the plans of adjacent jurisdictions, and all proposed amendments proposed in any one year must be considered concurrently so that the cumulative effect of the various proposals can be determined. Under certain circumstances, amendments may be considered more frequently than once per year, such as:

The initial adoption of a subarea plan;

The adoption or amendment of a shoreline master program;

The amendment of the capital facilities element of the plan that occurs concurrently with the adoption or amendment of the city budget;

To resolve an appeal of a Comprehensive Plan filed with a Growth Management Hearings Board or with the court.

Types of Amendments

For the Comprehensive Plan to function as an effective decision making document, it must be flexible enough to accommodate changes in public attitudes, developmental technologies, economic forces and legislative policy, yet focused enough to insure consistent application of development principals. The City of Newcastle allows consideration of three types of plan amendments:

Comprehensive Plan Review and Amendment: The Comprehensive Plan review is the conducted no less than every seven years. This review is conducted in response to the GMA requirement that the King County review its designated urban growth areas, and the densities permitted within both the incorporated and unincorporated portions of each urban growth area. The Comprehensive Plan review examines the entire Plan, including a re-evaluation of goals, population projections, and land densities, and a review of land use, transportation, environmental, open space and parks, and community facility policies and proposals.

Annual Plan Review and Amendment: The second type of Comprehensive Plan review and amendment relates to site-specific requests and minor policy changes. In some cases, amendments to the Plan may be necessitated by amendments to the GMA or King County Countywide Planning Policies or changes in federal or state legislation. These types of plan amendments or development regulations may be undertaken once a year, and may be recommended by the City Council, Planning Commission, City staff, or citizen.

Emergency Plan Amendment Consideration: The Comprehensive Plan may be amended outside the normal schedule if findings are adopted (by City Council resolution) to show that the amendment was necessary, due to an emergency of a neighborhood or citywide significance. Plan and zoning amendments related to annexations may be considered during the normal annexation process and need not necessarily be coordinated with the annual plan amendment schedule. The nature of the emergency shall be explained to the City Council, which shall decide whether or not to allow the proposal to proceed ahead of the normal amendment schedule

The City requests that Comprehensive Plan amendment proponents provide the following information in their application for amendment:

- A statement of what is proposed to be changed and why.
- A statement of the anticipated impacts of the change, including geographic area affected and issues presented.
- A description of any changes to development regulations, modifications to capital improvement programs, subarea, neighborhood, and functional plans required for implementation so that regulations will be consistent with the Comprehensive Plan.

Review and Comprehensive Plan Amendment Process

The review and Comprehensive Plan amendment process is developed to meet the requirements of ESHB 1724 and any revisions to RCW 36.70A. The annual review and amendment process provides an opportunity to refine and update the Comprehensive Plan and to monitor and evaluate the progress of the implementation strategies and policies incorporated therein. It directs the method by which the City, private property owners, developers, community groups, or individual citizens may request changes to the planned land uses on property or propose changes to the goals and polices of the Plan.

During the review and amendment process, the Planning Commission and City Council shall consider current development trends to determine the City's progress in achieving the goals established in the Comprehensive Plan. Information to be considered may include vacant land absorption, residential and economic development, number and types of housing units authorized by building permit, the affect of changes to adopted functional plans in the community, and activity levels in subdivision approvals, annexations, and building permits.

Other information that may be relevant to consider includes the current capacity status of major infrastructure systems for which levels of service have been adopted in the Comprehensive Plan and the levels of police and fire services being provided by the City. The process may also include monitoring of overall population growth and relative comparison with the forecast growth projections contained in the Comprehensive Plan.

Public Involvement

The annual review and amendment process requires public participation, both through community meetings to familiarize the public with the amendment proposals, as well as a formal public hearing before the City Council. Proposed plan amendments must be submitted to the State Department of Community, Trade, and Economic Development (CTED) for review at least 60 days prior to final City Council adoption.

Implementation and Amendment Policies

The following policies are recommended to reflect the annual plan review and amendment process:

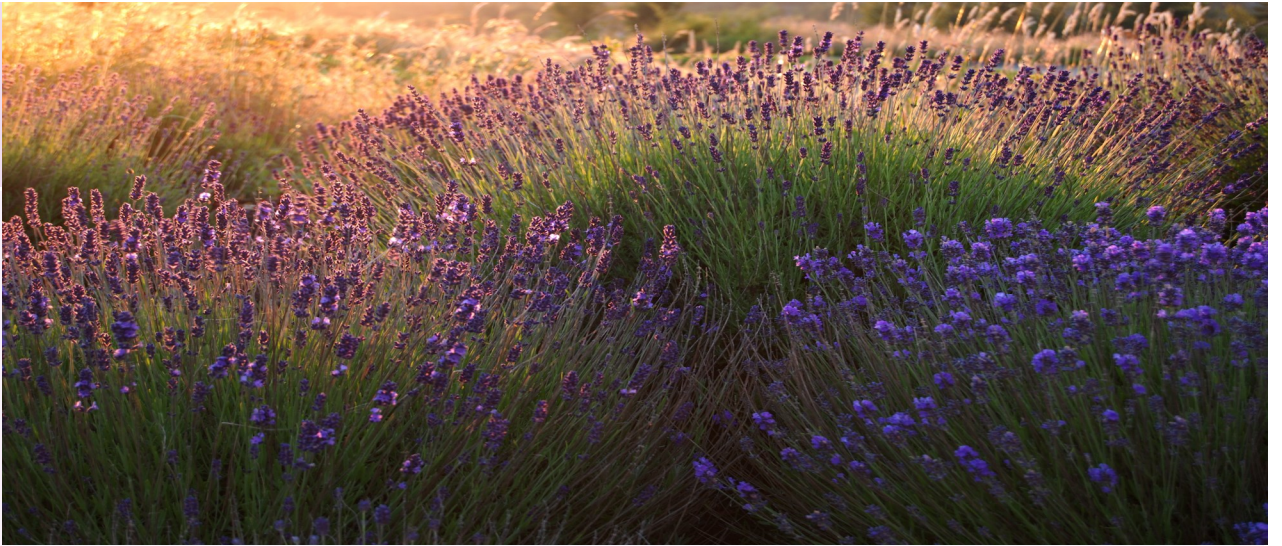
- IA-P1 The City of Newcastle's Community Development Department shall schedule annual review of the Comprehensive Plan, to consider the need for amendments. At that time, both City-initiated, and private party or developer-initiated amendment requests will be considered.
- IA-P2 All Comprehensive Plan amendments shall be processed together with any necessary zoning, subdivision or other ordinance amendment, to ensure consistency.
- IA-P3 Amendment procedures shall be fully outlined in the City of Newcastle's land development regulations.

Plan Review and Amendment Schedule

The plan amendment process is designated to be flexible and accommodate unique conditions. Comprehensive plan amendments submittals from the public are accepted throughout the year. Requests will be processed in accordance with the adopted regulations. The timing of the process is intended to conform to the following generalized schedule:

- June 1st City solicits public requests for Comprehensive Plan amendments.
- July 15th Deadline for submitting proposed amendments to the Department of Community Development.
- August Planning Commission culls the docket and forwards their recommendations to the City Council for their consideration.
- Oct/Dec City Council decides which proposed amendments should be considered and establishes a plan amendment schedule.
- Jan/Feb Planning Commission evaluates the proposed amendments and forwards their final recommendation to the City Council.
- March/April City Council reviews the recommendation, holds a public hearing, and decides on adoption of the proposed amendments.

The Planning Commission and the City Council shall consider all amendment proposals concurrently so that cumulative impacts can be determined.



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2035 COMPREHENSIVE PLAN

ABBREVIATIONS



Comprehensive Plan

Abbreviations

Abbreviations

AASHTO:	American Association of State Highway and Transportation Officials
ADA:	Americans with Disabilities Act
CAA:	Clean Air Act Amendments of 1990
CBC/LBC:	Community Business Center/Lake Boren Corridor Master Plan
CBD:	Central Business District
CCUD:	Coal Creek Utility District
CIP:	Capital Improvements Plan
CPP:	County Wide Planning Policies
CTED:	Department of Community Trade and Economic Development
DOE:	Department of Ecology
DU/A:	Dwelling Units per Acre
ETP:	Eastside Transportation Program
FHWA:	Federal Highway Administration
FTA:	Federal Transit Administration
GMA:	Growth Management Act
GMPC:	Growth Management Planning Council
HCM:	Highway Capacity Manual
ISTEA:	Intermodal Surface Transportation Efficiency Act of 1991
ITE:	Institute of Transportation Engineers
LOS:	Level of Service
METRO:	Seattle/King County Transit Agency
MUTCD:	Manual on Uniform Traffic Control Devices
MPO:	Metropolitan Planning Organization
MTP:	Metropolitan Transportation Plan
OFM:	Office of Financial Management
PAA:	Potential Annexation Areas
PSE:	Puget Sound Energy

PSRC:	Puget Sound Regional Council
RTP:	Regional Transit Project
ROW:	Right-of-Way
SOV:	Single-Occupant Vehicle
STP:	Surface Transportation Program
SR:	State Route
SWM:	Surface Water Management
TDM:	Transportation Demand Management
TSM	Transportation System Management
TIP:	Transportation Improvement Program
UGA:	Urban Growth Area
V/C:	Vehicle/Capacity
VPD:	Vehicles per Day
VPH:	Vehicles per Hour
WSDOT:	Washington State Department of Transportation



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2035 COMPREHENSIVE PLAN

GLOSSARY



Comprehensive Plan

Glossary

Glossary

100-year flood plain: The land adjoining a river, stream, watercourse, ocean, bay, or lake having a one percent chance of being inundated in any given year with flood waters resulting from the overflow of inland or tidal waters and/or the unusual and rapid accumulation of surface runoff from any source.

Act: The Growth Management Act as enacted in Chapter 17, Laws of 1990, 1st Ex. Sess., and Chapter 32, Laws of 1991, 1st Special Session, State of Washington.

Adequate capital facilities: The facilities that have the capacity to serve development without decreasing the levels of service below locally established minimums.

Aquifer: A body of rock sediment, sand, or gravel that is able to store and conduct significant quantities of groundwater.

Aquifer recharge areas: The areas where surface water is able to permeate the soil and is conducted to aquifers for storage.

Arterials: The function to carry through-traffic within the region or between communities. Arterials include three classes of streets, Principal Arterials, Minor Arterials, and Collector Arterials.

Available capital facilities: The facilities or services in place, or that a financial commitment in place to provide the facilities or services within a specified time. In the case of transportation, the specified time is six years from the time of development.

Capital facility: The physical structure owned or operated by a government entity, which provides or supports a public service. For the purposes of this Plan, capital facilities include municipal facilities, parks, transportation and stormwater facilities.

Centers: The compact, well-defined areas to which a mix of higher density growth or intensive land uses will be directed, connected by an efficient, transit-oriented, multi-modal transportation system.

City: Any city or town, including a code city.

Clean Air Act (CAA): The federal Clean Air Act identifies "mobile sources" (vehicles) as primary sources of pollution and calls for stringent new requirements in metropolitan areas and states where attainment of federal air quality standards is or could be a problem. A complementary law exists at the state level in Washington State, entitled the Clean Washington Act.

Collector arterials: Collect traffic from local streets in residential areas and convey it to minor and/or principal arterials. While more local access may be allowed on collector arterials than on minor and principal arterials, they provide an important

arterial function. Lower traffic speed limits are usually posted and lower traffic volumes are observed than on minor and principal arterials.

Community: The area in which there is an identity among the residents as being a part of "Newcastle." Generally associated geographically with the Newcastle School District and the Newcastle postal address.

Compatibility: Uses or activities, which do not conflict when sited next to each other.

Comprehensive land use plan, comprehensive plan, or plan: Generalized, coordinated land use policy statement of the governing body of a county or city that is adopted pursuant to this chapter.

Concurrency: Adequate capital facilities are available when the impacts of development occur. This definition includes the two concepts--"adequate capital facilities" and "available capital facilities" as defined above.

Conditional Use: Uses that may be permitted in an area if certain conditions are present, or if certain conditions are met.

Congestion: A condition that does not permit movement on a transportation facility at optimal legal speeds. Characterized by unstable traffic flows. Recurrent congestion is caused by excess volume capacity. Non-reoccurring congestion is caused by actions such as special events and traffic accidents.

Consistency: No feature of a plan or regulation is incompatible with any other feature of a plan or regulation. Consistency is indicative of a capacity for orderly integration or operation with other elements in a system.

Contiguous development: The development of areas immediately adjacent to one another.

Corridor: A broad geographical area that defines general directional flow of traffic. It may encompass a mix of streets, highways, and transit alignments.

Critical areas: Include the following areas and ecosystems:

- a. Wetlands
- b. Areas with a critical recharging effect on aquifers used for potable water
- c. Fish and wildlife habitat conservation areas
- d. Frequently flooded areas
- e. Geologically hazardous areas.

Delay: The time lost by a person or vehicle during travel due to circumstances that impede the desirable movement of traffic. It is the travel time between congested and free-flow travel times.

Density: The amount of activity for a given area. For residential development, density means the number of housing units per acre. For population, density means the number of people per acre or square mile.

Design review: A process that requires a review of the design or siting of structures prior to their approval by the City. This process can range from administrative review under prescribed standards to a more formalized hearing process involving approval by an appointed board.

Development regulations: Any controls placed on development of land use activities by a county or city, including, but not limited to, zoning ordinances, official controls, planned unit development ordinances, subdivision ordinances and binding site plans.

Domestic water system: Any system providing a supply of potable water for the intended use of a development that is deemed adequate pursuant to RCW 19.27.097.

Down-zone: A rezone decreasing the intensity of use (as opposed to an up-zone which increases the intensity).

Element: Refers to a part of the Comprehensive Plan that deals with a functional planning concern. More commonly it refers to separately published planning documents which are related to the Comprehensive Plan. In this report it refers to parts of the comprehensive planning framework which addresses functional systems of the city; and is distinguished from the term Comprehensive Plan which herein refers to this document even though both the Comprehensive Plan and the planning elements are part of the same comprehensive planning system. The terms "element" and "plan" will be used interchangeably when referring to functional plans.

Erosion hazard areas: The areas underlain by soils which are subject to severe erosion when disturbed. Such soils include but are not limited to those classified as having a severe to very severe erosion hazard according to the USDA Soil Conservation Service, the 1973 King County Soils Survey or any subsequent revisions or addition by or to these sources.

Facilities: The structural improvements that support the physical development of the City. As used here, it generally refers to municipal facilities that provide City services and/or supports the development of the City.

Feasible: The ability to carry out and accomplish successfully.

Financial funding: Sources of public or private funds or combinations thereof that have been identified which will be sufficient to finance capital facilities necessary to support development and that there is an assurance that such funds will be timely put to that end.

Fish and wildlife habitat: Areas identified as being important to the maintenance of fish, wildlife, and plant species.

Floodway: The area that must be reserved in order to safely discharge the "one hundred year" flood. This area is specifically set forth by maps prepared under the National Flood Insurance Program (NFIP).

Focal point: The center of community attention; the area which establishes the identity of the community.

Forest land: Useful for growing trees, including Christmas trees subject to the excise tax imposed under RCW 84.33.100 through 84.33.140 for commercial purposes, and that has long term commercial significance for growing trees commercially.

Framework: A plan which provides a framework of policy to which additions and deletions can be made to adjust to changing circumstances or additional information and policy development. The term connotes flexibility and is used to distinguish from an older style of planning which sought to establish a more rigid policy system directed at achieving a prescribed end state of development.

Freeways: The limited access roadways with barrier-separated medians, designed to serve intercity traffic. Although the portion I-405 that abuts the City is relative short, Interstate 405 is an important freeway.

Frequently flooded areas: Lands which have one percent or greater chance of flooding (being covered by water) in a given year. These areas include all areas designated as regulatory floodway and one hundred year floodplain by Federal Emergency Management Agency. In addition, those areas determined by Public Works to experience flooding, and areas classified as wetlands should be considered to be frequently flooded areas.

Geologically hazardous areas: Areas that because of their susceptibility to erosion, sliding, earthquake, or other geological events, are not suited to the siting of commercial, residential, or industrial development consistent with public health or safety concerns.

Goal: A general condition, ideal situation, or achievement that reflects societal values or broad public purposes.

Growth Management Act (GMA) - The Growth Management Act as enacted in Chapter 17, Laws of 1990, 1st Ex. Sess., and Chapter 32, Laws of 1991, 1st Special Session, State of Washington.

Growth management: The use by a community of a wide range of techniques in combination to determine the amount, type, and rate of development desired by the community and to channel that growth into designated areas.

High-density single family residential: A land use designation that includes R-6 thru R-8 zoning (6-8 dwelling units per acre).

Highway Capacity Manual (HCM 2000): The resource document for the transportation profession to calculate level of service standards on streets, highways and at intersections.

Impact fee: A fee levied on the developer of a project by a city, county or special district as compensation for the expected effects of new development.

Implementation measure: An action, procedure, program or techniques that carries out comprehensive plan policy.

Infrastructure: The physical systems and services which support development and people, such as streets and highways, transit service, water and sewer systems, storm drainage systems, airports, and the like.

Intensity of use: The manner in which land is used, zoned, or planned. The more a site or area is developed and the more busy are activities associated with that development, the more intense the use is considered to be. The most intense use of land is heavy industrial uses, with the least intensive use being open space. Generally refers to a hypothetical scale that places rural uses as least intense, proceeding through residential densities, commercial uses to industrial uses.

Jurisdictions: Include counties and cities. The term "jurisdiction" also can include federal and state agencies and federally recognized tribes.

Known fish and wildlife habitat conservation areas: The areas that have been identified or mapped by the Department of Fish and Wildlife as being priority habitat. In addition, Waters of the State and habitat for threatened and endangered, and sensitive species that have not been mapped by the Department of Wildlife will also be included.

Landslide Hazard Areas: Areas potentially subject to landslides based on a combination of geologic, topographic, and hydrologic factors. They include any areas susceptible because of any combination of bedrock, soil, slope (gradient), slope

aspect, structure, hydrology, or other factors. Examples of these areas in the City may include, but are not limited to the following:

- a. Any area with the combination of: slopes steeper than 15%, impermeable soils, such as silt and clay, frequently interbedded with granular soils, such as sand and gravel, and springs or ground water seepage
- b. Areas that have shown movement during the Holocene Epoch (from 10,000 years ago to present), or which is underlain by mass wastage debris from that epoch
- c. Any area potentially unstable as a result of rapid stream incision, stream bank erosion or undercutting by wave action
- d. Any area which shows evidence of or is at risk from snow avalanches
- e. Any area located on an alluvial fan, presently subject to or potentially subject to inundation by debris flows or deposition of stream-transported materials.

Level of Service (LOS): An establishment minimum capacity of capital facilities that must be provided per unit of demand or other appropriate measure of need.

Local access streets: Are local streets in neighborhoods and commercial areas that provide direct access to abutting properties. Through-traffic is generally discouraged on local access streets.

Local streets: Streets having the primary function to provide access within neighborhoods. Local Streets are categorized into two levels: Neighborhood Collector Streets and Local Access Streets.

Low-density single family residential: A land use designation that includes R-1 (1-dwelling units per acre). It is generally used in areas that require some environmental protection.

May: Expresses an option. The desired course of action would depend on the circumstances with no particular burden of proof.

Medium density single family residential: A land use designation that includes R-4 (4-dwelling units per acre).

Minerals: Include gravel, sand, and valuable metallic substances.

Minor arterials: Are streets of citywide significance connecting community centers and facilities with other arterials and collectors roads. Their traffic volumes are generally lower than principal arterials. Their main function is to provide through-traffic between communities or major community-based activity areas. Although they facilitate through- traffic, minor arterials provide some degree of local access function.

Mixed-use developments: Are developments designed to be pedestrian friendly that combine housing, commercial and/or offices in the same structures or on the same site. Often these developments are characterized by retail or offices on the first floor, and housing on the second or third floors above storefronts, in an attempt to create more street life and the sense of community.

Multi-family residential: A land use designation that includes R-12 and R-48 zoning (12-48 dwelling units per acre).

Multimodal: Concerning or involving more than one transportation mode.

Neighborhood collector streets: Are local streets that collect traffic from neighborhoods and channel it to arterials. Neighborhood Collectors receive a higher priority than other local streets for application of traffic calming measures, street sweeping, and snow removal.

Non-motorized: The references to bicycle, pedestrian and other modes of transportation not involving motor vehicles.

Open space: Land intended for recreation or environmental protection purposes or as a scenic or aesthetic amenity. Open space may include, but is not limited, lawns, decorative planting, buffers, walkways, active and passive recreation areas, playgrounds, fountains, swimming pools, wooded areas and watercourses. Open space shall not be deemed to include driveways, parking lots, or other surfaces designed or intended for vehicular traffic.

Park-and-Ride lot: A parking facility where individuals access public transportation as a transfer of mode, usually with their private automobiles.

Pathway: A path that is neither a sidewalk nor a named trail. This definition includes short paths within parks and pedestrian links between cul-de-sacs. Some pathways provide access to trails.

Peak hour: The hour during which the maximum amount of travel occurs. It may be specified as the morning peak hour or afternoon or evening peak hour.

Peak period: The period during which traffic levels rise from their normal background levels to maximum levels. These periods are for morning, evening, and mid-day peaks and include the appropriate peak hours.

Pedestrian friendly: Developments that are designed first for pedestrians then for the movement of vehicles. These developments are often mixed use in nature with wide sidewalks, landscaping and buildings that are in scale with pedestrians.

Performance standards: A regulatory approach that accents the manner in which a proposed use affects adjacent uses and property, and the manner in which a use is conducted. It is usually distinguished from more traditional zoning which separates use by type, rather than how a particular zone is carried out.

Planning period: The 20-year period following the adoption of a comprehensive plan or such longer period as may have been selected as the initial planning horizon by the planning jurisdiction.

Policy: An action-oriented procedure, activity, or decision- making that defined the process by which an objective is achieved.

Potable water: Water suitable for drinking.

Potential Annexation Areas (PAA): The currently unincorporated areas surrounding the City of Newcastle which Newcastle intends to annex within the 20-year time frame of this Comprehensive Plan. The term "potential annexation area" is interchangeable with the term "Newcastle's urban growth area."

Principal arterials: Are streets of regional significance connecting larger communities and carry the greatest portion of through-traffic or long distance travel. Land access from a principal arterial to adjacent properties is minimized. A principal arterial is generally connected to a freeway and/or other arterials and carries high volumes of traffic.

Public transit: Passenger transportation service to the public on a regular basis using vehicles that transport more than one person for compensation, usually but not exclusively over a set route or routes from one fixed point to another.

Public services: Service provided to the public such as fire protection and suppression, law enforcement, public health, education, recreation, environmental protection and other governmental services.

Public facilities: Include streets, roads, highways, sidewalks, street and road lighting systems, storm and sanitary sewer systems, parks and recreational facilities, and schools.

Public uses : Uses or land owned or operated by governmental agencies.

Quasi-public uses: The uses that serve public or general community needs of a non-business or non-profit character, but are not conducted by governmental entities. Includes religious uses.

Regional Transportation Improvement Program (TIP): The 3-year, specific multi-modal program of regional transportation improvements of highways, transit and other modes. The TIP consists of projects drawn from the Metropolitan Transportation Plan as well as local plans and programs. The projects are directed at improving overall efficiency and people-moving capabilities of the existing transportation system.

Ridesharing: The function of sharing a ride with other passengers in a common vehicle. The term is usually applied to carpools and vanpools.

Rural lands: All of the lands which are not within an urban growth area and are not designated as natural resource lands having long term commercial significance for production of agricultural products, timber, or the extraction of minerals.

Sanitary sewer systems: All facilities, including approved on-site disposal facilities, used in the collection, transmission, storage, treatment or discharge of any waterborne waste, whether domestic in origin or a combination of domestic, commercial, or industrial waste.

SEPA: State Environmental Policy Act (RCW 43.21C).

Shall: Mandatory and not discretionary. It is used to express a policy mandate to be followed. The policy should be followed unless the most compelling of circumstances warrant otherwise.

Should: Expresses a desired direction to be followed. It can be over-ridden, but the burden of proof is on the factors indicating against the stated policy.

Sidewalk: A hard-surface path beside a street or roadway.

Single-Occupant Vehicle (SOV): Any vehicle carrying only the driver.

Street Inventory: Includes information on: right-of-way width, sidewalks, pavement conditions, width and type.

Solid waste handling facility: Any facility for the transfer or ultimate disposal of solid waste, including landfills and municipal incinerators.

Telecommunications: The conveyance of information by electronic means. Examples include the telephone, interactive cable facilities, computer networks and videoconference centers. Its importance to transportation is that it may eliminate or shorten vehicle trips.

Townhomes: One-family dwellings in a row of at least three such units in which each unit has its own front and rear access to the outside, no unit is located over another unit, and each unit is separated from any other unit by one or more vertical common fire-resistant walls.

Traffic control devices: Traffic signals, stop and yield signs, lane markings and traffic calming devices placed throughout the City.

Traffic volumes: Measurement based on the Average daily, AM peak hour and PM peak hour traffic volumes on arterials

Trail: A path through a natural setting, generally buffered from streets and buildings.

Trailhead: A trail access point with signage, public parking, and good vehicular access. A trailhead may include a bench or shelter, a trail map, toilet facilities, or other amenities. It may be located at the beginning or end of a trail, or at the junction of one or more trails.

Transportation System Management (TSM): Low capital expenditures to increase the capacity of the transportation network. TSM strategies include, but are not limited to signalization, channelization, and bus turn-ons.

Transportation level of service: A quality measure describing operational conditions within a traffic stream, generally in terms of such measures as speed and travel time, freedom to maneuver, traffic interruptions, and comfort and convenience.

Transportation facilities: Capital facilities related to air, water, or land transportation.

Transportation Facility Plan for 2002 – 2022: The City's plan development based on the 2022 traffic forecasts and the level of service analysis and standards.

Transportation Demand Management (TDM): The concept of managing or reducing travel demand rather than increasing the supply of transportation facilities. It may include programs to shift demand from single-occupant vehicles to other modes such as transit and/ ridesharing, to shift demand to off-peak periods, or to eliminate demand for some trips.

Transportation System Management (TSM): Actions that improve the operation and coordination of transportation services and facilities to affect the most efficient use of the existing transportation system. Actions include operational improvements to the existing transportation system, new facilities, and demand management strategies.

Trip generation: The volume of traffic generated by a given land use type and density. Trip generation factors are typically based on gross square feet (gsf) of buildings, number of employees, and number of dwelling units.

Urban growth: The growth that make intensive use of land for the location of buildings, structures, and impermeable surfaces to such a degree as to be incompatible with the primary use of such land for the production of food, or other agricultural products, fiber, or the extraction of mineral resources. When allowed to spread over wide areas, urban growth typically requires urban governmental services. "Characterized by urban growth" refers to land having urban growth located on it, or to land located in relationship to an area with urban growth on it as to be appropriate for urban growth.

Urban Growth Areas (UGAs): Areas designated by a county pursuant to RCW 36.70A.110.

Urban governmental services: Governmental services historically and typically delivered by cities, and include storm and sanitary sewer systems, domestic water systems, street cleaning services, fire and police protection services, public transit services, and other public utilities associated with urban areas and normally not associated with non--urban areas.

Utilities: Facilities serving the public by means of a network of wires or pipes, and structures ancillary thereto. Included are systems for the delivery of natural gas, electricity, telecommunications services, and water for the disposal of sewage.

Visioning: A process of citizen involvement to determine values and ideals for the future of a community and to transform those values and ideals into manageable and feasible community goals.

Wetland: are areas that are inundated or saturated by surface water or ground water at a frequency and duration sufficient to support, and that under normal circumstances do support, a prevalence of vegetation typically adopted for life in saturated soil conditions. Wetlands generally include swamps, marshes, bogs, and similar areas. Wetlands do not include those artificial wetlands intentionally created from non-wetland sites, including, but not limited to, irrigation and drainage ditches, grass-lined swales, canals, detention facilities, wastewater treatment facilities, farm ponds, and landscape amenities. However, wetlands may include those artificial wetlands intentionally created from non-wetland areas created to mitigate conversion of wetlands, when such conversion was permitted by a regulatory agency such as the Corps of Engineers, King County, and the City of Newcastle.

Wetland function: The biological, chemical and physical process that wetlands perform, such as storing floodwaters, removing nutrients or providing fowl habitat.

Wetland value: How much a society, or specific community, decides a wetland or a particular function is “worth”. For example, two different wetlands located in tow different areas of the state may provide the same level of floodwater storage. In on case, the local community may decide that this function is very important to them and decide to stringently protect that wetland. In another community, floodwater storage may not be as important and the wetland may receive less protection. In each case the wetlands are performing the same function, but the wetlands are being valued differently. The method being developed under this project will only tell how well a wetland is performing a given function. It is then up to a community or agency to decide how much to “value” the function.

Zoning: A map and ordinance text that divides a city or county into land use "zone" and specifies the types of land uses, setbacks, lot size, and size restrictions for buildings within that zone.



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2035 COMPREHENSIVE PLAN APPENDIX





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2035 COMPREHENSIVE PLAN

LAND USE APPENDIX



Land Use Appendix

Introduction

"How shall we grow?" is a recurring theme in communities throughout the United States. Growth can take many forms: more people, more homes, new job opportunities, higher standards of living, increased family wealth and so on. This appendix is a compilation of information used to support the adopted goals and policies of the Land Use Element of the Comprehensive Plan.

Since incremental growth within the City and in the region constantly changes the baseline existing conditions described here, the purpose of the Appendix is to provide a "snapshot" of the City that can be updated whenever new information is available, or when a new city, county or state initiative requires it.

General Land Use Issues

Vision for Newcastle

The over-arching direction for future land use decisions in the City of Newcastle is the Vision. The Vision describes many land use issues as high priorities for the City of Newcastle. A detailed description of these issues can be found in the introduction to this Comprehensive Plan under the section entitled *Newcastle's Future*.

"A Small City Nestled in the Hills"

The City of Newcastle planning area has a number of special characteristics. These include its location, the land and its environmental constraints, the nature of existing development trends of recent development, and the anticipated growth over the next 20 years. The following discusses these factors and their relationship to the Comprehensive Plan.

The geographical location of the City of Newcastle is of fundamental importance to the plan concept. It is situated between two existing employment centers, Renton and Bellevue to the south and north, and close to major metropolitan centers, Bellevue and Seattle. Interstate 405, at the western edge of the city, provides access to the adjacent urban centers and forms a strong barrier to Lake Washington. The eastern side of the City is unincorporated rural King County, primarily dedicated to open space as Cougar Mountain Regional Wildland Park. (Note: all figures follow the text at the end of the chapter.)

The character of the natural and built environment within the City is diverse. Several stream corridors form distinctive landscape formations with May Creek at the southern edge having a pronounced role in open space and separating Newcastle and Renton. The City consists primarily of small hills and valleys. Most development has occurred in the western half of the City. Over half of the total land area is constrained by critical areas.

Geologically, the steep slopes, when combined with certain soil types and surface water, result in hazardous seismic, landslide and erosion conditions. In addition, old abandoned coal mines exist beneath the surface in portions of the City, and air shafts are known to have serviced to mines. These physical constraints have shaped the development and open space patterns.

Newcastle is a fairly mature community in spite of its recent incorporation in 1994. The pattern of land use had been largely established prior to the incorporation by virtue of development approved by King County. Accordingly, the nature of the existing development and the environmental features has produced much of the neighborhood “feel” of the City. Newcastle relies on special purpose districts to provide water and sanitary sewer services. In addition, it receives public education services from the Bellevue, Issaquah and Renton School Districts.

Newcastle functions as a "bedroom community" with its dominant land use being single-family housing. The City's setting in the relatively steep area east of Lake Washington has played a major role in how growth has evolved. There is little area left that is suitable for large-scale development. The nature of the residential neighborhoods will make change difficult and, as suggested in the Vision, many residents are resistant to major change.

A more detailed description of the physical characteristics of the City is included later under “Natural Features.”

Land Use Demand and Supply

Population

An analysis of population growth trends is an important part of the comprehensive planning process. These trends tell us a great deal about future growth in a community. The demand for residential and non-residential land is driven by the market that responds to a complex set of variables such as proximity to jobs and services, congestion, quality of life, economics, and local visions. Because public facilities and services and their costs are based on population, it is very important to make projections as consistent with the trends as possible.

Characteristics of the Population

This analysis of population characteristics is challenging due to the relative youth of the City. Prior to the 2000 Census, population analysis was based on estimates derived from county and regional studies and service area plans for the service providers.

The following table summarizes characteristics of the current (2010) population.

Table LU-1: Characteristics of Newcastle Population

Factor	Census 2010	Notes
Population	10,380	State OFM annual population estimates for the City were: 1995 - 8,052 2006 – 9,175 1996 – 8,260 2007 – 9,550 1997 – 8,485 2008 – 9,720 1998 – 8,605 2009 – 9,925 1999 – 8,605 2010 – 9,955 2000 – 8,645 2011 – 10,410 2001 – 7,815 2012 – 10,460 2002 – 8,205 2013 – 10,640 2003 – 8,320 2014 – 10,850 2004 – 8,375 2005 – 8,890
Population in Households	10,347	37 people living in group quarters or institutionalized
Total Households	4,021	
Family Households	2,860	1,374 Families with children under 18 1,486 Families without children
Non-family Households	1,161	876 Single-person Households
Occupied Housing Units	4,021	95.1%
Vacant Housing Units	206	4.9%
Owner-occupied Units	2,995	Household Size = 2.71
Renter-occupied Units	1,026	Household Size = 2.17
Source: Census 2010 and the Washington Office of Financial Management.		

Further analysis of population and housing is included in the Housing Element Appendix.

Growth Targets

The King Countywide Planning Policies (CPP) contain growth targets for all of the jurisdictions within the County. The CPP were initially adopted in 1992, and have been amended several times since then. Elected officials from King County, the Cities of Seattle and Bellevue, and the Suburban Cities Association meet as the Growth Management Planning Council (GMPC) and make recommendations to the County Council that has the authority to adopt and amend the CPP. Staff from the County and cities prepare analyses in support of the GMPC. The current adopted household and employment targets for the Year 2031 were adopted in 2014. The housing target has been set at 1,200 net new units. The employment target has been set at 735 net new jobs.

As a result of the 2010 Census, and the mandate for updating comprehensive plans, the state Office of Financial Management (OFM) has released new projections for population growth (shown in the table below). These are expressed in ranges by county. For King County, the high, intermediate, and low 2035 projections are 2,672,931, 2,350,576, and 2,099,661 respectively. The 2040 projections for King County are

2,790,631, 2,418,850 and 2,136,369. The 2010 county population was 1,931,249. Newcastle’s target for the next 20 years has been determined through a process initiated by the GMPC that allocates the OFM projection to all of the jurisdictions. This is based on the buildable land capacity, zoning, and market trends of each.

Housing targets are set by King County and are not intended to produce population projections. However, the targets are set by the county and local officials to better help local jurisdictions absorb a minimum population growth expectation. Each jurisdiction is not expected reach the household targets, rather it is expected to have land use controls (i.e. zoning and density requirements) in place to accommodate such a growth.

The 2006-2031 housing target for Newcastle is 1,200. This would result in a 2031 total of approximately 5,221 housing units in the City. This housing target (1,200) was used by the City Council to help form the amended traffic impact fee adopted in 2014, along with other planning documents.

Due to the economic downturn of the late 2000’s and early 2010’s, the GMA mandated periodic updates were pushed back to 2015 from the original due date of June 2011. In order to accommodate for the 2015-2035 Comprehensive Plan planning horizon, many King County cities required to plan under GMA, including Newcastle, have opted to extend their targets by four years to 2035. Analysis of future transportation demand for the Newcastle 2035 Comprehensive Plan addresses the 2015 – 2035 planning period. For this purpose, the growth targets have been adjusted to reflect housing and employment growth anticipated in the 2031 – 2035 period beyond the target horizon. Both the state adopted targets under the CPPS and the City’s extended targets are shown below. It should be noted, however, that the official target horizon under the CPPs remains 2031.

Table LU-2: Population Projections, King County and Newcastle

King County Population Projections¹			
Range for Projected Number	2035	2040	
High	2,672,931	2,790,631	
Intermediate	2,350,576	2,418,850	
Low	2,099,661	2,136,369	
City of Newcastle Population Projections			
	2011-2031²	2015-2035³	2010-2040²
Projected Additional Households	975 ⁴	1,350	1,439
Projected Total Households	5031	5,419	5,460
Estimated Household Size	2.64	2.64	2.64
Projected Total Population	13,496	14,306	14,442 ⁵

Sources: ¹ Office of Financial Management Projections, 2013 (based on 2010 Census data)
² The Projected additional households in the 2010-2040 column is from 2031-2040. Puget Sound Regional Council – 2013 Land Use Forecast MR1 Update
³ Newcastle 2035 Comprehensive Plan Future Transportation Demand Analysis 2015-2035.
⁴ King County Buildable Lands Report 2014, Page 121. 975 units represents the 2031 household projection of 1200 units, less the 225 units constructed between 2011 and 2014.
⁵ Total population includes 47 group quarters population.

Employment

Employment Characteristics

Major employers included Rainier Moving Systems, Valley Medical Center, Aviation Supplies and Academics, Inc., Airefco, Inc., QFC, Bartell’s, and Safeway. The table below is taken from the Puget Sound Regional Council’s (PSRC) UrbanSim Model. UrbanSim uses as a direct input a parcel-specific representation of land use plans and other development regulations, and predicts market dynamic and land development given exogenously-modeled assumptions about future economic and demographic growth. Although the forecast numbers are specific for the City of Newcastle, the physical geographic area for the data collected do not strictly follow the city’s actual boundaries. The system uses a Forecast Analysis Zone (FAZ) and a Traffic Analysis Zone (TAZ) for the parcels picked up in the data used.

Employer Type	2000	2010	2020	2030	2040
Total Employment	1,504	2,281	2,415	2,575	3,460
Manufacturing/WTU	309	266	320	327	437
Retail/Food Services	252	421	365	395	498
Fire/Services	716	1,215	1,339	1,444	1,985
Govt/Higher Ed	78	59	146	146	152
K-12 Education	82	211	162	173	177
Construction/Resource	67	109	83	90	211

Puget Sound Regional Council – 2013 Land Use Forecast MR1 Update

Growth Targets

The Economic Development Element describes the framework that the City may use to establish goals and targets for job creation. The GMPC has established a 2006-2031 job target of 735 for Newcastle and analysis of future transportation demand for the Newcastle 2035 Comprehensive Plan projects a 2015-2035 job target of 250.

Land Use

The land use inventory includes current data that is pertinent to the analysis of the land use and capacity in Newcastle. The following data will be used to establish whether the City of Newcastle currently has enough land to satisfy its future 20-year requirements or whether other approaches to ensure capacity to accommodate the growth targets will be needed.

The inventory includes the existing land use within the City of Newcastle. This information is based on the King County Buildable Lands Inventory, and provides the estimated amount of vacant and redevelopable land available within the City. This section concludes with a discussion of current zoning for the City of Newcastle. This

information is based on the City’s 15 zoning classifications. The classifications are different from the classifications found in the King County Buildable Lands Inventory. The City of Newcastle’s zoning classification are more current and they identify the type of development will occur on the vacant and redevelopable lands.

Existing Land Use

Land use in Newcastle can be classified as developed, redevelopable, or vacant. (Figure LU-2 shows the City’s existing land use and relates it to critical areas, as described by the King County Buildable Lands study.) Vacant land may include areas with physical features not suitable for development (steep slopes and unstable soil conditions, drainage basins, etc.) or view corridors, urban buffers and land not classified for either development or parks and recreation use. Table LU-3 describes the individual land use areas within the City.

Table LU-3: Existing Land Use Inventory

Aggregate Land Use	Acres	Percent
Single Family and Duplex	938.8	32.9%
Multi-Family Residential	51.2	1.8%
Industrial	52.9	1.9%
Commercial	23.9	0.8%
Parks/Open Space ¹	724.3	25.4%
Public Land	49.8	1.7%
School	54.9	1.9%
Church	7.6	0.3%
ROW and Miscellaneous	310.5	10.9%
Vacant	638.0	22.4%
Grand Total	2,851.8	100%
Source: City of Newcastle Staff & King County Buildable Lands Analysis and Geographic Information System calculations		
¹ Includes Golf Club at Newcastle		

Table LU-3 was developed using King County Parcel data and King County Buildable Lands data. The following factors affect the totals shown:

- The King County Buildable Lands GIS data is based on King County parcel data information. The two layers provided were for “vacant” and “redevelopable” land only.
- Concurrent to the Buildable Lands Study, the City of Newcastle completed an existing land use inventory based on the KC base data. The data used by the City was slightly more recent (2-3 months) than the data used in the Buildable Lands analysis.
- The City elected to use the “vacant” parcel data identified in the Buildable Lands study, since those parcels had been more carefully evaluated during the Buildable Lands study than the “vacant” parcel data available in the King County base data.

- Parcels tagged as “redevelopable” in the Buildable Lands were disregarded in the final calculations and their existing land use remained the same (most were listed as “vacant” in the King County base data).
- Parcels listed as vacant in the Buildable Lands data that the City had confirmed the use of were not changed (for example, some of the vacant parcels were known to now be developed as single family parcels in new neighborhoods such as the Highlands).

Residential Land Use

Within most communities, a range of housing densities is allowed to provide a variety of housing opportunities. The wider the range, the greater the opportunity for individuals to find housing relative to their particular needs, affordability and preference.

The City of Newcastle is predominantly single-family in nature although a number of recent multi-family projects have substantially increased the ratio of multi-family housing to single-family housing. **Table LU-4** depicts the breakdown of housing by types.

Table LU-4: Housing Units by Type (2011 ACS 5-Year Estimate)

Type	Number of Units	Percent Total
Single-family	2721	67%
Multi-family	1299	32%
Mobile Homes	33	1%
TOTAL	4020	100.0%
Source: U.S. Census Bureau, Census -2011 ACS 5-Year Estimate		

Commercial Land Use

Newcastle's land zoned for commercial use comprises only 28 gross acres in the DT, DC and MU zones. This amounts to less than 1 percent of the total land area. The Comprehensive Plan and Zoning Map restrict the future potential for commercial development to this acreage. Approximately 78 percent of this land is developed, leaving 4.3 acres vacant. Much of the existing area is redevelopable, in that the existing level of development is significantly less than allowed by zoning.

Industrial Land Use

The Downtown Strategic Plan and CBC/LBC Plan converted all prior industrial and mixed use to mixed use Downtown Core and Downtown Transition zones which limit permitted industrial uses and allows for commercial and residential uses. Existing industrial uses are legal non-conforming uses that will continue to remain as long as they comply with the non-conforming provisions in the Newcastle Municipal Code.

Land Use Plan and Zoning

The current adopted Land Use Plan provides seven land use designations within the City (**Figure LU-1** shows the current comprehensive plan designations; **Figure LU- 3** shows the land use classifications and relates them to the Buildable Lands data). **Table LU-5** indicates the amount of land within each of these designations.

Table LU-5: Comprehensive Plan Land Use Designations

Comprehensive Plan Land Use	Acres	Percent of Total
Mixed Use / Industrial	<u>125.6</u>	<u>4.5%</u>
Commercial	<u>0.8</u>	<u>0.03%</u>
MFR	<u>47.5</u>	<u>1.7%</u>
High Density SFR	<u>606.7</u>	<u>21.6%</u>
Medium Density SFR	<u>876.5</u>	<u>31.2%</u>
Low Density SFR	<u>310.4</u>	<u>11.1%</u>
Limited Open Space	<u>553.6</u>	<u>19.7%</u>
ROW	<u>285.4</u>	<u>10.0%</u>
TOTAL	<u>2,806.5</u>	<u>100.0%</u>
Notes: <u>SFR – Single Family Residential</u> <u>MFR – Multifamily Residential</u> <u>ROW – Right of Way</u> Source: <u>King County Parcel Data, 2017, and City of Newcastle</u>		

Zoning

Zoning is the official land use control for Newcastle. It is one means for providing adequate land area for each type of development. It allows the control of development density and intensity in each area so that property can be adequately serviced by public facilities such as sanitary sewer, potable water, stormwater management, streets, schools, recreation, and telecommunications. Zoning should direct growth into appropriate areas, protect existing critical areas, and preserve property values.

The effectiveness of current zoning can be measured by determining the relationship of land zoned for a particular use to the amount of land actually in this use.

Newcastle's Zoning Code contains 12 classifications. The City's Zoning Map (See Newcastle Municipal Code NMC 18.04.005) includes higher density housing (12- 48 dwelling units per acre) in and around the Downtown sector and residential densities ranging from four to six dwelling units per acre in a majority of the outlying areas. R-1 (low density residential) has been used in areas that require some environmental protection. Mixed Use and Industrial land use are considered one zoning classification. This data will be different than the King County data in **Chart LU-3**. King County did not account for the change/addition in the mixed use and industrial zones. **Table LU-6** describes Newcastle's current zoning designations.

Table LU-6: City of Newcastle Zoning

Zoning	Zoning Classification	Acres	Percent of Total
R-1	Residential, 1 DU/Acre	310.4	11.1%
R-4	Residential 4 DU/Acre	876.5	31.2%
R-6	Residential 6 DU/Acre	606.7	21.6%
R-12	Multi-family, 12 DU/Acre	5.8	0.2%
R-24	Multi-family, 24 DU/Acre	41.7	1.5%
NB	Neighborhood Business	0.8	0.03%
MU/I	Mixed Use	87.4	3.2%
DC	<u>Downtown Core</u>	<u>27.3</u>	1.0%
DT	<u>Downtown Transition</u>	<u>10.9</u>	0.4%
LOS	Limited Open Space	553.6	19.7%
ROW	Right of Way	284.6	10.1%
Total Acreage		2,851.8	100.0%
Rights of way are zoned; however, since they are developed as rights of way and are not developable for other uses they are not included in their respective zoning categories.			
Source: King County Parcel Data, 2017, and City of Newcastle			

Single-family zones constitute the largest classification; its provisions regulate approximately a combined total of 1793.6 acres or 63 percent of all land in the City.

Capacity for Growth

King County/Suburban Cities has compiled data and prepared 2002 estimates of buildable land capacity for Newcastle as part of a countywide study required by the Legislature. This information does not reflect the most accurate as shown on **Table LU-5** and **LU-6**. The following summarizes that information in narrative format. (Note: numbers have been rounded).

Residential Land

- King County Growth Targets for 2006-2035 are as follows:
 - i. Housing Target / Net New Units: 975
 - ii. Housing Capacity / Net New Units: 1,350

Commercial Land

- 28 gross acres of commercial land exist in the ~~CB, O, and~~ MU, DT and DC zones;

Industrial Land

- No vacant or redevelopable land capacity is identified in the report since at the time the report was compiled there was no identified in the City's zoning classification.

Natural Features

The following section describes the physical landscape that shapes growth and development in Newcastle. These natural features are an essential component of the City's character. The City of Newcastle, which is situated in a deep valley in the foothills east of Lake Washington, has a wide variety of natural amenities and sensitive physical

conditions. Critical areas present include wetlands, floodplains, lakes, erosion hazard areas, seismic hazards, coal mine hazards aquifer recharge areas, and fish and wildlife habitat conservation areas.

Topographic Conditions

The western half of the City is a gently rolling system of hills formerly known as the Newport Hills area. This area is of moderately low relief with elevations ranging from 300 feet in the north to slightly more than 600 feet in the south. The upland is bordered by relatively steep valley sides, sloping down to Coal Creek on the northeast, May Creek on the south, and Lake Washington on the west. **Figures LU-6 and LU-7** show the City's geologic features and slope characteristics respectively.

The portion of the City east of Lake Boren is of much higher relief, reaching beyond the 1000-foot elevation. Hills in this area are comprised of bedrock, some of which is very resistant to erosion, resulting in the formation of steep ridges. Continuing east through the City, the land generally gains elevation up to Cougar Mountain, the highest point just east of the City. A large percentage of the City of Newcastle is comprised of slopes exceeding 20 percent.

The rugged topography is an asset to the City as an amenity, but it is also fragile and subject to degradation. The steep slopes of Newcastle provide attractive development sites because they overlook the community, as well as provide views of distant features such as Seattle, the Cascade Mountains, and Lake Washington. Unfortunately, the steep slopes upon which these homes are built are often quite susceptible to erosion.

A range of mitigation measures to prevent the degradation of the valley walls through clearing and development are available, including: ordinances to protect vegetation and critical areas; mapping and protecting critical viewsheds; application of design standards regarding revegetation; and limitation of development through land-use restrictions.

Stormwater/Surface Water Management

The City of Newcastle falls within three drainage basins (as defined in King County's "Sensitive Areas Map Folio-December 1990"). These basins are identified as the East Lake Washington, Coal Creek, and May Creek drainage basins. **Figure LU-8** shows the hydrologic features present in the City.

The East Lake Washington drainage basin occupies the western portion of the city (west of approximately S.E. 119th Street). This portion of the city drains west to the eastern shore of Lake Washington. The Coal Creek Drainage Basin occupies the northern portion of the city. Most of the City north of Newcastle Way is included in this basin, which drains into Coal Creek. Coal Creek and unclassified tributaries thereof are the only surface water features within the basin.

May Creek drainage basin occupies the southern-most portion of the City. May Creek, which floods routinely, represents a significant recreational and visual amenity to Newcastle. Lake Boren is located within this drainage basin and drains into May Creek via Boren Creek.

The entire land area of the City drains into two significant drainage basins, Coal Creek and May Creek. These basins eventually drain into Lake Washington and have been assigned a high priority by King County for stormwater management. May Creek, the larger of the two, is more complex and fragile than Coal Creek. May Creek and Coal Creek are identified as Class 1 salmonid streams.

The surface water system of May Creek and its tributaries includes 26 square miles of mapped streams, two small lakes (including Lake Boren), and more than 400 acres of wetlands.

Over the last century, both Coal Creek and May Creek have been affected by logging and forest removal, coal mining, agricultural activities, and development. These activities have been undertaken without consideration of long-term consequences. These actions have led to denuded slopes, channelized streams, encroachment on floodplains, and a decreased quality of water, which in turn results in erosion, sedimentation of stream channels, flooding of homes, and the degradation and destruction of fish and wildlife habitats.

Groundwater Resources

The City of Newcastle relies on a potable public water supply from the City of Seattle regional water system that is purchased for and distributed to city residents via the Coal Creek Utility District (CCUD). A very limited number of residents still rely on private wells for their water supply. All parcels within the district and the City are either served or able to be served with public water with the exception of several small parcels along May Valley Road and the Old Newcastle Townsite.

Coal Mine Hazard Areas

One of the most important and dominant sensitive areas in the City of Newcastle is the coal mine hazard area along the northern and eastern portions of the City. In the late nineteenth century, the Newcastle area was the site of significant underground coal mining activity. Any remaining current coal production is from surface mines, however, nearly all the coal produced prior to about 1970 was from underground workings.

These hazard areas present long-term safety issues for the community. Abandoned subsurface mine workings leave large underground voids, which are hazardous in several ways. Gradual failure of the roof and sides of these voids may result in some subsidence of the ground surface over a large area overlying the mines. Catastrophic failure of the roof can produce sudden and unexpected cave-ins. Noxious gases and “dead air” (lacking oxygen) may also collect in these voids. In addition, animals or people may fall into surface openings, shafts, or tunnels.

While Newcastle residents celebrate the City’s colorful coal mining history, protection of Newcastle’s residents’ safety is also very important. Mitigation of coal mine hazard safety issues include, but are not limited to: mapping and identifying the exact location of the coal mines, maintaining clear policies management of these areas, restricting use through non-use and zoning tools, and public involvement and education.

Critical Areas - Summary

A variety of critical areas exists within the City. These areas are regulated in accordance with state and federal requirements and standards. The amount and location of lands affected by critical areas affects the City’s development capacity. **Table LU-7** identifies the critical area percentages associated with the City land base using sources available to the City and on the City’s geographic information system. Since the mapping of critical areas is largely generalized, the exact presence and evaluation of critical areas can only be determined on a site-by-site basis.

Approximately 54.4 percent of the entire City contains critical areas. This figure is significant because it means that the development capacity or the ability for the City to absorb future development will be much less due to the constraints represented by physical conditions. This factor will have to be considered in all land use decisions. The land capacity analysis in the land use element of this Comprehensive Plan includes

analysis of critical areas that dramatically reduce the overall carrying capacity of the City for future development.

Table LU- 7: Critical Areas Breakdown

Environmental Constraint	Acres	Total
Floodplain Only		0.0
500 Year	0.0	
Floodway	0.0	
Stream Buffer Only		59.2
100 ft	25.1	
50 ft	34.1	
Coalmine Only	419.6	419.6
Erosion Only	708.3	708.3
Landslide Only	45.8	45.8
Wetlands Only	47.0	47.0
Multiple Constraints	273.4	273.4
Total Constrained Land	--	1,553.42
Source: King County Parcel Data, 2002, and City of Newcastle		

Open Space

The definition of “open space” is broad and comprehensive. “Open space” refers to critical areas and otherwise undevelopable land that may be owned by the City, other public bodies, or private owners (and regulated by the City) as well spaces that are set aside and developed for recreation. Open space lands includes parks, trails, stormwater detention facilities, native growth protection easements, stream and wetland buffers, the Golf Course at Newcastle, and other lands. In Newcastle, there are county, utility, school, private homeowner associations, private commercial operators, and private land owners who own or control a variety of strategically important sites that shape the “open space” system. Frequently, legal agreements outline opportunities for public use or preservation of these lands.

The GMA establishes the following planning goal concerning open space and resource protection: encourage the retention of open space and development of recreational opportunities, conserve fish and wildlife habitat, increase access to natural resource lands and water, and develop parks.

The GMA defines “critical” environmental areas and resource lands not suitable for urban development. These land areas include wetlands, critical recharge zones for aquifers used for potable water, fish and wildlife habitat conservation areas, flood zones and geologically hazardous areas. In addition, the GMA requires special consideration for protection of agricultural, forests and mineral lands. As stated by the National Recreation and Park Association, “natural or open lands of environmental significance cannot be included in a land-based (recreation) standard because these lands have limited capability for recreational use.”

List of Land Use Appendix Figures

Figure LU-1	Comprehensive Plan Land Use Designations
Figure LU-2	Existing Land Use
Figure LU-3	Current Comprehensive Plan Land Use Classifications with Critical Areas and Buildable Lands Data
Figure LU-4	Slope Analysis
Figure LU-5	Geologic Features
Figure LU-6	Hydrologic Features









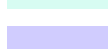

City of Newcastle Comprehensive Plan



Figure LU-1
Land Use Designations

Legend

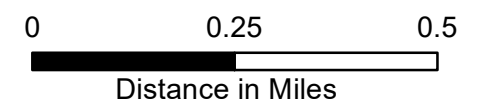
Land Use Designations

	DC		R-01
	DT		R-04
	NB		R-06
	MU		R-12
	MU-C		R-24
	MU-R		LOS

 Unbuilt Rights-of-Way

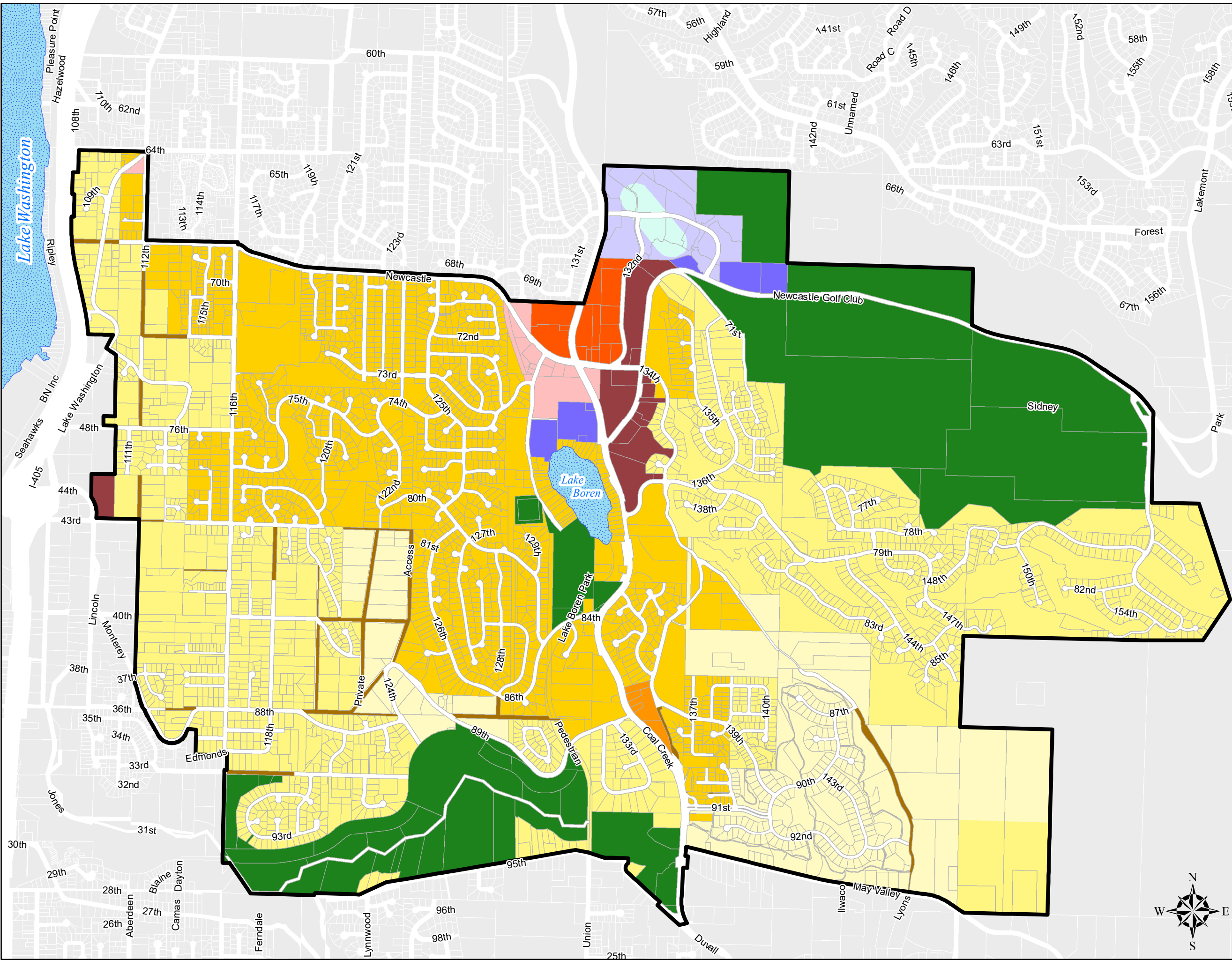
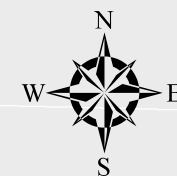
 City Boundary

 Lake Boren



Source: King Co. & City of Newcastle
Date: 8/24/2017
Created: Austin Johnson

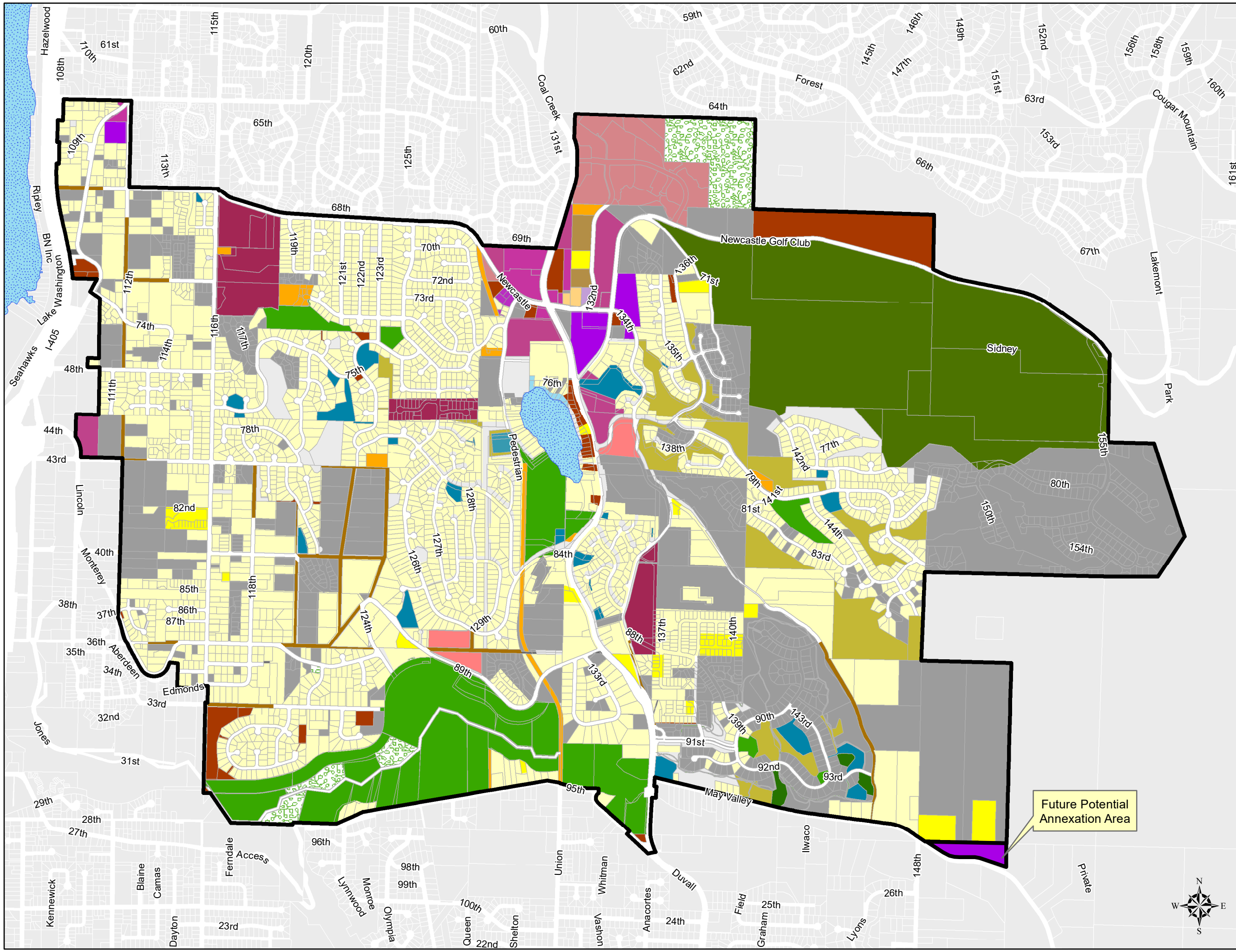
Disclaimer: No claims are made as to the accuracy or the completeness of the data contained on this map. The information is presented solely for reference purposes. Exact locations of all property lines, structures, site conditions, or zoning districts should be verified.



City of Newcastle Comprehensive Plan



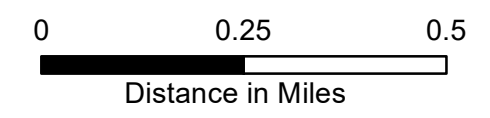
Figure LU-2
Current Land Uses



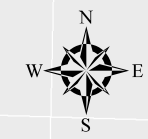
Legend

Apartment	Public Hospital Dist
Bank	Public Open Space
Cemetery	Public Park
Church	Recreational Facility
City Owned	Schools
City Park	Sensitive Area Tract
Condominium	Single Family
Convenience Retail	Stormwater
Golf	Unknown
Lake Boren	Utility
Light Manufacturing	Vacant
Office	Vacant Tax Exempt
Mixed Use	Warehouse

Unbuilt Rights-of-Way
 City Boundary
 Water Bodies



Source: King Co. & City of Newcastle
 Date
 - Current Land Uses: exluse_update2015.shp; King County Data (2015)
 - ROW & Water Bodies: King County (2017)
 Created: Austin Johnson, 8/24/2017
 Disclaimer: No claims are made as to the accuracy or the completeness of the data contained on this map. The information is presented solely for reference purposes. Exact locations of all property lines, structures, site conditions, or zoning districts should be verified.











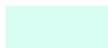



City of Newcastle Comprehensive Plan








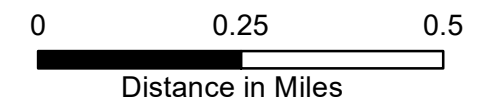
Figure LU-3
Buildable Lands and Critical Areas (Slope & Stream Buffers)
with Land Use Designations

Legend

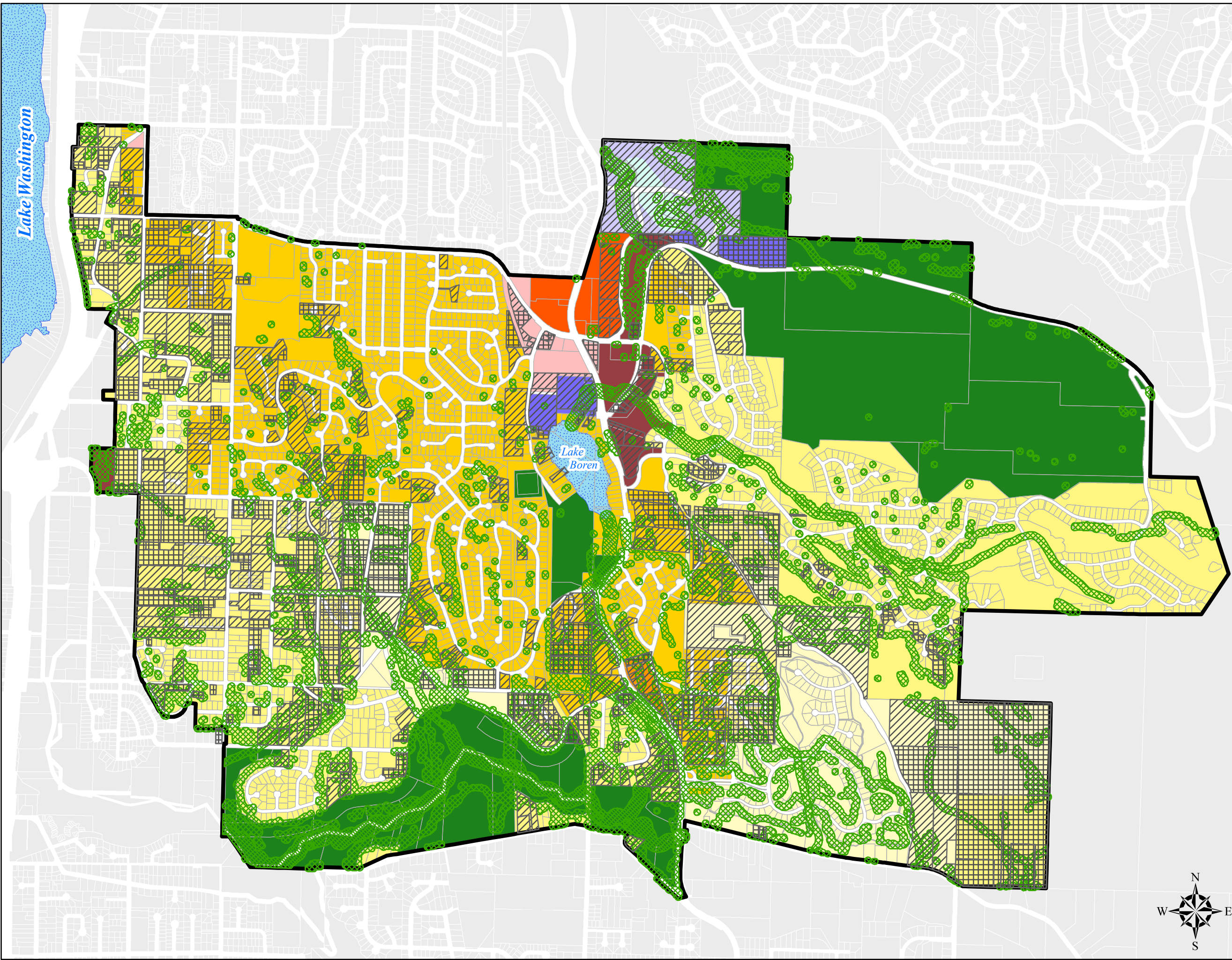
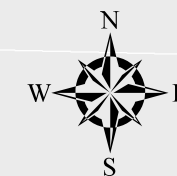
Land Use Designations

	DC		R-01
	DT		R-04
	NB		R-06
	MU		R-12
	MU-C		R-24
	MU-R		LOS

	Redevelopable Lands
	Vacant Land
	Critical Areas: Slope & Stream Buffers
	City Boundary
	Lake Boren



Source: King Co. & City of Newcastle
Date:
- Slope and Stream Buffers & Buildable Lands
Data 2001 (Original Comp Plan)
- Land Use Designations 2017 (As Adopted by Council)
Created: Austin Johnson, 8/24/2017
Disclaimer: No claims are made as to the accuracy or the completeness of the data contained on this map. The information is presented solely for reference purposes. Exact locations of all property lines, structures, site conditions, or zoning districts should be verified.



City of Newcastle Comprehensive Plan














Figure LU-4

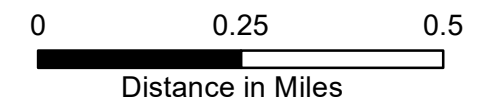
Slope Analysis

Legend

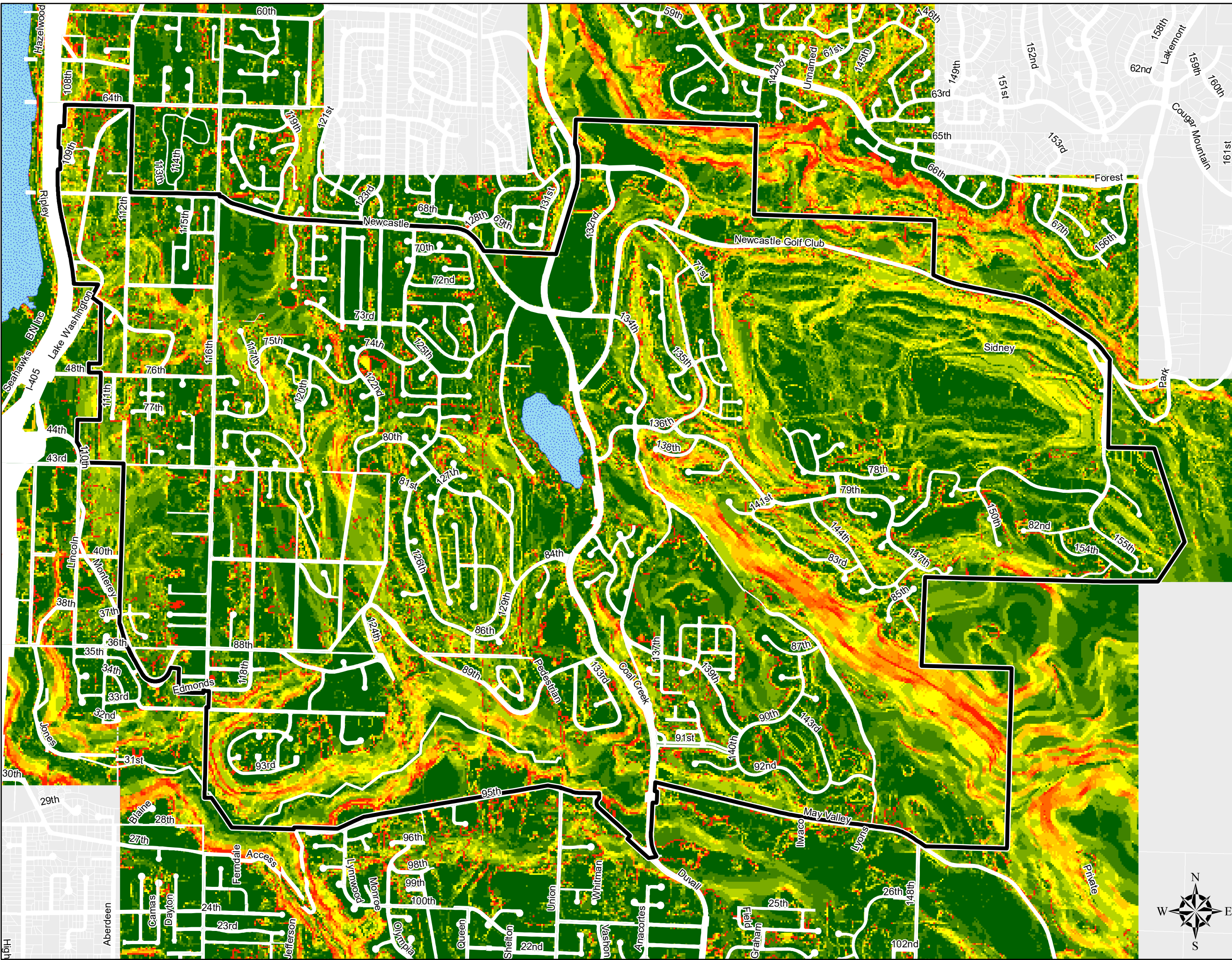
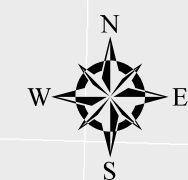
Slope Classification (%)

	0-5		20-25
	5-10		25-30
	10-15		30-35
	15-20		35-40
			Over 40

-  City Boundary
-  Water Bodies



Source: King Co. & City of Newcastle
Date:
- Slope Classifications 2002 (slope2002.shp; SLOPE_CLAS attribute; Original Comp Plan)
- ROW, Water Bodies; 2017 (King County)
Created: Austin Johnson, 8/24/2017
Disclaimer: No claims are made as to the accuracy or the completeness of the data contained on this map. The information is presented solely for reference purposes. Exact locations of all property lines, structures, site conditions, or zoning districts should be verified.



City of Newcastle Comprehensive Plan







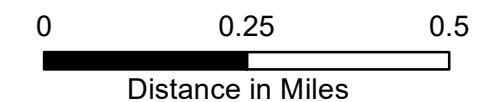
Figure LU-5

Geologic Features

Legend

-  Coal Mine Hazard Area
-  Landslide Hazard Area
-  Erosion Hazard Area

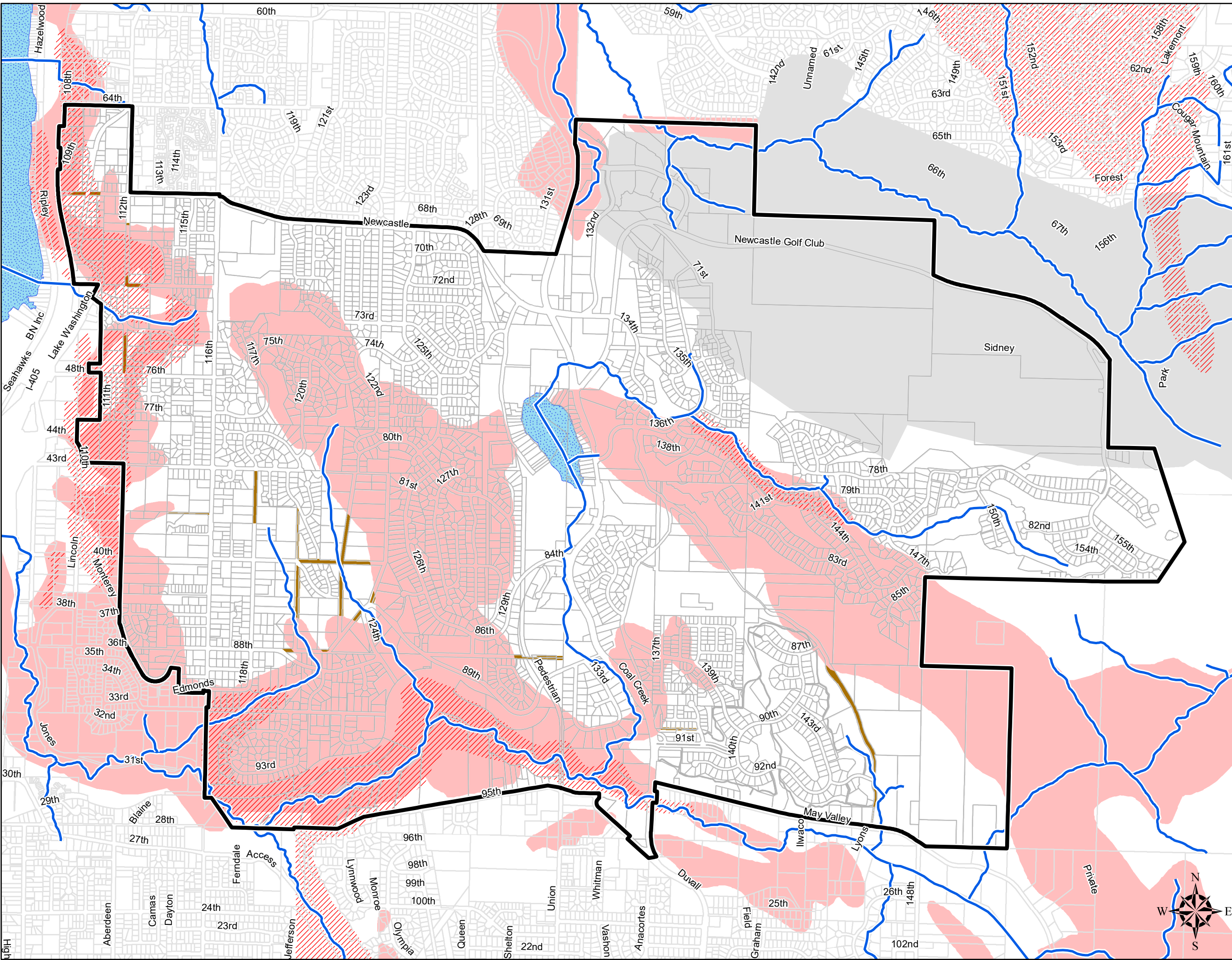
-  City Boundary
-  Water Bodies
-  Streams and Rivers
-  Unbuilt Rights-of-Way



Source: King Co. & City of Newcastle

Date:
- Hazard Areas 2001 (Original Comp Plan)
- Streams, Water Bodies, 2017 (King County)
Created: Austin Johnson, 8/24/2017

Disclaimer: No claims are made as to the accuracy or the completeness of the data contained on this map. The information is presented solely for reference purposes. Exact locations of all property lines, structures, site conditions, or zoning districts should be verified.



City of Newcastle Comprehensive Plan



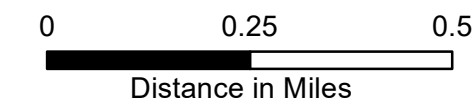
Figure LU-6

Hydrologic Features

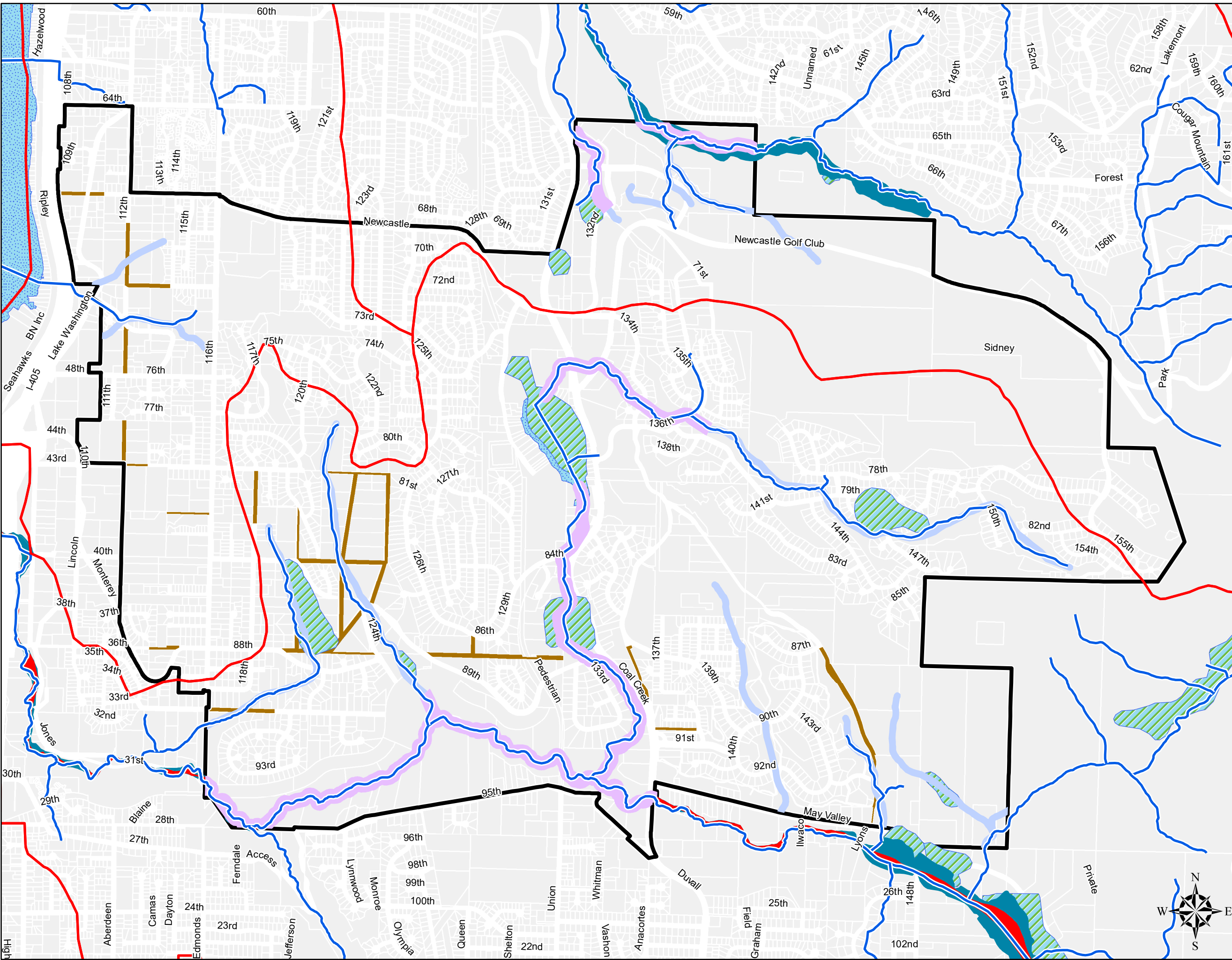
Legend

- 100 Ft. Stream Buffer
- 50 Ft. Stream Buffer
- FEMA Floodway
- FEMA Floodplain
- Wetland
- Water Bodies
- Streams and Rivers

- Drainage Basin Boundaries
- City Boundary
- Unbuilt Rights-of-Way



Source: King Co. & City of Newcastle
 Date:
 - 50 Ft. & 100 Ft. Stream Buffers; Drainage Basin Boundaries, 2001 (Original Comp Plan)
 - FEMA Floodways & Floodplains; Wetlands, Water Bodies, Streams & Rivers, 2017 (King County)
 Created: Austin Johnson, 8/24/2017
 Disclaimer: No claims are made as to the accuracy or the completeness of the data contained on this map. The information is presented solely for reference purposes. Exact locations of all property lines, structures, site conditions, or zoning districts should be verified.



City of Newcastle Comprehensive Plan

Amended at 8/20/2021



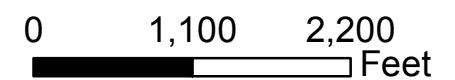
Figure LU-7
Geological Features

Legend

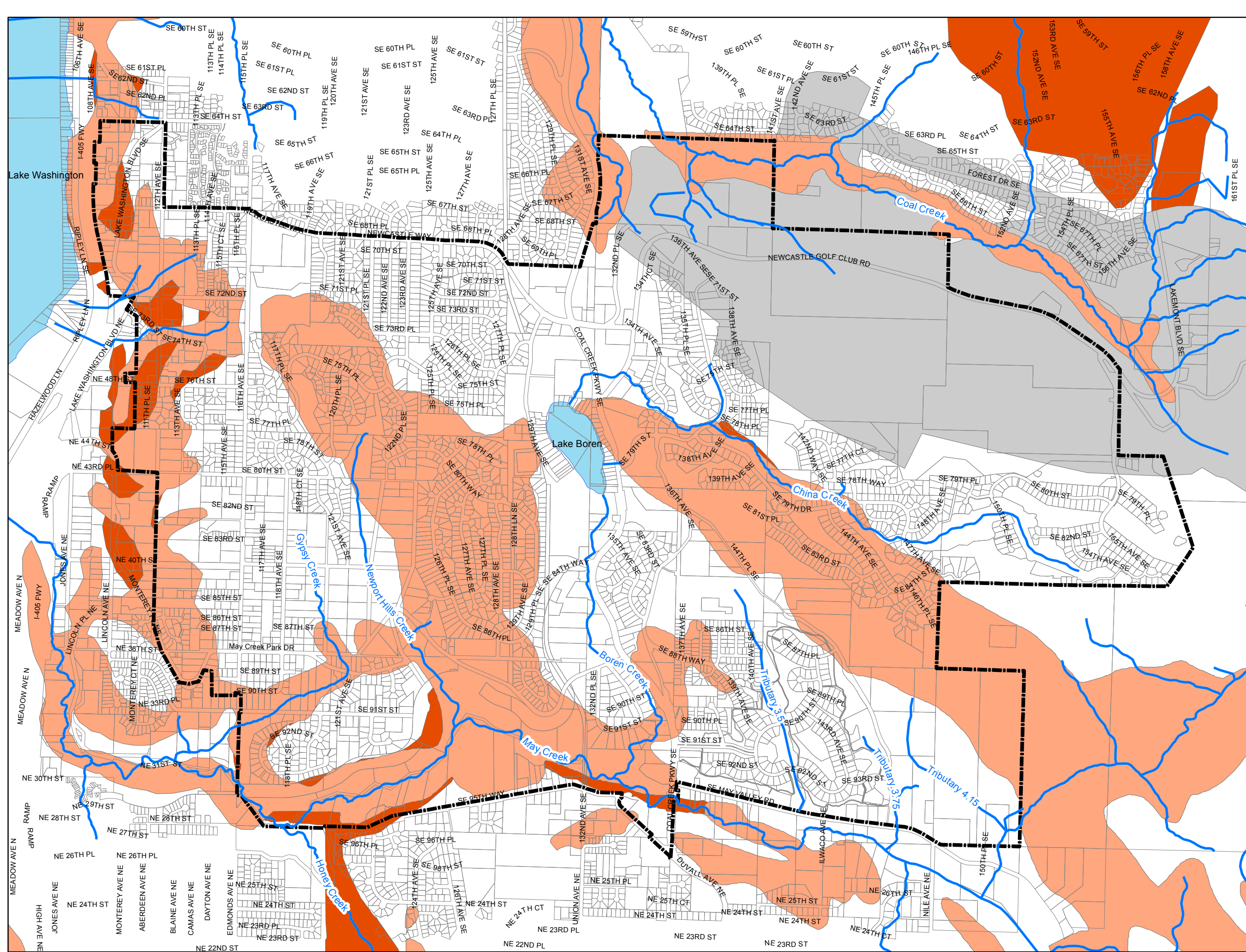
- Erosion Hazard
- Coalmine Hazard
- Landslide Hazard
- NewcastleParcels
- Lakes
- Streams2014
- CityLimits



1:16,000



Source: King County and City of Newcastle.
DISCLAIMER: No claims are made as to the accuracy or the completeness of the data contained herein. The information is presented solely for reference purposes and is based on varied sources. Exact Locations of all property lines, structures, or site conditions should be field verified.

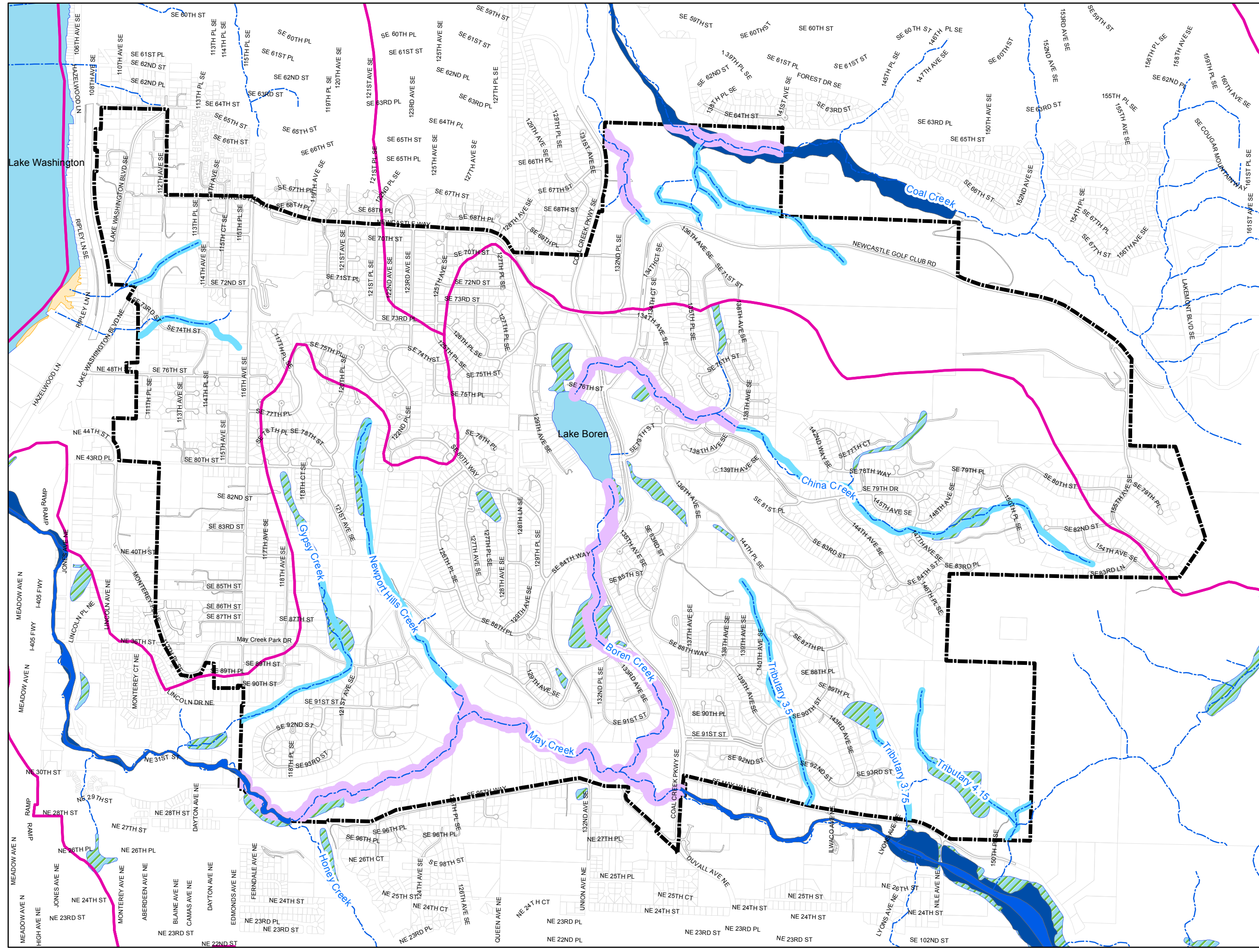


City of Newcastle Comprehensive Plan

Amended at 8/20/2014



Figure LU-8
Hydrological Features



Legend

- Streams2014
- 100ft Buffer
- 50ft Buffer
- FEMA floodway
- FEMA floodplain

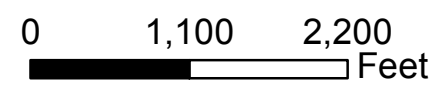
kc_water

Water Type

- island
- lake
- sand bar
- wetland
- Drainage Basin Boundary
- NewcastleParcels
- Streets_Nov2013
- CityLimits



1:16,000



Source: King County and City of Newcastle.
DISCLAIMER: No claims are made as to the accuracy or the completeness of the data contained herein. The information is presented solely for reference purposes and is based on varied sources. Exact Locations of all property lines, structures, or site conditions should be field verified.



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2035 COMPREHENSIVE PLAN

HOUSING APPENDIX



Housing Appendix

Inventory and Analysis

Housing Stock

Newcastle has a total of 4,061 housing units. Approximately 67 percent are single-family units (2011 American Community Survey (ACS); see **Table HO-1** below). This ratio of single-family to multi-family compares to King County figures showing that 56 percent of all King County housing units are single-family homes. A compilation of 2011 ACS data shows that 54 percent of all east King County housing units are single-family homes.

Table HO-1: Newcastle Housing Units 2011

	Newcastle		King Co.	
	Number	Percent	Number	Percent
Single-family	2,725	67	470,434	56
Multi-family	1,312	32	355,819	42
Mobile Home, Boat, RV, etc.	24	1	17,126	2
Total units	4,061	100	844,169	100
Source: U.S. Census Bureau, 2011 ACS				

Since incorporation in 1994 (2,657 units), the City’s housing inventory has increased by 1,404 units, with the majority of those units being single-family (**Table HO-2**).

Older residential areas: According to the 2011 ACS, approximately 71 percent of Newcastle’s housing stock was built before 2000.

Newer residential areas: According to the 2011 ACS, 29 percent of all housing in Newcastle was built since 2000 while only 3 percent of the housing stock was built before 1960. The corresponding figures for King County are that 14 percent of the housing stock was built since 2000, and 29 percent was constructed before 1960. These figures indicate that, compared to King County as a whole, housing in Newcastle is relatively new.

Existing multi-family: The majority of the City’s multi-family housing is located in in the downtown area. All of the rental complexes appear to be in fairly good exterior condition. There does not appear to be any immediate need for substantial rehabilitation.

Permit Activity Compared to 1992–2012 Housing Targets: The King County Countywide Planning Policies, adopted in 1994 to implement the State Growth Management Act, set housing and employment “growth targets” for each city in the County. Each city’s target is the amount of additional households the jurisdiction should be able to accommodate (through development capacity) during the 20-year Growth Management planning period. These housing targets were expressed as a range of households. Newcastle’s housing growth target for the 1992–2012 period was 749 to 916 households.

Table HO-2: Residential Unit Permit Activity, 1994–2012

	Single-family	Multi-family	Total
1994	13	--	13
1995	16	--	16
1996	68	--	68
1997	44	--	44
1998	50	--	50
1999	40	--	40
2000	86	195	281
2001	71	--	71
2002	98	21	119
2003	132	0	132
2004	98	42	140
2005	115	0	115
2006	79	0	79
2007	68	24	92
2008	15	1	16
2009	2	1	3
2010	16	4	20
2011	21	31	52
2012	33	59	92
TOTAL	1,065	378	1,443
	74%	26%	100%
Source: 2002 King County Annual Growth Report and annual building permit files from Puget Sound Regional Council.			
Note: Permit figures do not reflect demolitions. Multi-family permits include accessory dwelling units.			

Newcastle’s permit activity for home construction shows that the City’s growth exceeded its 1992–2012 target. Since incorporation in 1994, the City permitted a total of 1,443 new housing units (see **Chart HO-1**), along with 42 demolitions. Combined with permit activity prior to incorporation, Newcastle has provided around 1,600 units towards its 1992 to 2012 target.

Table HO-4 shows that actual production during **2001-2012** averaged 78 new units per year, 80 percent of those for single-family housing units.

Table HO-4: Residential Unit Permit Activity, 2001–2012

	Single-family	Multi-family	Total
2001	71	--	71
2002	98	21	119
2003	132	0	132
2004	98	42	140
2005	115	--	115
2006	79	--	79
2007	68	24	92
2008	15	1	16
2009	2	1	3
2010	16	4	20
2011	21	31	52
2012	33	59	92
TOTAL	748	183	931
	80%	20%	100%
Source: 2002 King County Annual Growth Report and annual building permit files from Puget Sound Regional Council.			
Note: Permit figures do not reflect demolitions. Multi-family permits include accessory dwelling units.			

2006–2031 Housing Targets: In 2006, King County adopted new employment and housing targets for the 2006–2031 period. The state requires that jurisdictions plan for growth over a 20-year horizon. The adopted growth targets have not been changed since 2006 and therefore they no longer extend over the same 20-year period as the Comprehensive Plan planning horizon of 2015-2035. To accommodate the 2015-2035 Comprehensive Plan planning horizon, many cities in King County required to plan under GMA, including Newcastle, have opted to extend their targets by four years to 2035. Analysis of future transportation demand for the Newcastle 2035 Comprehensive Plan addresses the 2015 – 2035 planning period. For this purpose, the growth targets have been adjusted to reflect housing and employment growth anticipated in the 2031 – 2035 period beyond the target horizon. Both the state adopted targets under the CPPS and the City’s extended targets are shown in Table HO-5 below. It should be noted, however, that the official target horizon under the CPPs remains 2031. If growth matches this new goal, the City will average approximately 48 new housing units per year.

As mentioned in the *East King County Housing Analysis*, Section I (Chart 5), East King County’s jobs-housing ratio increased from well below 1.0 in 1970 to 1.3 in 2006. Planned growth (jobs and housing targets) would take the ratio close to 1.5, enlarging the imbalance of housing demand over supply (Appendix, Exhibit I). In contrast, Newcastle has a current overall ratio of 0.3, which would not increase much by 2031, according to planned growth (0.4, in Table HO-5). Compared to other cities in EKC, a high proportion of jobs in the Newcastle are held by residents of the city (*Housing Analysis*, Section I, Chart 7), and existing jobs in Newcastle pay significantly less than the county’s average wages in comparable business sectors (*Housing Analysis*, Appendix, Exhibit J-2).

Table HO-5: Job Targets to Household Targets, 2006–2035

	<u>Job Target</u>	<u>Household Target</u>	<u>Job/Housing Ratio</u>
Newcastle (2006-2031)	735	1,200	0.4
Newcastle (2015-2035)	867	1,350	0.4
East King County (cities)	133,188	58,267	1.6
Source: King County, 2012 Countywide Planning Policies; ARCH			
Note: "Job/Housing Ratio" indicates the ratio of housing demand from jobs (at 1.4 jobs per household) to housing units.			

Table HO-6 shows that actual production during the first seven years of this planning period averaged 51 new units per year, 66 percent of those for single-family housing units. Reductions in the annual average and the percentage of single-family permits indicate the effects of the mortgage finance crisis and recession that began in 2007.

Table HO-6: Residential Unit Permit Activity, 2006–2012

	Single-family	Multi-family	Total
2006	79	--	79
2007	68	24	92
2008	15	1	16
2009	2	1	3
2010	16	4	20
2011	21	31	52
2012	33	59	92
TOTAL	234	120	354
	66%	34%	100%
Source: 2002 King County Annual Growth Report and annual building permit files from Puget Sound Regional Council.			
Note: Permit figures do not reflect demolitions. Multi-family permits include accessory dwelling units.			

Household Size

The average household size in Newcastle stabilized at 2.57 persons per household, virtually the same as in 2000 (2.55). This household size is slightly larger than the countywide average of 2.37 persons per household (see **Table HO-7** below).

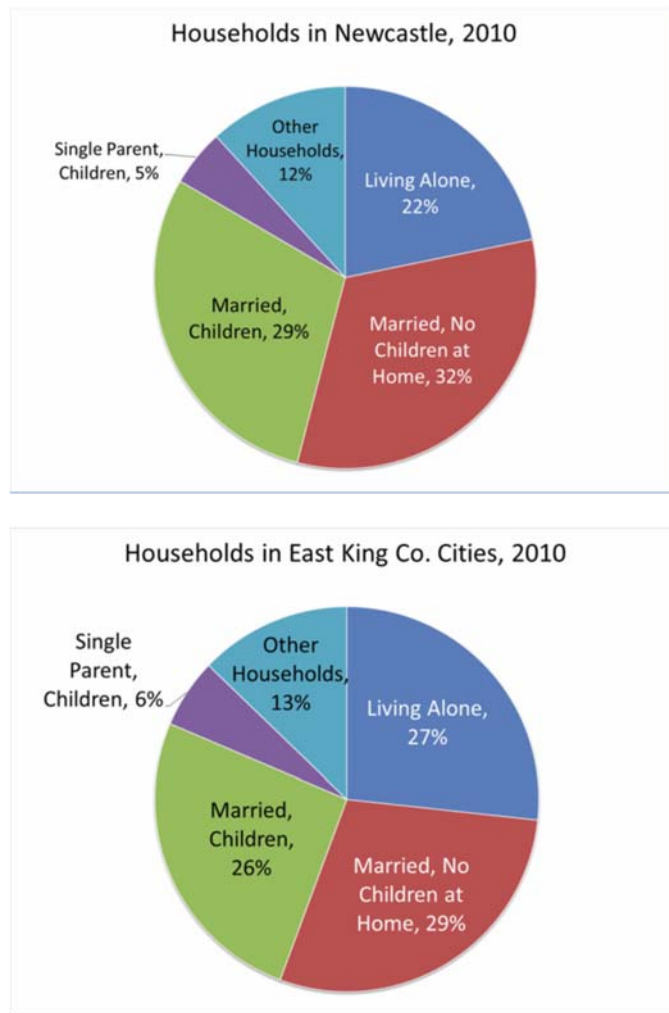
Table HO-7: Average Household Size

	1980	1990	2000	2011
Newcastle	2.8	2.6	2.55	2.57
King County	2.5	2.4	2.4	2.37
Note: Census data for Newcastle for 1980 and 1990 is from the Newport Hills Census Designated Place and includes a larger area than the current city limits.				
Source: 1980 Census, 1990 Census, 2000 Census, 2011 ACS				

Household Types

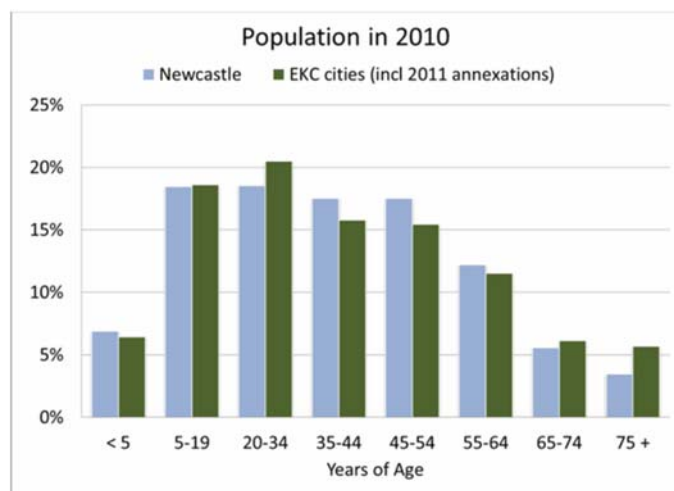
Newcastle grew by one-third in the 2000s, in terms of households, with no annexation (*Housing Analysis*, Appendix, Exhibit B). With growth and the passage of time, Newcastle’s population more resembles the rest of East King County. The fastest growing type of household in Newcastle were people living alone—now 22% of the total, but still relatively fewer than other cities of East King County (EKC) (Chart HO-1). When combined with married-no-children households, one- and two-person households make up 57% of Newcastle households, which is comparable to EKC overall. (*Housing Analysis*, Appendix, Exhibit C-2). Though only a relatively small proportion of overall households, single parents with children have seen a proportional increase over time.

Chart HO-1: Average Household Size



Like many other EKC cities, Newcastle’s population is shifting in percentage terms from younger adults to older adults (Chart HO-2 and *Housing Analysis*, Appendix, Exhibits D-1 and D-2). In fact, while Newcastle still has a smaller proportion of seniors, the city’s senior population (65 or older) grew 83% from 2000 to 2010, more than any Eastside city except Issaquah and Sammamish. Unlike several other cities, however, Newcastle’s percentage of school-aged children is still increasing slightly.

Chart HO-2: Population Age



Owner- Versus Renter-Occupied Dwelling Units

Newcastle’s housing stock is primarily (67%) single-family detached homes but that percentage decreased since 2000 (*Housing Analysis*, Appendix, Exhibit L-1). Homeownership remains relatively high (*Housing Analysis*, Appendix, Exhibit L-4). All multi-family housing built since incorporation have been condominiums (*Housing Analysis*, Appendix, Exhibit L-3).

Vacancy Rates

According to 2011 ACS data, of the 4,061 total housing units in Newcastle, 97 percent were occupied and only three percent were vacant. Vacant housing includes housing used for seasonal, recreational, or occasional use. The overall vacancy rate is lower in Newcastle than in King County (6 percent), most likely due to the higher proportion of owner occupied housing in the City than in the County.

Housing Costs

Rental Units

The ACS reports that the 2011 median contract rent in Newcastle was \$1,183, up from \$941 in 2000 (a 26% increase, unadjusted for inflation). This compares to King County medians of \$943 in 2011 and \$758 in 2000 (a 24% increase, unadjusted for inflation). Newcastle’s median rent is about the same as that of the east King County area.

Condominium Prices

In 2013 (the last calendar year that complete data is available), 41 condominiums sold in the City of Newcastle at prices ranging from \$79,000 to \$439,000. The median condominium price was \$199,000 (source: Redfin). This median price was generally affordable to households earning 80 percent to 100 percent of median income in 2013.

Single-family Home Prices

The median home value in Newcastle is \$582,000, an 80 percent increase from the \$322,500 median of 2000 (2011 ACS). This compares to King County median home value of \$402,300 and \$236,900 in 2000 (a 70 percent increase). Home values reported by the ACS represent overall housing stock.

Home sale prices are generally higher than overall home values, representing a higher percentage of new homes and homes repaired or improved for market. In 2013, 200 single-family homes valued from \$206,500 to \$1,500,000 sold in the City of Newcastle. The median house price during this period was \$530,000. These prices are significantly higher than King County as a whole, where median single-family home prices ranged from \$405,000 to \$468,000 during the same period, and toward the high end of home prices for east King County. Household income in excess of 120 percent of the County median income is needed to afford the median price home in Newcastle.

Vacant Land Prices

According to Redfin, seven listings for vacant land sold in the City of Newcastle during 2013 ranging in cost from \$37,000 to \$392,500 with a median price of \$130,000.¹

Household Income

Newcastle's household incomes are somewhat higher than the rest of EKC, and smaller percentages are low- or moderate-income (*East King County Housing Analysis*, Appendix, Exhibit F-1), although there is a similar portion of households at poverty level. Over 60% have incomes greater than 120% of the median, compared to 54% across EKC (*East King County Housing Analysis*, Appendix, Exhibit G-3).

Affordable Housing

The Vision Statement in the 1994 Comprehensive Plan documents the City's commitment to maintaining the single-family neighborhood character. In addition, the Growth Management Act and King County's Countywide Planning Policies mandate that cities develop specific policies for affordable housing. While multi-family housing plays an important role in affordable housing, it is not necessarily the only component of an affordable housing program. Increasing the potential for home ownership is a key goal. The City's challenge is also to seek affordable housing strategies that strike a balance between the need for affordable housing and the preservation of existing neighborhoods.

Affordability concerns all households, regardless of income. It pertains to the balance between a household's financial means and its desire for acceptable housing and amenities. Following a long-standing principle, the *East King County Housing Analysis* assumes that housing is "affordable" when no more than 30 percent of a renter's income goes toward housing expenses, including utilities. Local affordable ownership programs determine affordable home prices by using the conventional lending assumption that no more than 30 percent of a homeowner's income goes towards mortgage payments, property taxes, insurance and if applicable, homeowners dues. If a household expends a larger share of its income on dwelling costs, then the household may find it necessary to redirect monies that are normally spent for other basic needs such as food, health care, childcare, and education.

Table HO-8 summarizes affordable monthly housing costs and purchase prices for 2014 King County income levels and household sizes using these assumptions.

¹ This figure includes sales throughout the City and may include sales in land use classifications other than single-family residential; however, it is important to note that 70 percent of the City is zoned for single-family residential.

Table HO-8: 2014 King County Housing Affordability

	STUDIO	1-Bedroom	2-Bedroom	3-Bedroom
	(1-Person)	(2-Person)	(3-Person)	(4-Person)
LOW INCOME – 50% of Median Income				
Household Income	\$30,870	\$35,280	\$39,690	\$44,100
Monthly Expense	\$772	\$882	\$992	\$1,103
Purchase Price	\$98,900	\$113,000	\$127,100	\$141,200
MODERATE INCOME – 80% Of Median Income				
Household Income	\$49,392	\$56,448	\$63,504	\$70,560
Monthly Expense	\$1,235	\$1,411	\$1,588	\$1,764
Purchase Price	\$175,600	\$200,700	\$225,800	\$250,800
MEDIAN INCOME – 100% Of Median Income				
Household Income	\$61,740	\$70,560	\$79,380	\$88,200
Monthly Expense	\$1,544	\$1,764	\$1,985	\$2,205
Purchase Price	\$226,700	\$259,100	\$291,500	\$323,900
Source: ARCH 2014; Area Median income 2014 for King County as established by HUD.				
Note: Affordable Owner prices are estimates assuming a 10% down payment, 30-year fixed mortgage at 4.5%, property taxes at 1%, PMI of 0.85%, homeowner dues and homeowner insurance \$175-250 per month.				

House Purchase Affordability Gap

The term “affordability gap” refers to the difference between the average price of housing and the affordable price of housing. A positive gap means the price of housing is less than the amount recommended for a household to pay. Households with positive affordability gaps have an adequate choice of affordable housing. A negative gap indicates the price of housing exceeds the recommended household expenditure for housing. Households with a negative gap have fewer housing choices.

To afford a 2013 median priced single-family home in Newcastle of \$582,000, a household would need an annual income of approximately \$155,000 (depending on amount of down payment and assuming conventional lending assumption). This income is roughly 180 percent of the King County median household income for a family of four. A median-income household now faces a \$258,100 gap between what it can afford and the average house price in Newcastle. Based on 2011 ACS data, approximately 285 (7 percent) of the 4,061 homes in Newcastle were valued at or less than the affordable price for a moderate income household in 2011 (see **Table HO-9**).

Table HO-9: Affordability of Newcastle Housing 2013

	King County Median Income
Affordable Price	\$323,900
Newcastle Median Housing Price	\$582,000
Affordability Gap	\$258,100
Source: Redfin, ARCH	

Rental Affordability Gap

The 2011 ACS reports the median gross rent² for all apartments in Newcastle was \$1,284, compared to \$1,060 per month for King County as a whole. As mentioned in the preceding section, a rental unit is considered affordable when no more than 30 percent of the household's income is required for rent. The Newcastle median rent is affordable to a household earning \$51,360 annually, or approximately 66 percent of the County median income for a family of three. This level is generally affordable to Moderate-Income households, but would be significantly more than a Low-Income household (earning 50 percent of median) could afford, which would have been \$905 per month. Based on 2011 ACS data, Newcastle has a relatively low proportion of rental units affordable at low-income levels (6% versus 14% in EKC), but a greater share than EKC at moderate incomes (52% to 45%; *Housing Analysis*, Appendix, Exhibit M-2).

A Regional Coalition for Housing (ARCH)

The City of Newcastle joined A Regional Coalition for Housing (ARCH) in 1999. ARCH is a public interlocal agency created in 1992 and comprises 15 east King County cities and King County. ARCH's mission is to preserve and increase the supply of housing for low and moderate income households in east King County. ARCH is a direct outgrowth of cities efforts to respond to rising housing costs and mandates under the State's Growth Management Act that require all cities to plan for affordable housing.

The ARCH Housing Trust Fund coordinates resources that are made available by member cities to support housing affordable to low and moderate income families, seniors, and persons with special needs. In twenty years, the ARCH Trust Fund has made more than \$40 million available to support the development or preservation of 2,800 housing units. Since becoming a member of ARCH, Newcastle has made approximately \$724,000 of resources available through the ARCH Trust Fund. This represents a mixture of cash (Community Development Block Grants and City general funds) and other contributions, such as reduced City permit fees for a local project developed by Habitat for Humanity. Newcastle's resources have been used to support the Habitat for Humanity development in Newcastle, preserve low-income senior housing on Mercer Island, new housing for low-income families in Issaquah, and other projects. (A number of other member cities of ARCH also provided funding for the Habitat for Humanity development in Newcastle.) Through the ARCH Trust Fund, cities that jointly fund an affordable housing project receive credit toward their affordable housing needs, even when that project is located in another city (see next section for discussion of affordable housing needs).

Future Needs and Alternatives

Projected Housing Needs

To provide a regional approach to housing issues and to ensure that affordable housing opportunities are provided for the lower and moderate income groups, King County and its cities have developed Countywide Planning Policies (CPPs) through the Growth Management Planning Council (GMPC), which establish lower- and moderate-income household targets for each jurisdiction within the county. See Section I of the *East King County Housing Analysis* for a discussion of CPPs as they relate to planning for local and countywide housing needs.

² Gross rent includes utility costs, so it is a better comparison to affordability standards.

The City of Newcastle will seek to provide adequate affordable housing in an effort to remain in compliance with King County CPPs. It will strive to achieve a more equitable distribution of low-income housing development and social services. Affordability housing needs can be met in many ways in addition to new construction, including but not limited to, preserving existing affordable housing, accessory dwelling units, various regulatory measures, increased densities in selected areas, direct assistance to local and regional affordable housing projects, and indirect assistance to affordable housing such as fee waivers. The City of Newcastle should develop and apply strategies that are determined to be most appropriate to the local housing market and the most compatible with the character of existing neighborhoods. These strategies will be developed and updated through City's Housing Strategy Plan.

Table HO-10: City of Newcastle Affordable Housing Demand Analysis

Income Level (Pct of Median)	Pct of Newcastle's Housing Units Affordable at Income Level	Countywide Housing Need
Very Low (0–50%)	0%	12%
Low (30–50%)	2%	12%
Moderate (50–80%)	15%	16%
Middle-Income (80–100%)	14%	10%
Above-Median (100% and up)	69%	50%
Source: 2011 ACS, HUD CHAS dataset.		

Upper-Income Housing

Though there is a limited amount of developable land remaining, the production of an adequate number of units within the price range of upper-income households is expected to occur through the normal processing and implementation of the Land Use Element and zoning. All upper-income housing development will occur through the private sector.

Moderate- and Middle-Income Housing

Most of the new middle-income housing units and some of the moderate-income housing units in the City will be developed through the private sector. Although the majority of new construction will serve the needs of the upper-income groups, some moderate-income households can still be housed in Newcastle with quality rental units or possibly with duplex or townhouse style ownership units.

Very Low- and Low-Income Housing

The number of existing households in the community in need of affordable housing is a function of both the price of housing and the demographic profile of the population and workforce. Some housing for low-income households may be built with assistance from public and non-profit funding sources, including programs such as A Regional Coalition for Housing (ARCH), King County Housing Assistance Plan, and Habitat for Humanity. Innovative zoning and land use techniques that encourages (or provide incentives for) the development of affordable housing can be used to meet the additional affordable housing needs for very low-, low- and moderate-income households. For example, the City has revised its policies to encourage Accessory Dwelling Units, which is one way to provide low- and moderate-income housing. The City's Community Business Center Plan includes provisions that new housing in that area include affordable housing.

Affordable Housing Strategy Plan

It has been established that all King County communities share in the responsibility to distribute affordable housing to meet the housing needs of very low-, low- and moderate-income residents. Over the next twenty years, Newcastle will attempt to diversify its housing stock to include all income groups. Newcastle currently has a relatively small portion of households living in low- and moderate-income housing.

The City can consider a variety of strategies to supplement efforts already taken in order to achieve their housing goals and policies. The City will update its Housing Strategy Plan for a more detailed list of specific strategies and will prioritize the order in which these strategies will be considered. Such an approach allows the City to first consider strategies they believe will be most effective in addressing housing needs, and later consider additional strategies based on the effectiveness of the initial strategies. The Strategy Plan identifies a wide range of strategies that include both regulatory actions and other more direct and indirect means of addressing local needs. Examples of potential strategies include land use incentives such as density bonuses for providing affordable housing, taking additional action to support development of accessory dwelling units, adopting special regulations for senior housing and housing for persons with special needs, reviewing regulatory provisions to expedite permitting, using surplus land for housing, supporting a shared housing program, and supporting regional efforts to provide affordable housing.



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2035 COMPREHENSIVE PLAN

TRANSPORTATION APPENDIX



Transportation Appendix

Transportation System Inventory

The City of Newcastle contains a network of roads and pedestrian facilities. Except for minor private roads, the street network is owned and operated by the City. Interstate 405, located on the northwestern edge of the City limits, provides regional access. Coal Creek Parkway, a principal north-south arterial, connects the City with Bellevue to the north and Renton to the south.

King County Metro provides general transit service to Newcastle via two routes, Routes 114 and 240. The Newport Hills Park-and-Ride lot is located north of the City Limits, at 5115 113th Place, at the I-405 interchange with Lake Washington Boulevard.

Roadway

Functional Street Classification

Transportation systems have a hierarchy of streets that provide through-movement and land access functions. Streets are classified based on these functions. All streets in Newcastle are classified according to the functions they serve.

State law requires that cities and counties classify their streets based on federal and state guidelines. (The legal basis for the classification of streets is in RCW 35.78.10 and RCW 47.26.180.) The City of Newcastle adopted King County's functional classification as an interim functional classification when the City was incorporated. The existing Transportation Element includes a map showing the long-range functional classification plan.

The streets in the City of Newcastle are classified according to the following hierarchy of street designations:

- Freeway
- Arterial
 - Principal Arterial
 - Minor Arterial
 - Collector Arterial
- Local Street
 - Neighborhood Collector Street
 - Local Access Street

Freeways are limited access roadways with barrier-separated medians, designed to serve intercity traffic. Although the portion I-405 that abuts the City is relative short, Interstate 405 is an important freeway.

Arterials serve the function of carrying through-traffic within the region or between communities. Arterials include three classes of streets, Principal Arterials, Minor Arterials, and Collector Arterials.

Principal Arterials are streets of regional significance connecting larger communities. They carry the greatest portion of through-traffic or long distance travel. Land access from a principal arterial to adjacent properties is minimized. A principal arterial is generally connected to a freeway and/or other arterials and carries high volumes of traffic.

Minor Arterials are streets of citywide significance connecting community centers and facilities with other arterial and collector roads. Their traffic volumes are generally lower than principal arterials. Their main function is to carry through-traffic between communities or major community-based activity areas. Although they facilitate through-traffic, minor arterials provide some degree of local access function.

Collector Arterials collect traffic from local streets in residential areas and convey it to minor and/or principal arterials. While more local access may be allowed on collector arterials than on minor and principal arterials, collector arterials do provide an important arterial function. Lower speed limits are usually posted and lower traffic volumes are observed than on minor and principal arterials.

Local Streets are streets having the primary function to provide access within neighborhoods. Local Streets are categorized into two levels: Neighborhood Collector Streets and Local Access Streets.

Neighborhood Collector Streets are local streets that collect traffic from neighborhoods and channel it to arterials. Neighborhood Collectors receive a higher priority than other local streets for application of traffic calming measures, street sweeping, and snow removal.

Local Access Streets are local streets in neighborhoods and commercial areas that provide direct access to abutting properties. Through-traffic is generally discouraged on local access streets.

Table TR-1 lists the City of Newcastle streets by functional street classification. **Figure TR-1** shows the Functional Street Classification Map. (Note: all figures follow the text at the end of the report)

Table TR-1: City of Newcastle Functional Street classification

Classification	From	To
Principal Arterial		
Coal Creek Parkway	North City Limit	South City Limit
Newcastle Golf Club Road	Coal Creek Parkway	East City Limit
Minor Arterial		
112th Avenue SE	Newcastle Way	North City Limit
Newcastle Way	112th Avenue SE	Coal Creek Parkway SE
Newcastle Way	Coal Creek Parkway	Newcastle Golf Club Road
Lake Washington Boulevard	North City Limit	City Limit

Classification	From	To
112th Place SE/114th Avenue SE/SE 88th Street	West City Limit	116th Avenue SE
116th Avenue SE	SE 88th Street	SE 84th Street
SE 84th Street/May Creek Park Drive	116th Avenue SE	Coal Creek Parkway
Collector Arterial		
116th Avenue SE	SE 84th Street	Newcastle Way
SE 76th Street	West City Limit	116th Avenue SE
"Newcastle Connector"	Newcastle Golf Club Road	Coal Creek Parkway
Neighborhood Collector Street		
123rd Avenue SE	Newcastle Way	SE 74th Street
125th Place SE/127th Place SE/SE 73rd Place/129th Avenue SE	SE 74th Street	Newcastle Way
SE 77th Place/118th Avenue SE/SE 75th Place	116th Avenue SE	122nd Place SE
SE 74th Street/122nd Place SE/SE 80th Way/129th Place SE	125th Place SE	129th Place SE
SE 84th Way/129th Place SE/SE 86th Place/126th Place SE	Coal Creek Parkway SE	80th Way SE
SE 88th Street/SE 88th Place/123rd Avenue SE	116th Avenue SE	May Creek Park Drive
SE 79th Street/SE 79th Drive/148th Avenue SE/80th Place SE/149th Place SE/80th Street/155th Avenue SE	Coal Creek Parkway SE	Newcastle Golf Club Road
136th Avenue SE	SE 79th Drive	Newcastle Golf Club Road
134th Avenue SE	133rd Avenue SE	SE 79th Street
135th Avenue SE/139th Way/140th Avenue SE/SE 91st Street	Coal Creek Parkway	Coal Creek Parkway
144th Place SE	136th Avenue SE	SE 87th Street
150th Place SE	SE 93rd Court	May Valley Road/City Limit

Street Inventory

The City of Newcastle maintains an inventory of all City streets. The inventory includes information on: right-of-way width, sidewalks, pavement conditions, width and type.

Traffic Control Devices

In order for the City to move the vehicles on its streets safely and efficiently, traffic control devices such as traffic signals, stop and yield signs, lane markings and traffic calming devices are placed throughout the City. Figure TR-2 shows the locations of existing traffic signals and all-way stop controlled intersections.

Traffic Volumes

Average daily, AM peak hour and PM peak hour traffic volumes on arterials are shown in **Figure TR-3**. Coal Creek Parkway is the most heavily traveled street in the City, carrying traffic volumes in a range of 25,000 to 35,000 vehicles per day. Newcastle Way carries from 5,000 to 11,000 vehicles per day while Newcastle Golf Course Road carries about 15,000 vehicles per day.

Level of Service

Quality of service requires quantitative measures to characterize operational conditions within a traffic stream. Level of service (LOS) is a quality measure describing operational conditions within a traffic stream, generally in terms of such measures as speed and travel time, freedom to maneuver, traffic interruptions, and comfort and convenience.

Six levels of service are defined for each type of facility that has analysis procedures available. Letters designate each level, from A to F, with LOS A representing the best operating conditions and LOS F the worst. Each level of service represents a range of operating conditions and the driver's perceptions. Safety is not included in the measures that establish service levels.

Level of service for signalized intersections is defined in terms of control delay, which is a measure of driver discomfort, frustration, fuel consumption, and increased travel time. The delay experienced by a motorist is made up of a number of factors that relate to control, geometries, traffic, and incidents. Total delay is the difference between the travel time actually experienced and the travel time in the absence of traffic control, geometric delay, any incidents, and any other vehicles. The 2010 Highway Capacity Manual (HCM) defines the signalized and unsignalized intersections with the average control delay per vehicle in **Table TR-2**. This is a change from the methodology used in the previous plan and can mask poor level of service on some approaches to intersections with unbalanced flows.

Table TR-2: Definition of Intersection Level of Service

Level of Service	Signalized and Roundabout Intersections: Control Delay (seconds)	Unsignalized Intersections: Average Delay for Worst Controlled Movement (seconds)	Description
A	0-10	0-10	Little or no delay
B	10-20	10-15	Short delays
C	20-35	15-25	Average delays
D	35-55	25-35	Long delays
E	55-80	35-50	Very long delays
F	>80	>50	Failure - extreme congestion

Source: 2010 HCM

As required by the GMA, the City established level of service standards in the Comprehensive Plan for all arterial intersections. It adopted the following level of service standards at signalized and unsignalized arterial intersections:

- LOS E on Coal Creek Parkway SE within the Community Business Center
- LOS D on all other arterials

The City has been monitoring levels of service at the intersections included in **Table TR-3** because they carry relatively high levels of traffic.

Table TR-3: Intersection Level of Service (2014)

Intersection	AM Peak Hour		PM Peak Hour		Control Type
	LOS	Delay (sec)	LOS	Delay (sec)	
Coal Creek Parkway SE & Newcastle Way	C	30	D	37	Signal
Coal Creek Parkway SE & SE 79th Place	B	12	A	6	Signal
Coal Creek Parkway SE & SE 84th Way	A	6	A	10	Signal
Coal Creek Parkway & May Creek Park Drive	A	7	B	13	Signal
Coal Creek Parkway SE & SE 91st	A	3	A	5	Signal
Coal Creek Parkway & SE May Valley Road	C	25	A	7	Signal
129th Avenue SE & Newcastle Way	B	11	B	14	Signal
112th Avenue SE & Lake	C	21	C	15	NEB Stop

Washington Blvd	C	18	B	14	WB Stop
116th Avenue SE & Newcastle Way	E	39	B	14	All Stop
Newcastle Golf Club Road & Newcastle Way	C	15	E	40	All Stop
123rd Avenue SE & Newcastle Way	C	19	C	19	NB Stop
	C	18	C	22	SB Stop
116th Avenue SE & SE 76th Street	B	12	B	10	All Stop
116th Avenue SE & SE 88th Street	A	8	A	8	All Stop
136th Avenue SE & SE 79th	A	8	A	8	All Stop
Bolded cells indicate the areas where level of service standard is not being met					

Transit

King County Metro (KCM) provides public transportation services in the City. Two routes 114 and 240 serve the residential areas. Route 114 provides weekday morning and weekday afternoon service on Coal Creek Parkway and to locations between Downtown Seattle and Renton Highlands. Route 240 provides weekly service on Coal Creek Parkway connecting Bellevue with Renton. Figure TR-4 illustrates the transit routes and identifies the headways for KMC routes 114 and 240.

Additionally, KCM Routes 823 and 824 provide limited weekday morning and afternoon service between Newport High School and Newcastle.

The Newport Hills Park-and-Ride lot is located adjacent to the City along I-405 at the Lake Washington Boulevard interchange area. KCM Routes 111, 167, 280, 824, and 952 and Sound Transit Route 560 serves this lot.

The City of Newcastle requires all developments to provide sidewalks. The City of Newcastle's Non-Motorized Transportation Plan (2008) provides the existing and future non-motorized pedestrian (sidewalks, urban trails and nature trails) and bike facilities throughout the City.

The City of Newcastle's Non-Motorized Transportation Plan (2008) is incorporated herein by reference.

Bike Path (Class I Bikeway). This type of path is a separated paved path for the principle use of Bicycles. The paths are 10 feet wide except in high use areas or areas serving maintenance vehicles the paths are 12 feet wide. This type of Class I Bikeway is intended for larger trails such as the Burke-Gilman in Seattle. Bike Paths do not exist in the City of Newcastle.

Bike Lane (Class II Bikeway). This type of lane is part of a directional route system. The bike lane is 5 feet wide painted lane. The Class II Bikeway is provided on major arterials such as Coal Creek Parkway.

Bike Routes (Class III Bikeway). This type of route provides a widened paved outer lane to accommodate bicycles in the same lane as motor vehicles. The lane is increased by at least 3 feet. These lanes may also be used for parking where allowed. Bike Routes are designated by signs and connect to higher use bicycle facilities. The Class III Bikeway is provided on neighborhood collectors and is constructed as shoulder improvements.

Shared Roadway with No Designation (Class IV Bikeway). This type of designation is defined as all roads not categorized above where bicycles share the roadway with motor vehicles. A majority of the existing bike routes within the City of Newcastle are categorized as Class IV Bikeways.

System Deficiencies

The data for existing transportation conditions provides a baseline for defining the existing and future deficiencies in the transportation system.

Existing level of service deficiencies are found at the following two intersections:

- 116th Avenue SE & Newcastle Way – The all-way stop controlled intersection operates at LOS E in the AM peak hour and in addition the westbound approach operates at LOS F very long queues.
- Newcastle Golf Club Road & Newcastle Way – The all-way stop controlled intersection operates at LOS E in the PM peak hour and in addition the southbound approach operates at LOS F with very long queues.

These deficient intersections are carryover locations from the 2002-2022 Transportation Element and were included in the previous CFP and remain eligible for impact fees as the deficient LOS is a result of growth.

Many arterials in the City still lack adequate non-motorized facilities such as sidewalks and bike lanes. Although the City requires sidewalks from developers and property owners along the frontage when developments are proposed, there are still streets in the commercial areas and near non-motorized generators like parks and schools where sidewalks are not adequate.

Future Conditions

Projected Household and Employment Growth

Travel forecasts were completed manually based upon industry standard trip generation rates. The land use growth assumptions used to develop the forecast assumed the same housing and employment figures as the growth targets used elsewhere in the comprehensive plan. They are consistent as required by the GMA for certification of the Comprehensive Plan.

Newcastle's growth targets were established through a process initiated by the Growth Management Planning Council (GMPC), adopted by the King County Council, and ratified by the cities and towns in the county. Housing targets are based on population projections for King County provided by the state Office of Financial Management. Employment targets are based on forecasts provided by the Puget Sound Regional Council (PSRC). Allocation of housing and jobs to local jurisdictions was informed by the regional growth strategy in VISION 2040 and also reflects local factors such as zoning, capacity, and market trends. Adopted targets for the City of Newcastle indicate planned growth for the 2006-2031 period of 1,200 housing units and 735 jobs. Analysis of future transportation demand for the comprehensive plan addresses the 2015 – 2035 planning period. For this purpose, the growth targets have been adjusted to reflect:

- 1) growth of 617 jobs between 2006 and 2014, and
- 2) housing and employment growth anticipated in the 2031 – 2035 period beyond the target horizon. The resulting land use assumptions are as follows:

Table TR-3.1: State and Extended Housing and Job Targets:

	2006-2031 Growth Targets, King County Countywide Planning Policies	2015-2035 Extended Targets, City of Newcastle
Housing	1200	1350
Jobs	735	867

2035 Traffic Forecasts and Level of Service

Figure TR-5 illustrates the future 2035 PM peak hour traffic volumes. Using the 2035 PM peak hour volumes, the level of service at arterial intersections were calculated with the Highway Capacity Manual 2010 method. **Table TR-4** and **Figure TR-7** show the results of the PM peak hour level of service analysis, with all facility improvements as identified in **Figure TR-8**.

Figure TR-6 illustrates the future 2035 AM peak hour level of service analysis. Facility improvements resulting from AM peak hour deficiencies are also identified in **Figure TR-8**.

Table TR-4: 2035 Future PM Peak Hour Level of Service

Intersection						
	LOS	Delay (sec.)	Control	LOS	Delay (sec.)	Control
Coal Creek Parkway SE & Newcastle Way	D	47	Signal	D	47	Signal
Coal Creek Parkway SE & SE 79th Place	A	6	Signal	A	6	Signal
Coal Creek Parkway SE & SE 84th Way	B	12	Signal	B	12	Signal
Coal Creek Parkway & May Creek Park Drive	B	16	Signal	B	16	Signal
Coal Creek Parkway SE & SE 91st Street	A	6	Signal	A	6	Signal
Coal Creek Parkway & SE May Valley Road	A	8	Signal	A	8	Signal
129th Avenue SE & Newcastle Way	B	16	Signal	C	16	Signal
112th Avenue SE & Lake Washington Blvd	C	17	NEB Stop	C	17	NEB Stop
	C	15	WB Stop	C	15	WB Stop
116th Avenue SE & Newcastle Way	C	21	All Stop	B	13	Signal
				A	9	RAB/EB
Newcastle Golf Club Road & Newcastle Way	E	40	All Stop	B	17	Signal or
				C	19	RAB/SB
123rd Avenue SE & Newcastle Way	C	23	NB Stop	C	23	NB Stop
	D	29	SB Stop	D	29	SB Stop
116th Avenue SE & SE 76th Street	B	11	All Stop	B	11	All Stop
116th Avenue SE & SE 88th Street	A	9	All Stop	A	9	All Stop
134th Avenue SE & SE 79th Place	A	8	All Stop	A	8	All Stop
"Newcastle Connector" & Coal Creek Parkway	F	<50	WB Stop ¹	B	13	Signal
"Newcastle Connector" & Newcastle Golf Club	C	24	EB Stop ²	C	24	EB Stop
Note: Bolded cells indicate the areas where level of service standard cannot be met. ¹ Level of service and delay for westbound left-turn (worst) movement ² Level of service and delay for eastbound left-turn (worst) movement						

Future Deficiencies

Future level of service deficiencies are found at two existing intersections:

- 116th Avenue SE & Newcastle Way – Currently the intersection operates at LOS E in the AM peak hour and in addition the westbound approach operates at LOS F with very long queues. In the future the intersection is forecast to continue to operate at LOS E and the westbound approach will continue to operate at LOS F with more extensive queue impacts.
- Newcastle Golf Club Road & Newcastle Way – Currently the intersection operates at LOS E in the PM peak hour and in addition the southbound leg operates at LOS F with very long queues. In the future the intersection is forecast to continue to operate at LOS E and the southbound approach will continue to operate at LOS F with more extensive queue impacts.

Intersection operations on the future “Newcastle Connector” roadway between Coal Creek Parkway and Newcastle Golf Course Road are summarized below:

- “Newcastle Connector” & Coal Creek Parkway – The new intersection is westbound (minor approach) stop sign controlled on the new connector roadway and is free-flow on Coal Creek Parkway. The westbound approach is forecast to operate at LOS F with significantly long delays. Vehicle access to and from Coal Creek Parkway with the stop sign control configuration will be very difficult. A signal may be required to address the delay and queuing.
- “Newcastle Connector” & Newcastle Golf Course Road – The new intersection is eastbound (minor approach) stop sign controlled on the new connector roadway and is free-flow on Newcastle Golf Course Road. The eastbound approach is forecast to operate at LOS C.

The following summarizes other future transportation facility operations:

- King County legacy rural roadways within the city will continue to operate as they do with reduced safety for turning traffic, bicycles and pedestrians. Proportional systematic improvements will be required to bring them up to urban standards as growth creates greater demand on the system
- Non-motorized facility demand will increase with growth. Proportional systematic improvements will be required to maintain and improve current levels of safety and mobility in the future. The non-motorized needs generally coincide with the King County legacy rural roadways.

Transportation Facility Plan (2014 – 2035)

Based on the 2035 traffic forecasts and the level of service analysis and standards, the Transportation Facility Plan for 2014-2035 was developed. The motorized transportation improvements in the Capital Facility Plan are described in **Table TR-5**.

Table TR-5: Motorized Transportation Facility Plan (2014-2035)

Project	CIP # /Concern or Segment #	Brief Project Description	Cost Budgeted
SE 84th St Extension to May Creek Park Drive – New Street	T-020	Construct new connection City Street connection from SE 84th Street to May	Developer
Lake Washington Blvd (SE 64th St to SE 73rd St) – Legacy Street	T-034	Bring up to current standards with sidewalks	\$8,000,000
Newcastle Golf Course Rd (just east of 136th Ave SE to 155th Ave SE)	T-035	Bring up to current standards with sidewalks	\$17,000,000
New Connection road from Newcastle Golf Club Road to Coal Creek Parkway – New Street	T-040	Construct new three- lane road to current standards with associated intersection improvements and Coal Creek Pkwy and Newcastle Golf Course Rd	\$9,000,000
Newcastle Way at Newcastle Gold Course Rd – Intersection Improvement	T-041	Signal, roundabout or other intersection improvement	\$250,000
Newcastle Way at 116th Ave SE – Intersection Improvement	T-042	Signal, roundabout or other intersection improvement	\$250,000
Lake Washington Blvd at 112th Ave SE/SE 64th St – Intersection	T-043	Signal, roundabout or other intersection improvement	\$250,000
Coal Creek Pkwy Vehicle/Non-motorized Signal – Intersection Improvement	T-044	Construct traffic signal at CCP / private road intersection (north of Safeway)	\$250,000

Project	CIP # /Concern or Segment #	Brief Project Description	Cost Budgeted
Newcastle Way (112th Ave SE to 129th Ave SE) – Legacy Street	T-045	Widen from 2 lanes to 3 lanes with sidewalks, landscaping and lighting	\$13,300,000
112th Ave SE (SE 64th St to Newcastle Way – Legacy Street	T-046	Widen from 2 lanes to 3 lanes with sidewalks, landscaping and lighting	\$2,700,000
144th Pl SE (136th Ave SE to SE 87th St) – Legacy Street	T-047	Bring up to current standards with sidewalks	\$6,300,000
136th Ave SE (SE 79th to 135th Ave SE) – Legacy Street	T-048	Bring up to current standards with sidewalks	\$3,500,000
136th (Newcastle Golf Course Road to SE 75th St) – Legacy Street	T-049	Bring up to current standards with sidewalks	\$4,300,000
		Total	\$65,100,000

Table TR-6: Non-Motorized Transportation Facility Plan (2015-2035)

Project	CIP # /Concern or Segment #	Brief Project Description	Source Document	Cost Budgeted
125th PI SE from Newcastle Way to SE 74th St	T-030 / NMS27	Complete gaps in sidewalks on west side of 125th Ave SE from Newcastle Way to Donegal Park (phase 1 completed 2012, phase 2 scheduled for 2014); CIP #T-030	Non-Motorized Transportation Plan	\$100,000
112th Ave SE from SE 64th St to Newcastle Way	T-029 / NMS5	Delete in Motorized #T-046	Non-Motorized Transportation Plan	
112th PI SE from SE 86th PI to 114th Ave SE, 114th Ave SE from 112th PI SE to SE 88th St, SE 88th St from 114th Ave SE to SE 88th PI and SE 88th PI from SE 88th St to 124th Ave SE	NMS8	New sidewalks	Non-Motorized Transportation Plan	\$3,300,000
Newcastle Way from 112th Ave SE to Newcastle Golf Club Rd	T-028 / NMS6	Delete in Motorized #T-045	Non-Motorized Transportation Plan	
129th Ave SE from Newcastle Way to end	NMS25	Sidewalks on both sides, possible lighting. 2012 Lake Boren Townhome sidewalk reduced	Non-Motorized Transportation Plan	\$1,500,000

From 123rd Ave SE to 129th Ave SE that includes SE 74th St, 125th PI SE, SE 75th St, 127th PI SE and SE 73rd PI	NMS30	Sidewalk project that involves sidewalk on one or both sides of local access streets	Non-Motorized Transportation Plan	\$1,500,000
From Coal Creek Pkwy, through SE 79th St/136th Ave SE to Newcastle Golf Club Rd	NMS21	Delete in Motorized #T-035	Non-Motorized Transportation Plan	

Project	CIP # / Concern or Segment #	Brief Project Description	Source Document	Cost Budgeted
123rd Ave SE from Newcastle Way to SE 74th St	NMS12	New sidewalks	Non-Motorized Transportation Plan	\$1,700,000
from 116th Ave SE to 122nd PI se, along SE 77th PI, 118th Ave SE, SE 75th PI, including 117th PI SE as additional segment	NMS11	New sidewalks	Non-Motorized Transportation Plan	\$400,000
from Coal Creek Pkwy through May Creek Park Drive into 124th Ave SE terminating at intersection of 124th Ave SE and SE 88th PI	NMS7	New sidewalks	Non-Motorized Transportation Plan	\$3,100,000
Newcastle Golf Club Rd from just east of 136th Ave SE to 155th Ave SE	NMS9B	Delete Create Legacy Road Project #T-035	Non-Motorized Transportation Plan	
SE 76th St from 116th Ave SE to City's west Boundary	NMS10	Steep sidewalks, drainage collection and conveyance improvements, possible short retaining walls	Non-Motorized Transportation Plan	\$1,800,000
SE 91st ST, and 121st Ave SE between SE 91st ST and SE 88th PI	NMS26	New sidewalks	Non-Motorized Transportation Plan	\$1,800,000
Lake Washington Blvd from SE 64th ST to SE 73rd St	NMS4	Delete Create Legacy Road Project #T-034	Non-Motorized Transportation Plan	
SE 80th St from 116th Ave SE to SE 78th ST	NMS29	New sidewalks	Non-Motorized Transportation	\$150,000

From Newcastle Golf Club Rd through 134th Ave SE/136th Ave SE to 135th Ave SE	NMS24	New sidewalks	Non-Motorized Transportation Plan	\$500,000
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Project	CIP # / Concern or Segment #	Brief Project Description	Source Document	Cost Budgeted
from NE 40th, through Monterey PI NE, 112th PI SE, 114th Ave SE, SE 88th St to 124th Ave SE	NMB8	Bike lanes, some excavation, significant drainage improvements, etc.	Non-Motorized Transportation Plan	\$950,000
Newcastle Way from 112th Ave SE to Newcastle Golf Club Rd	NMB6	Delete in Motorized #T-045	Non-Motorized Transportation Plan	
Newcastle Golf Club Rd from Coal Creek Pkwy to 155th Ave SE	NMB9	Delete Create New Legacy Road Project #T-035	Non-Motorized Transportation Plan	
May Creek Park Drive from 124th Ave SE to Coal Creek Pkwy including small portion of 124th Ave SE	NMB7	Portions of this route have already been completed, specifically along Eden's Grove. Remaining portion will entail excavation, retaining walls, drainage collection and conveyance, utility relocation,	Non-Motorized Transportation Plan	\$950,000
112th Ave SE from SE 64th ST to Newcastle Way	NMB5	Delete in Motorized #T-046	Non-Motorized Transportation Plan	
Lake Washington Blvd from SE 64th St to SE 73rd St	NMB4	Delete Create Legacy Road Project #T-034	Non-Motorized Transportation Plan	
			Total	\$17,750,000

Financial Plan

Existing Revenues and Expenditures

Revenues available for financing transportation improvements in the City can be highly variable, depending on the amount of development activity, grant applications and awards, and local economic factors. Funds for transportation

improvements typically come from the following sources:

- City general funds (sales tax, real estate excise tax, and property tax)
- Distributions from State gas tax
- Developer contributions and mitigation (impact fees)
- Grants-both Federal and State sources
- Bond financing
- Local Improvement District financing
- Contributions from local/regional jurisdictions (Bellevue, King County and Sound Transit)

The City made significant expenditures on Coal Creek Parkway during the previous plan cycle and is still repaying debt on the project. The economic downturn that impacted the region during the previous plan cycle affected numerous funding sources. Since that time grant funds have become more competitive and the focus of many state and federal grants has moved to non-motorized and safety projects.

Funding Assumptions for 2022 Transportation Facility Plan

The estimated total cost of the 2014-2035 Transportation Facility Plan (both motorized and non-motorized) is \$82,850,000 in current dollars. Funding sources identified for Transportation Capital Facility Plan include:

- Real Estate Excise Tax - Funds from home sales to be used for capital or land purchase only
- Transportation Impact Fees
- SEPA Mitigation
- Levy - Voter approved levy for reoccurring maintenance
- Bond - Voter approved bond for capital projects
- Grant - Any source of grant funds such as Transportation Improvement Board, Federal funds, etc.
- Sound Transit – Sound Transit program funds such as a transit center
- Local Improvement District – Tax district supported by the property owners

Table TR-7 summarizes estimated funding sources for all the projects included in the Transportation Facility Plan. In order for the City to complete the 2014-2035- Transportation Facility Plan, the city's locally generated revenue dedicated to matching impact fees and grants should be increased to an average of \$1.3 million per year if non-motorized impact fees are adopted, if not the locally generated revenue will need to be increased to \$1.6 million per year. The City should continue to aggressively pursue federal and state grants for transportation.

Table TR-7: Revenues Estimated for the 2015-2035 Transportation Facility Plan

Impact Fees (Approved Roadway)	\$10,000,00
Impact Fees (Potential Non-motorized)	\$4,500,000
Bond/Levy	\$22,850,00
REET	\$4,000,000
Grants (50%)	\$41,500,00
Local Improvement District	\$0
Other	\$0
Total	\$82,850,000.0
Source: Transportation Solutions Inc.	

List of Transportation Appendix Figures

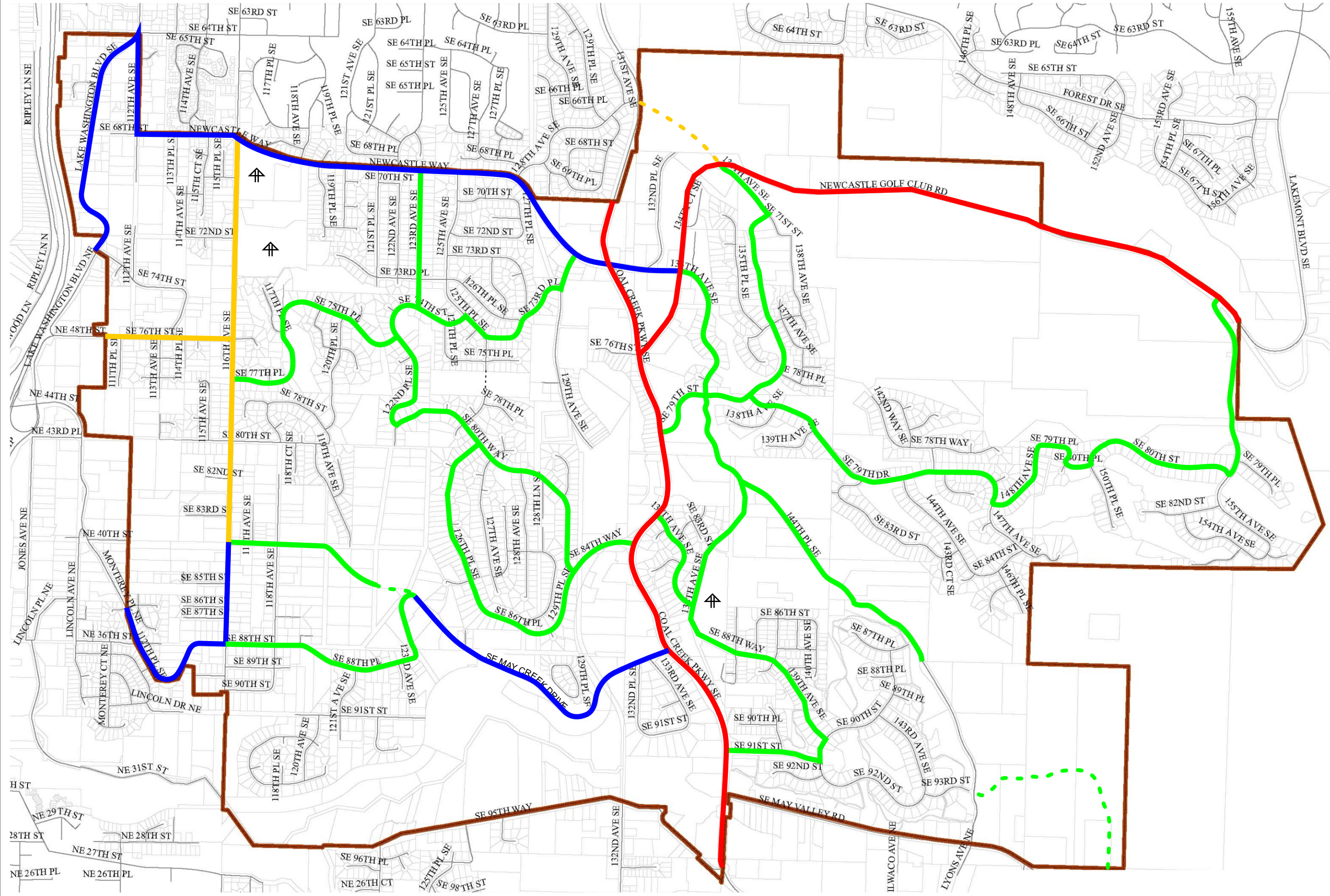
- Figure TR-1** Functional Street Classification
- Figure TR-2** Traffic Control Devices
- Figure TR-3** Average Daily Traffic Volumes
- Figure TR-4** Metro Transit Routes and Frequencies
- Figure TR-5** 2035 PM Peak Hour Traffic Volumes
- Figure TR-6** 2014 Existing and 2035 Without and With the Transportation Facility Improvements AM Peak Hour Level of Service
- Figure TR-7** 2014 Existing and 2035 Without and With the Transportation Facility Improvements PM Peak Hour Level of Service
- Figure TR-8** 2015-2035 Transportation Facility Plan



**Figure TR-1
Functional
Street Classification**

LEGEND

- Existing Streets**
- Principal Arterial
 - Minor Arterial
 - Collector Arterial
 - Neighborhood Collector
 - Local Street
- Proposed Streets**
- - - Principal Arterial
 - - - Minor Arterial
 - - - Collector Arterial
 - - - Neighborhood Collector
 - - - Local Street
- Existing Centerlines
 - Parcel Boundary
 - Newcastle City Boundary
 - ⬆ Renton School District

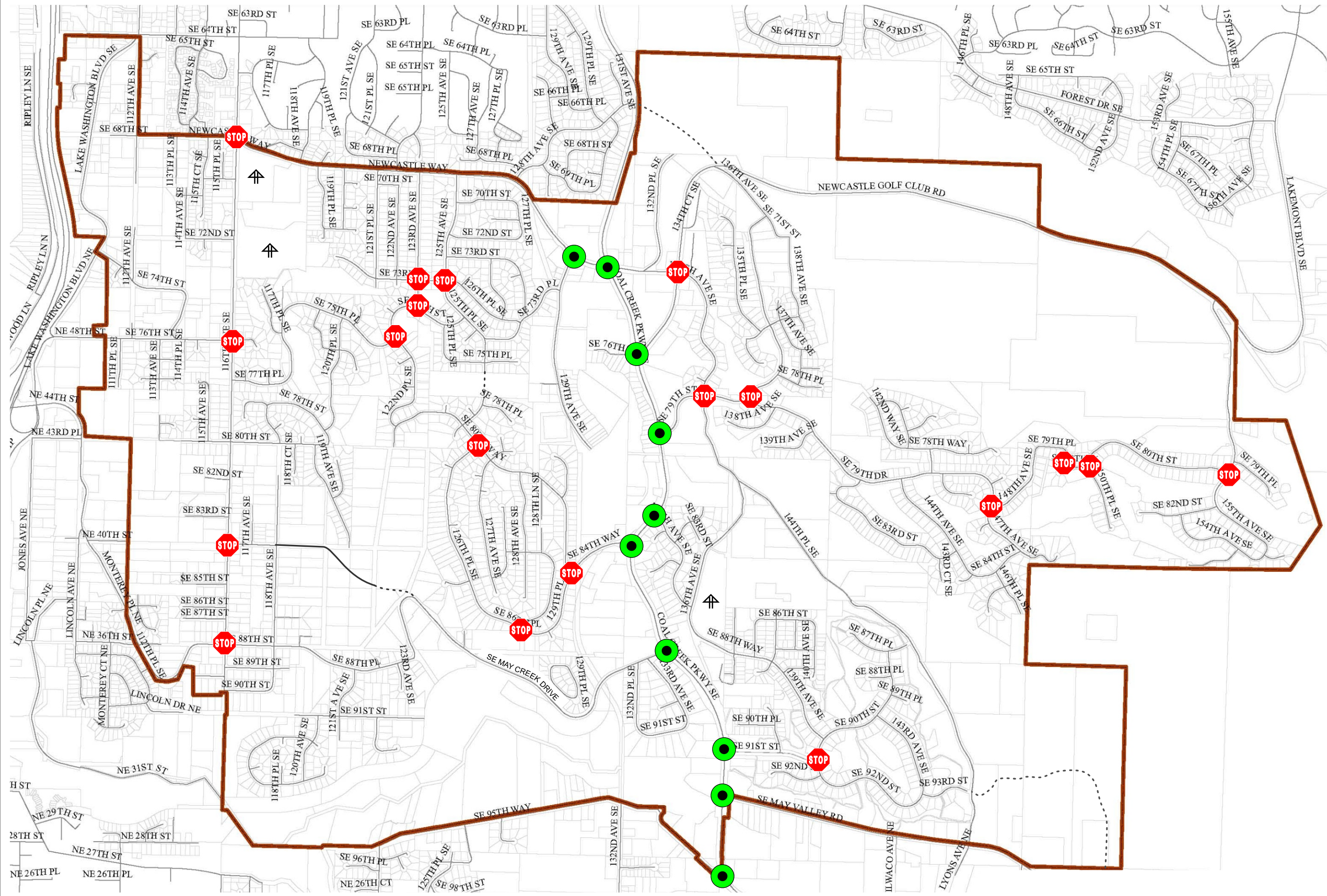




**Figure TR-2
Existing Traffic
Control Devices**

LEGEND

- Traffic Signal
- All-Way Stops
- Future Roadway
- Existing Centerlines
- Parcel Boundary
- Newcastle City Boundary
- Renton School District

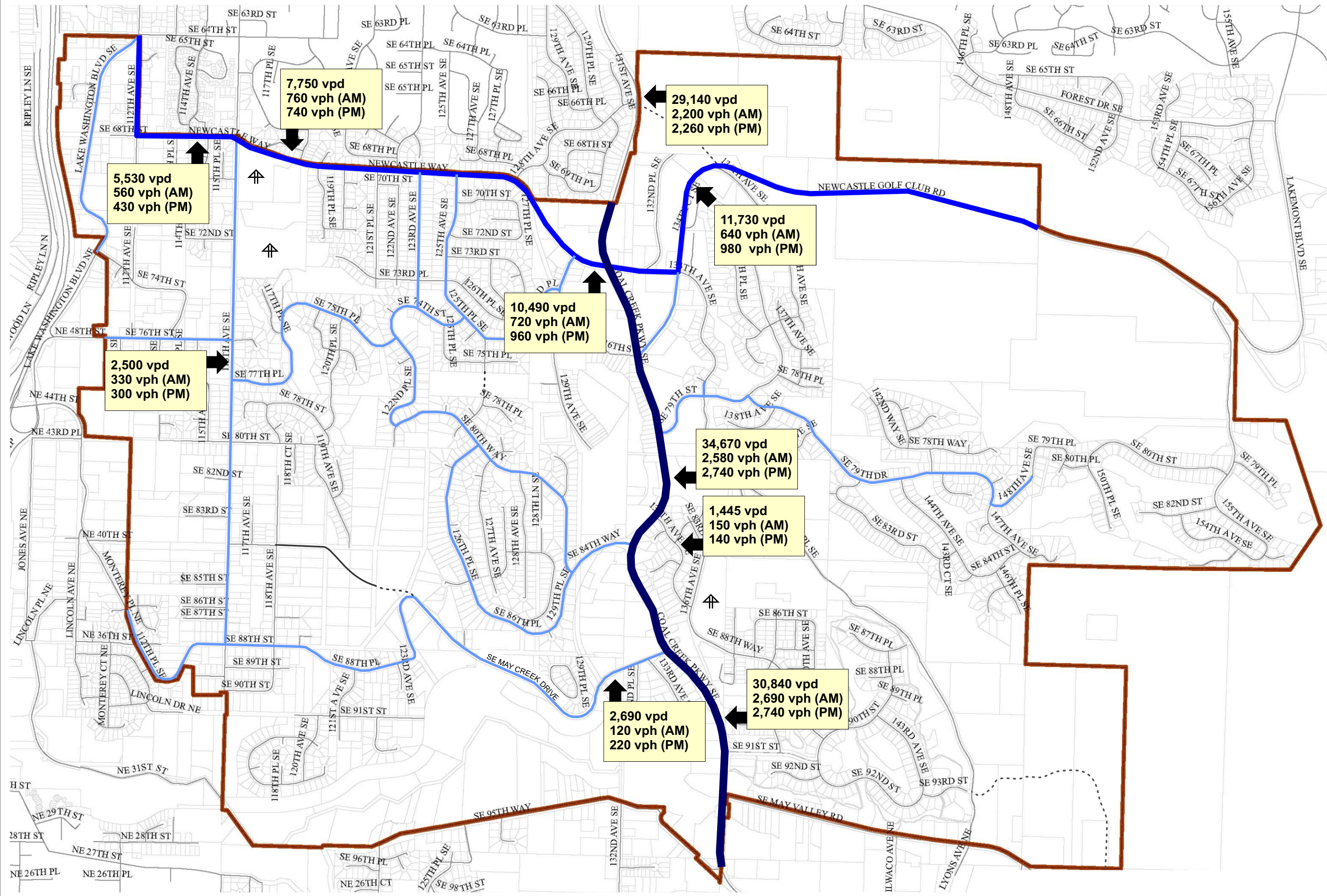




**Figure TR-3
2014 Average Daily
Traffic Volumes**

LEGEND

- █ Over 20,000 vpd
- █ 4,000 to 20,000 vpd
- █ 4,000 or less vpd
- vpd Vehicles Per Day
- vph Vehicles Per Hour
- Future Roadway
- Existing Centerlines
- Parcel Boundary
- Newcastle City Boundary
- ⬆ Renton School District





**Figure TR-4
Metro Transit Routes
and Frequencies**

LEGEND

- █ Routes 114 and 240
- ⋯ Future Roadway
- Existing Centerlines
- ▭ Parcel Boundary
- ▭ Newcastle City Boundary
- ⬆ Renton School District

Route	Dir.	Frequency			
		AM Peak	Midday	PM Peak	Evening
Weekday					
114	North Bound	30 min.	0 min.	0 min.	0 min.
	South Bound	0 min.	0 min.	30 min.	0 min.
240	North Bound	30 min.	30 min.	30 min.	60 min.
	South Bound	30 min.	30 min.	30 min.	60 min.
Weekend					
240	Saturday is similar to weekday 60 min headway on Sundays				

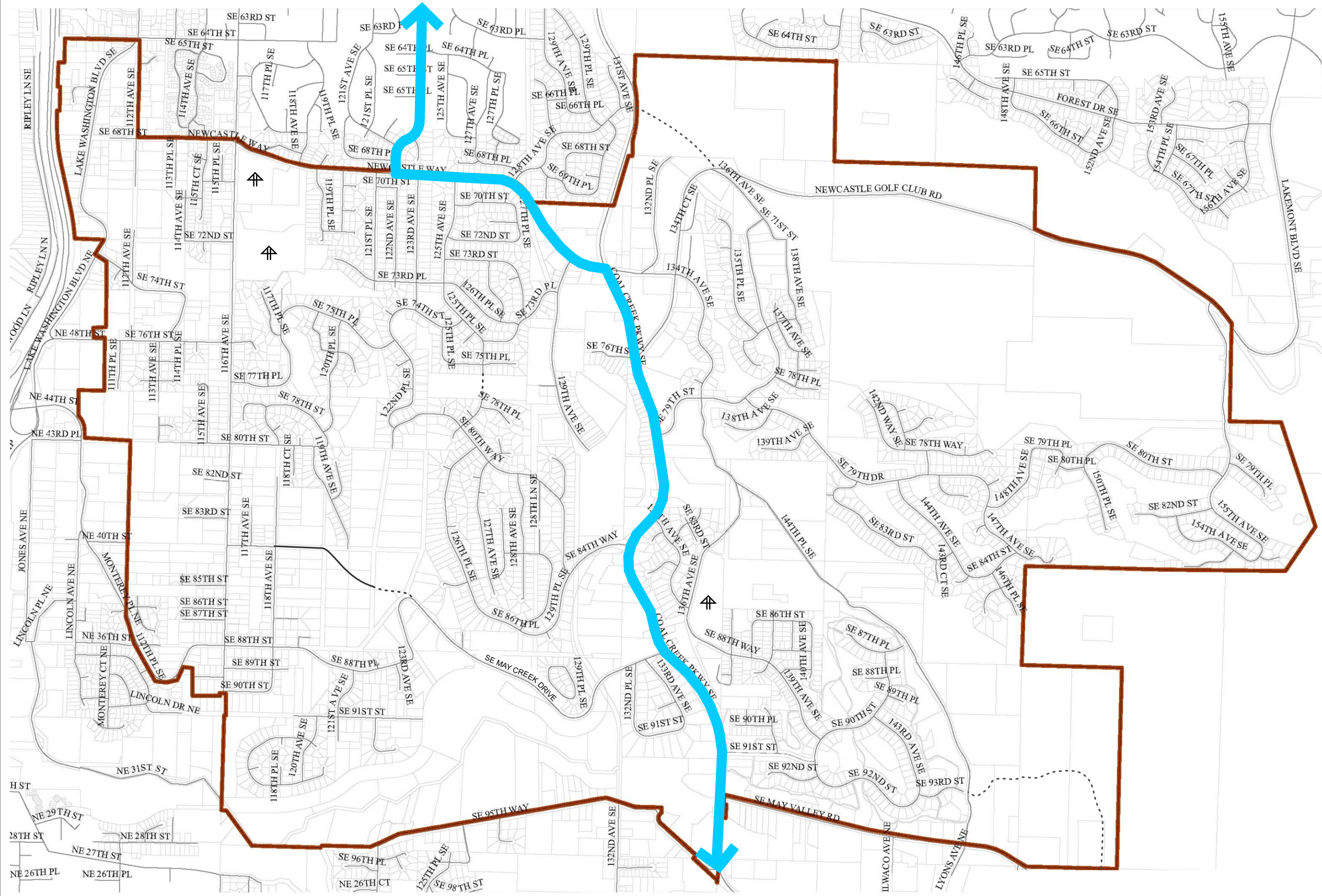


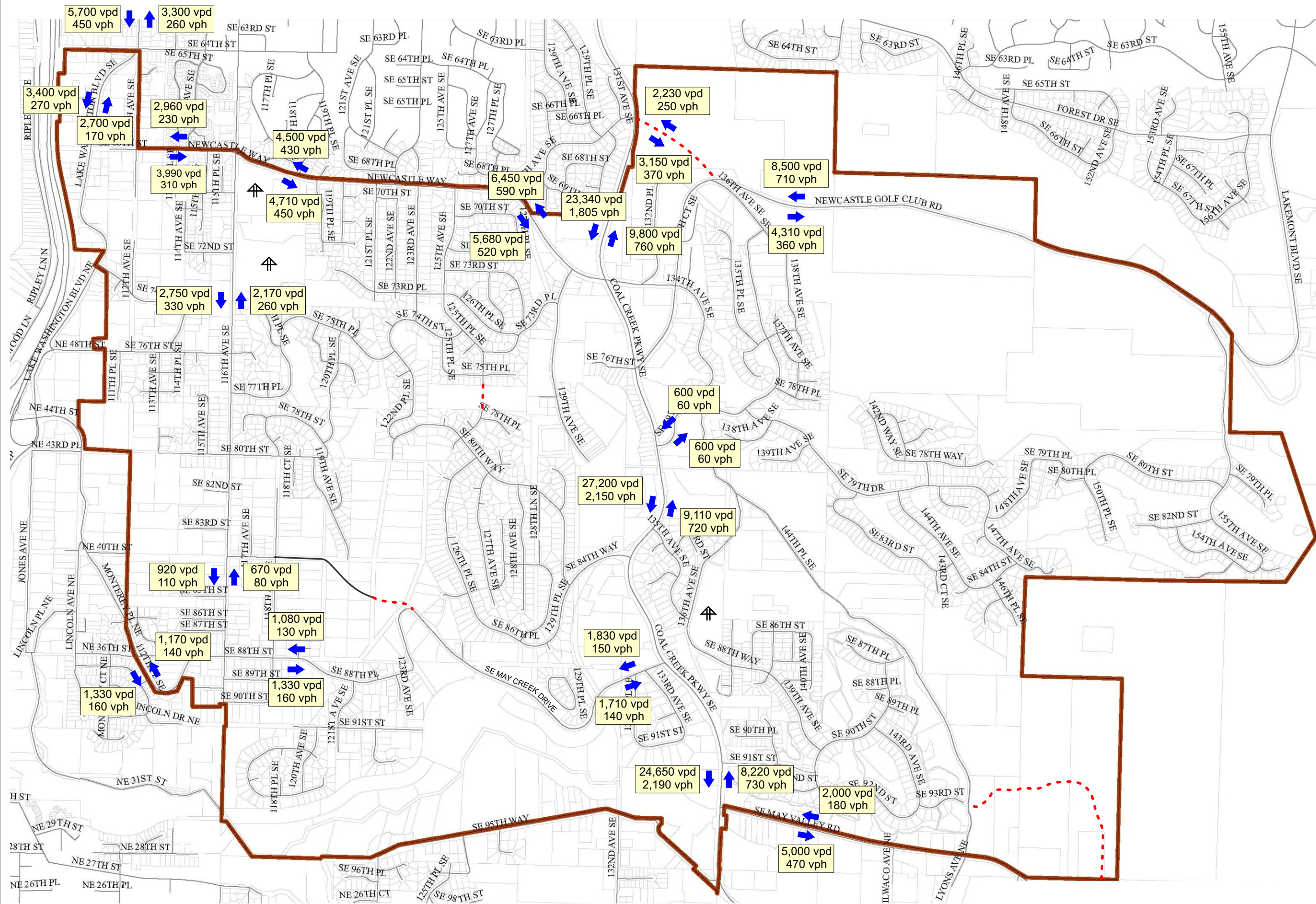


Figure TR-5
2035 Average Daily
and PM Peak Hour
Traffic Volumes

LEGEND

Key to Volume Numbers

- Flow Direction
- Future Roadway
- Existing Centerlines
- Parcel Boundary
- Newcastle City Boundary
- Renton School District





**Figure TR-6
2014 Existing and
2035 Future
Without and With
Transportation
Facility Improvements
AM Peak
Level of Service**

LEGEND

Key to Level of Service Output

2014 Existing	2035 Future Without Improve.	2035 Future With Improve.
LOS	LOS	LOS
Delay sec.	Delay sec.	Delay sec.

- Intersection
- * Future improvement includes a signal OR a roundabout
- - - Future Roadway
- Existing Centerlines
- Parcel Boundary
- Newcastle City Boundary
- Renton School District

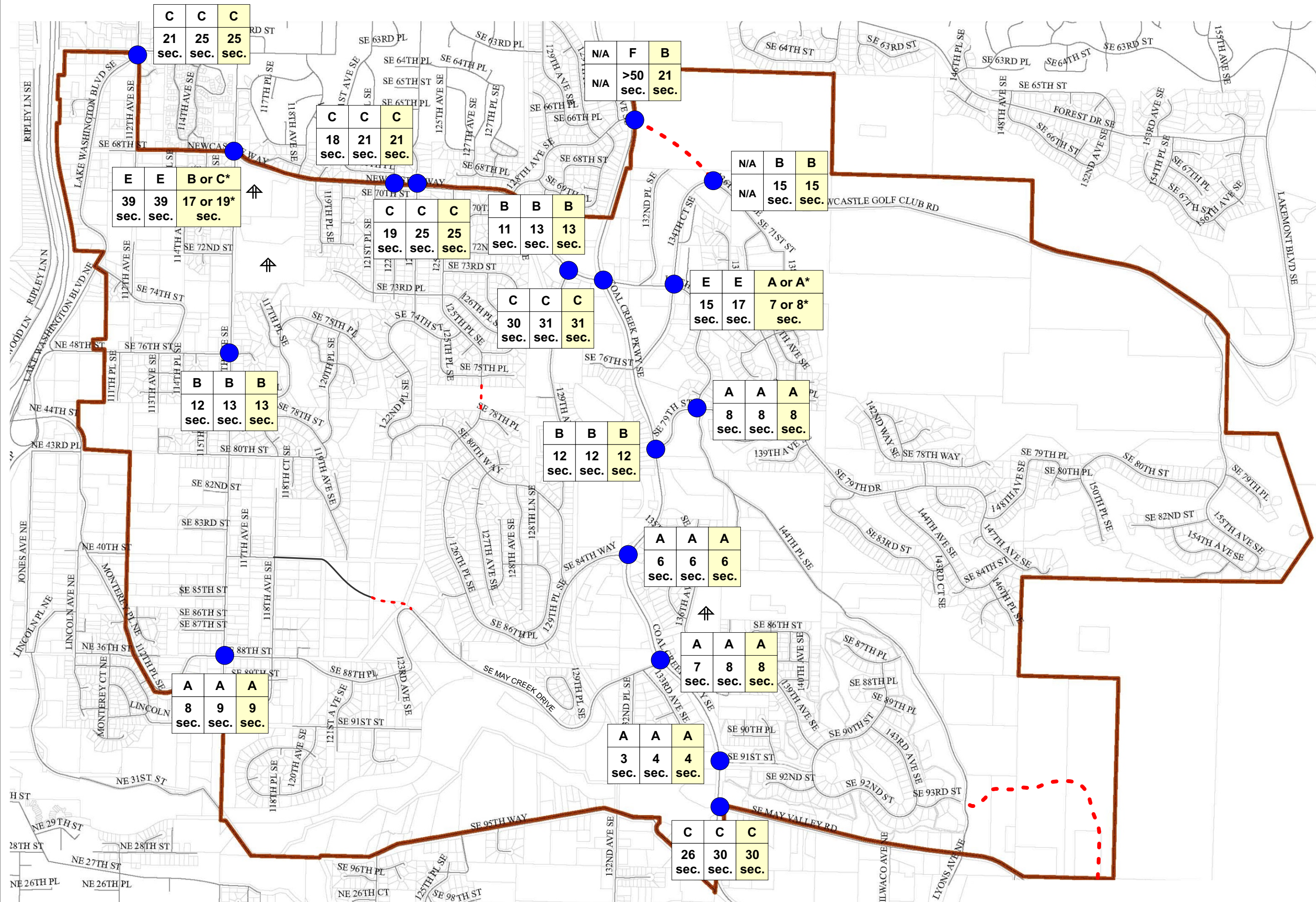




Figure TR-7
2014 Existing and
2035 Future
Without and With
Transportation
Facility Improvements
PM Peak
Level of Service

LEGEND

Key to Level of Service Output

2014 Existing	2035 Future Without Improve.	2035 Future With Improve.
LOS	LOS	LOS
Delay sec.	Delay sec.	Delay sec.
C	C	C
15 sec.	17 sec.	17 sec.
B	C	A or A*
14 sec.	21 sec.	9 or 9* sec.
A	B	B
10 sec.	11 sec.	11 sec.
A	A	A
6 sec.	6 sec.	6 sec.
A	B	B
8 sec.	9 sec.	9 sec.
A	A	A
5 sec.	6 sec.	6 sec.
A	A	A
7 sec.	8 sec.	8 sec.
N/A	F	A
N/A sec.	>50 sec.	10 sec.
C	D	D
22 sec.	29 sec.	29 sec.
C	C	C
19 sec.	23 sec.	23 sec.
C	B	B
37 sec.	47 sec.	47 sec.
E	E	B or C*
40 sec.	40 sec.	17 or 23* sec.
A	A	A
8 sec.	8 sec.	8 sec.
B	B	B
13 sec.	16 sec.	16 sec.

- Intersection
- * Future improvement includes a signal OR a roundabout
- - - Future Roadway
- Existing Centerlines
- Parcel Boundary
- Newcastle City Boundary
- ⬆ Renton School District

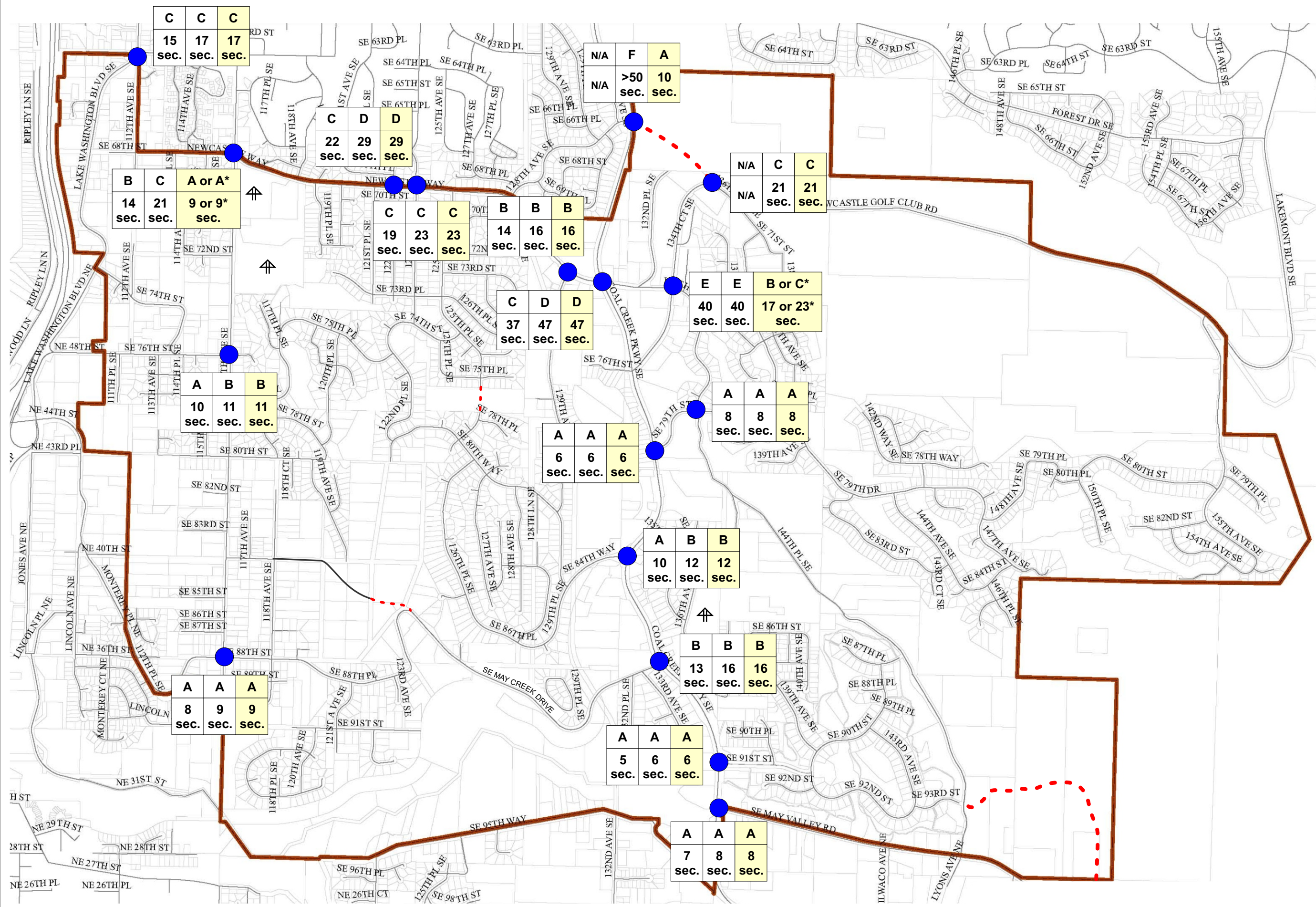
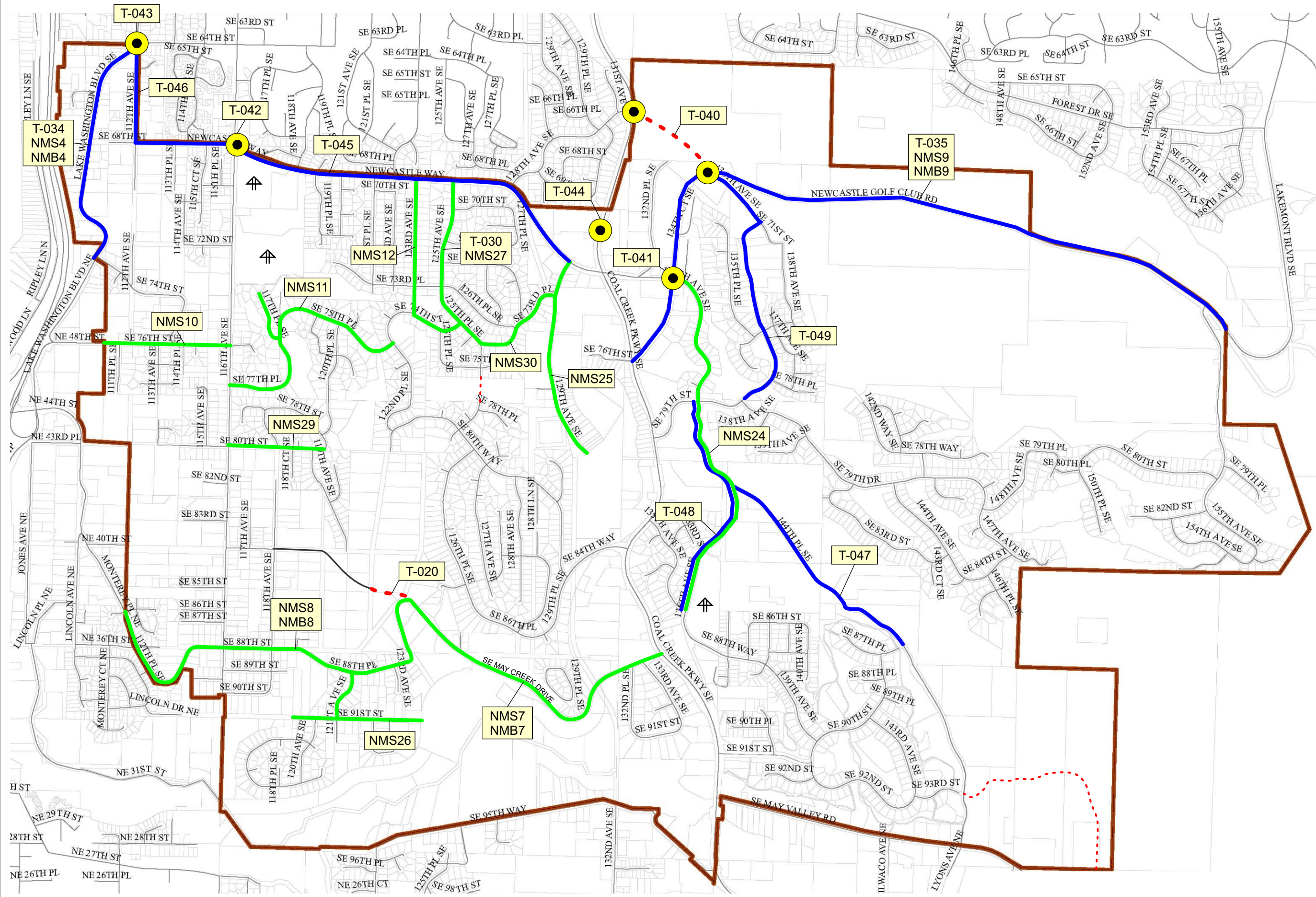




Figure TR-8
2015 - 2035
Transportation
Facility Improvements

LEGEND

- ? Facility Improvement Reference to Tables TR-5 and TR-6
- - - New Street
- Non-Motorized Improvement
- Legacy Street
- Intersection Improvement
- Existing Centerlines
- Parcel Boundary
- Newcastle City Boundary



City of Newcastle Comprehensive Plan

Amended March 23, 2016



Figure TR-8 Existing Bicycle Routes

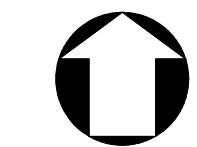
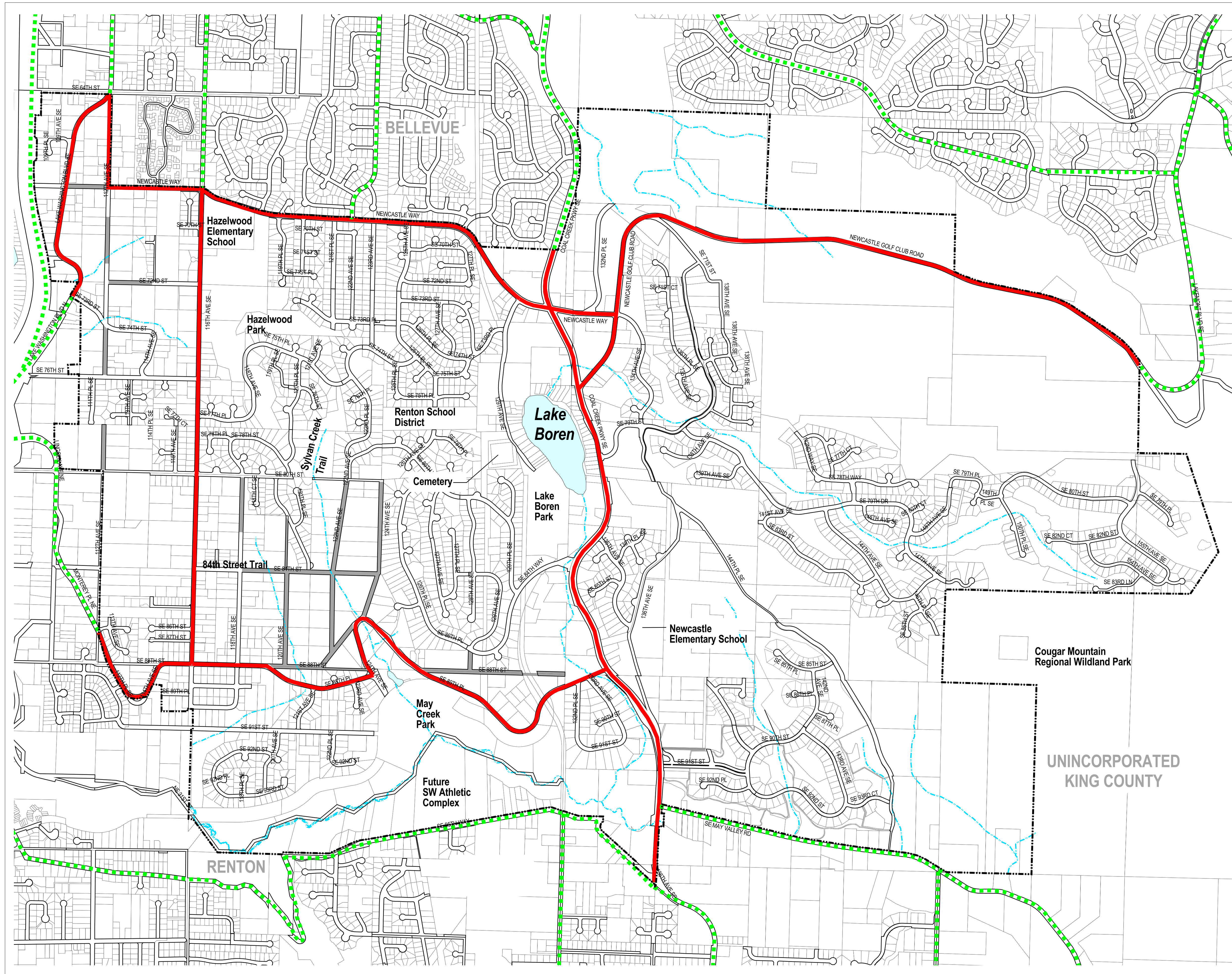
LEGEND

- Bicycle Routes within Newcastle
- Bicycle Routes in Adjacent Jurisdictions
- Streams
- Unimproved ROW
- Newcastle City Boundary

Bicycle Route Information:

King County Bicycling Guidemap, (2nd Edition)
KC Department of Transportation 11/2000
<http://www.metrokc.gov/kcdot/tp/bike/bikemap.htm>

Bicycling in Bellevue Bike Bellevue 2000
City of Bellevue Department of Transportation
<http://www.ci.bellevue.wa.us/page.asp?view=2043>



1000 0 1000 Feet

Source: King County GIS Division, City of Newcastle, Triathlon Mapping, 2001.
The information displayed here is based on the best available data at the time of publication.
Neither the authors, King County, City of Newcastle, or any other party here
warrant or represent that the information is in every respect complete and accurate,
and are not held responsible for errors or omissions. D:\Newcastle\evprj\D-base-trails.apr



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2035 COMPREHENSIVE PLAN

PARK, TRAILS & RECREATION APPENDIX



Parks, Trails, and Recreation Appendix

Introduction

Parks, trails and recreation facilities provide City residents with opportunities for outdoor activities, serve as buffers and separators between urban developments, and provide linkages between neighborhoods. The Washington State Growth Management Act (GMA) requires that every City comprehensive plan include a parks and recreation element. Newcastle adopted a “Parks, Trails and Open Space Comprehensive Plan” as an element of its comprehensive plan in 1998. The current “Parks, Trails and Recreation (PTR) Element” is an update of that earlier plan. In the current comprehensive plan, “open space” is discussed in the Land Use Element, along with the closely-related subject of environmentally critical areas.

Public Participation

The City of Newcastle provided the public with multiple opportunities to provide input, feedback, and dialogue about local parks, trails and recreation issues in a variety of ways including using citizen surveys, the media, the City’s newsletter and Web Page, as well as various public meetings. These efforts were used to both disseminate information and to provide opportunities for public comment, and included:

- A Parks, Trails and Recreation Survey, December, 2011
- A Parks, Trails, and Recreation Citizen Open House, June, 2012
- Park Commission Meetings April 2011 – August 2012
- Planning Commission Meetings, March-August, 2012
- Public Hearings on the Parks, Trails, and Recreation update held January, July and September 2012
- Monthly meetings between Staff and Newcastle Trails to discuss trail related items.
- Ad-Hoc Committee meetings October 2012 – February 2013

City Surveys

The Parks, Trails, and Recreation Survey (December 2012) was a city-wide effort to gather information about how residents felt about the City’s park, trail, and recreational opportunities along with providing input on the future direction of park, trail, and recreation facilities. More than 100 residents responded to the Park, Trail, and Recreation Survey. The results of that Survey found that the community’s wants and needs related to parks, trails, and recreation facilities align with the direction of the projects identified in the Capital Facilities Plan. Additional information gathered from the survey responses included providing recreation programs for both youth and adult

sports and the development of a community center.

Comprehensive Plan Open Houses, Park Commission and Planning Commission Meetings

Beginning in the spring of 2011, the Newcastle Parks Commission conducted numerous public meetings addressing the Parks, Trails, and Recreation (PTR) Element, as well as two Public Hearings and an Open House in June of 2012. The Parks Commission reviewed the PTR Element's goals and policies, levels of service, existing and proposed parks, trails, and facilities, and the capital improvement projects to include in the 20 year Capital Facilities Plan (CFP). These meetings provided the opportunity to inform citizens about the Park Commission's proposed modifications to the Parks, Trails, and Recreation chapter of the Comprehensive Plan, and to provide comment.

In March of 2012, the Planning Commission began the process of updating the 20 year Capital Facilities Plan (CFP) including those projects related to park, trail, and recreation facility improvements. This process included several meetings and a Public Hearing held on May 16, 2012.

Staff & Newcastle Trail Meetings

In order to give more attention to improving communications with citizens, City staff meets monthly with representatives from Newcastle Trails. Topics for these meetings included the planning of new trails, maintaining and improving trails, improving volunteerism, trail bollards and trail maps.

Ad hoc Committee Meetings

An ad hoc committee of the City Council was formed in September of 2012 to review the Parks, Trails, and Recreation Element and Appendix and explore whether or not specific language related to "should" and "shall" be included in the phrasing of the City's goals and policies. Meetings were held from September through February and resulted in the following recommendations in which to modify the document:

- Should and shall were reincorporated into the Element's Goals and Policies and defined for each new Goal and Policy
- Revised updated format to comply with original format listing all Goals then Policies, rather than a Goal followed by associated Policies
- Ranked the Capital Facilities Plan park and trail projects (High – Medium – Low)
- Modified the format and values of **Table PTR-2: Existing & Projected Park Land Needs**
- Removed all references to the Equestrian Trail from the Comprehensive Plan

Park Facilities

Park Categories

The City of Newcastle groups its park facilities into the following categories:

Mini-parks: These parks are generally less than 1 acre in size, serving residents within a ¼ mile radius or less than 10 minute walk. A mini-park is the smallest park classification often times used to address limited or isolated recreational needs. Mini-parks may include scenic view parks, plazas, gardens, historic places, public art-

scapes, small playgrounds, fountains, or beautification areas. Depending on the size of the site, mini-park development may include small play structures or tot-lots, sport courts, trails or pathways.

Neighborhood Parks: These parks are generally 2 to 5 acres in size or larger, serving residents within a ½-mile radius and are often considered the backbone of the park system. Neighborhood Parks may provide both active and passive recreation serving as a recreational and social focus of the neighborhood. Natural areas may allow for informal activities such as park trails and nature study. Park facilities may include programmed multi-use playfields, sports courts, and picnic areas, but typically do not include restrooms or night lighting for evening activities.

Community Parks and Recreational Facilities: These parks vary in size, but 25-50 acres is optimal serving residents within a ½ - 3 mile radius, to accommodate more comprehensive active recreation uses and serve a broader population and activity base than smaller parks. They focus on meeting active recreation demands as well as preserving unique landscapes and open spaces and are developed to include both active and passive recreation. Recreation facilities include community centers, swimming pools, water parks, and lighted athletic fields.

Resource Parks: Resource Parks are primarily intended for the preservation of natural, cultural, or visual resources, with some passive recreational opportunities. These areas can be visually unique open spaces, or environmentally sensitive areas unsuitable for development. Resource parks can accommodate some passive recreational opportunities — namely low-impact uses such as nature viewing and soft surface trail use. Development is kept to a level that preserves and protects the integrity of the resource.

Inventory of Existing Parks

Within these categories, the City owns the following developed and undeveloped park and recreation facility sites, summarized in **Table PTR-1** and shown on **Figure PTR-1**:

Mini-Parks

Developed Mini-parks

Ballybunion Park	A 0.8-acre mini-park located within The Reserve Subdivision. This park consists of a child’s play area suitable for 2-5 year olds, walking path, open grass areas, and benches.
China Falls Park	A 0.4-acre mini-park located within the China Falls subdivision. Site features a full court basketball court, child’s play area suitable for 2-5 year olds, benches and picnic table.
Heritage Morgan Park	A 0.4-acre mini-park within the Heritage Morgan subdivision. Park includes area tot lot suitable for 2-5 year olds and benches.
Highlands Forest View Park	A 0.5-acre mini-park located within the Highlands at Newcastle Subdivision. This park features a child’s play area suitable for 2-5 year olds, benches,

paved walking path, and open lawn areas.

Little Rhody Park	A 0.1-acre mini-park in the Lake Washington Highlands subdivision. This park features a couple picnic tables, native plantings, and a bench.
Madison Lane	A 1.1 acre mini-park that is separated into three individual tracts containing open space, soft surface path, child's play area suitable for 2-5 year olds, lawn and benches.
Redman Park	A 8.2-acre park, 1.2 acres developed located adjacent to 136th Ave SE. This park has a turf area for local recreational activities and some native plantings. Site has a soft surface walking path, park bench, and attached open space.
Thomas Rouse Road Historical Park	A 0.1-acre mini-park located on 136th Ave SE (route of the historic Thomas Rouse Road) adjacent to the China Falls subdivision. This passive park features a small path, floral gardens and a park bench. Future expansion of this park includes a historical information sign.

Undeveloped Mini - Parks

Currently no undeveloped Mini - Parks exist in Newcastle.

Neighborhood Parks

Developed Neighborhood Parks

China Creek Park	A 5.4-acre park located within the China Creek subdivision. This park consists of a child's play area suitable for 2-5 year olds, picnic tables, benches, open grass areas and a soft surface loop trail.
Highlands Park	A 2.0-acre park located within the Highlands at Newcastle subdivision. This park features a gazebo, barbeque, small basketball court, picnic tables, swing set, hard-surfaced walking path with lighting and four parking spaces.
Donegal Park	A 2.1 acre park located within the Hazelwood community. This park features a child's play area suitable for 2-5 year olds, walking paths, a gazebo, benches, and open fields.

Undeveloped Neighborhood Parks

Currently no undeveloped Neighborhood Parks exist in Newcastle.

Community Parks

Developed Community Parks

Lake Boren Park	A 22.6-acre Community Park located at SE 84th Ave just off Coal Creek Parkway SE and is the City of Newcastle's premiere community park. The park consists of restrooms, looped walking paths, children's play area suitable for 2-5 and 5-12 year olds area, sand play, picnic tables and benches, two picnic shelters with tables, two tennis/pickleball courts, sand volleyball court, basketball court, fishing dock, performance stage, and a large open play field.
-----------------	---

Undeveloped Community Parks

Park at 95th	A 33.5-acre Community Park located at SE 95th Way and 126 th Place SE. A Master Plan for this park was approved by Council in 2009.
--------------	--

Resource Parks

Developed Resource Parks

Gleneagles Park	A 1.4-acre resource park. This park features a paved walking path, small gazebo, benches, open space, view toward Lake Washington, and floral type gardens meandering along the pathway.
Hazelwood Park	A 7.2-acre resource park located at the end of 121st Place SE in the Hazelwood community. This park includes a boardwalk through a forested wetland and soft surface trails.
Historic Coal Miner's Cemetery	This 2.0-acre site is listed as a King County Historical Site and is located off 129th Ave SE. The site is open during major holidays or by appointment.

Undeveloped Resource Parks

May Creek Park	A 108.1 acre resource park located off SE 95th Way. This is one of the few remaining undeveloped wooded parks in the City of Newcastle. The park has a soft surface trail that runs east to west accessible from Coal Creek Parkway, the Waterline Trail, 124th Ave. SE at Bartrum Station, and the Windtree Steps. Between the Waterline Trail and the Windtree Steps, it follows historic railroad grade. It is part of a "Mountains-to-Sound" soft-surface trail route that is expected to continue north and west from its current terminus at the Newcastle-Renton boundary.
----------------	---

In addition to park and recreation facilities, there are "open space" areas within the City that may offer passive recreational enjoyment similar to that available in park facilities. These open spaces are held in both public and private ownership and range in size from very small to several acres. Areas classified as open space include stormwater tracts, utility easements, Native Growth Protection Easements (NGPE), or other sensitive or otherwise encumbered properties. Open space is addressed in the Land Use Element because these areas are often not suitable or accessible for active recreational use; however, they may offer a passive visual respite. Open space areas are presented in **Figure LU-2** of the Land Use Appendix, in conjunction with the sensitive area tracts and the City's park and recreation resources.

Table PTR-1: Existing Developed and Undeveloped City Parks, by Park Category

Parks		Location	Acres
MINI-PARKS			
Developed			
Ballybunion	The Reserve (Meadowview Park II) subdivision		0.8
China Falls	137 th PI SE, China Falls subdivision		0.4
Heritage Morgan Park	139 th Ave SE, Heritage Morgan subdivision		0.4
Highlands Forest View	SE 92 nd St. Highlands at Newcastle subdivision		0.5
Madison Lane	115 th Ct SE, Madison Lane subdivision		1.1
Redman	136 th Ave & SE 75 th Street		1.2
Thomas Rouse Road Historical Monument	136 th Ave SE (Thomas Rouse Road)		0.1
Tralee	The Reserve (Meadowview Park II)		0.5
Windtree	Windtree subdivision		0.4
Little Rhody Park	80 th St. and 113 th Ave. SE, Lake Washington Ridge		0.1
Total Developed			5.5
Undeveloped			
--			
Total Undeveloped			0.0
			Mini-Park - Total
			5.5
NEIGHBORHOOD PARKS			
Developed			
China Creek	SE 79 th Drive, China Creek subdivision		5.4
Highlands	SE 91 st St. Highlands at Newcastle		2.0
Donegal	125 th SE & SE 74 th St., Hazelwood		2.1
Total Developed			9.5
Undeveloped			
--			0.0
Total Undeveloped			0.0
			Neighborhood Park-Total
			9.5
COMMUNITY PARK AND RECREATION FACILITIES			
Developed			
Lake Boren Park	13100 SE 84th Way		22.6
Total Developed			22.6
Undeveloped			
Park @ 95th	SE 95th Way and 127th Place SE		33.5

Total Undeveloped		33.5
Community Park -Total		56.1
RESOURCE PARKS AND OPEN SPACE		
Developed		
Gleneagles Park	The Reserve (Meadowview Park II)	1.4
Hazelwood Park	121st Place SE, Hazelwood subdivision	7.2
Historic Coal Miner's Cemetery	129th Ave SE	2.0
Total Developed		10.6
Undeveloped		
May Creek		108.1
Parks	Location	Acres
Total Undeveloped		108.1
Resource Parks-Total		118.7
SUMMARY		
TOTAL Developed Parks		48.2
TOTAL Undeveloped Parks		141.6
TOTAL – ALL EXISTING PARKS AND OPEN SPACE		189.4

Inventory of Existing Area Parks

In addition to City Park resources, the following King County, Renton and Bellevue parks are adjacent or in close proximity to the City of Newcastle, and are easily accessible to Newcastle residents:

King County

Cougar Mountain	4,000 acres and more than 30 miles of trails for pedestrian and equestrian users
Regional Wildland Park	
Coal Creek Park	375 acres total (116.9 acres within Newcastle city limits)

Renton

Gene Coulon Memorial Beach Park	57 acres of land and waterfront
---------------------------------	---------------------------------

Bellevue

Newcastle Beach Park 27.7 acres of land and waterfront

Projected Park Demand and Need

The demand for park and recreation land and facilities can be estimated using a ratio of acreage to a standard unit of population, such as 10 acres of park land per 1,000 population or 3.1 acres of athletic fields and playgrounds per 1,000 residents. The ratio method is relatively simple to compute and can be easily compared with other agency standards. These ratios can be used to express Level of Service (LOS) standards for park and recreation facilities in Newcastle.

In preparing the 1998 “Parks, Recreation and Open Space Comprehensive Plan,” the City of Newcastle reviewed LOS standards from a number of sources, including LOS standards formulated by the National Recreation and Park Association (NRPA, 1983 and 1996 editions), as well as LOS standards from the cities of Bellevue, Renton, Issaquah, Sammamish, Redmond, Kirkland and King County.

Based on an analysis of information from these and other sources, the 1998 “Parks, Recreation and Open Space Comprehensive Plan,” included the following LOS standards for park and recreation facilities:

Mini-Parks:	0.5 acres per 1,000 population
Neighborhood Parks:	2.0 acres per 1,000 population
Community Parks:	5.0 acres per 1,000 population

Due to recent trends related to improving level of service to accurately capture the effectiveness of a park system along with evaluating operation and maintenance of the park system, the City has modified the existing LOS standards as part of the current Parks, Trails, and Recreation Element of the Comprehensive Plan. A level of service standard for Resource Parks and Open Space is not included due to the limited recreational opportunities these areas provide. The total park area in these categories will be based on the availability of appropriate sites. While updating these standards the City of Newcastle reviewed LOS standards from the cities of Edgewood, Enumclaw, Lake Forest Park, Mill Creek, Sammamish, and Snoqualmie along with other sources to modify Newcastle’s Level of Service as follows:

Mini-Parks:	No established level of service
Neighborhood Parks:	1.6 acres per 1,000 population
Community Parks:	5.0 acres per 1,000 population
Total Park Land:	6.6 acres per 1,000 population

LOS standards can be applied to Newcastle’s current population (10,850) and projected year 2035 population (14,306) to determine current park land shortfalls and projected

year 2032 park needs in each of these categories. **Table PTR-2** shows projected park deficiencies, by comparing the projected year 2035 park needs with the existing parks and facilities (including undeveloped park or recreation facility sites owned by the City) in each of these categories.

Table PTR-2: Existing and Projected Park Land Needs

Category	Level of Service (acres per 1,000 population)	Existing Park Land (2011)	Current Need (1)	Current Overage (Deficit)	Projected Need (2)	Projected Overage (Deficit)
Acres						
Mini-parks	Fixed	5.5	5.5	0.0	5.5	0.0
Neighborhood Parks	1.6	9.5	17.3	(7.8)	22.9	(13.4)
Community Parks (developed)	5.0	22.6	54.3	(31.7)	71.5	(48.9)
Community Parks (undeveloped)	--	33.5	--	33.5	--	33.5
Community Parks <i>Subtotal</i>	--	56.1	52.1	4.0	60.0	(15.4)
GRAND TOTAL	6.6	71.1	77.1	(6)	99.9	(28.8)
(1)	Based on a 2014 population of 10,850					
(2)	Projected need is based on 2035 population of 14,306					

Table PTR-2 (above) reflects an existing inventory of developed and undeveloped park land of 71.1 acres versus a current need of 77.1 acres based on a 2014 population of 10,850 and the indicated LOS standards. The current deficit of 6 acres may appear small, yet it is comprised of a 7.8 acre deficit in the Neighborhood Parks category. This indicates that Newcastle currently needs at least one additional neighborhood park and possibly up to three depending upon size, 2 to 5 acres being typical.

The current need for developed Community Parks reflects a deficit of 31.7 acres. This shortfall in land is covered by existing undeveloped acreage of 33.5 acres. Future development of that acreage will essentially meet current and projected needs for community parks.

Note that the LOS for Mini-Parks is indicated as “fixed” or constant, meaning that both the current need and projected need for city-owned mini-parks are met with the existing inventory of 5.5 acres. There is no established future Level of Service for mini-parks.

The projected park land needs looking out to the year 2035 population of 14,306

reflects deficit of 28.8 acres. As mentioned above, that deficit is primarily comprised of a shortfall in neighborhood parks with a projected deficit of 13.4 acres. Planned additions to our neighborhood park inventory are included in the Capital Facilities Project list to meet the desired LOS standards.

Trail Facilities

Trail Categories

Newcastle has an extensive network of official and proposed trails that offer safe recreation and allow pedestrian circulation between parks, neighborhoods, and other facilities in or adjoining the city. In common usage, a traditional trail is a path through a wooded or other natural setting generally buffered from transportation. Trails in the City of Newcastle may include sidewalk segments as well as traditional trail segments.

Trails are assumed to be useable by pedestrians and, with appropriate skill and caution, by bicyclists. For use criteria, see the Newcastle Routing, Design, Construction, and Maintenance Guidelines.

Figure PTR-2 provides a map of the trails that make up the Newcastle Trail System, using green and red to distinguish the trail and sidewalk segments of trails with pathways shown in blue. Proposed segments are shown with dashed lines and each named trail has a length of at least a quarter of a mile. Official trails are marked with trail signs and maintained by the City. **Figure PTR-3** displays the same trail system using a distinct color for each trail. Map elements are defined as follows:

Trail: (green) a path through a natural setting, generally buffered from streets and buildings. A trail is official, represented by a solid line on the map if (1) the City has control over the trail location via fee simple title, easement, lease, license or other agreement, (2) the City has agreed to be responsible for trail maintenance, and (3) the trail is built and maintained to City standards. A trail may also be proposed represented by a dashed line if one of the above conditions has not been satisfied but a route is sought to create a connection.

Sidewalk: (red) a walkway beside a street or roadway. Sidewalks are either existing (solid line) or proposed (dashed line). The sidewalks represented in Figure PTR-2 displays sidewalks only when they are part of a named trail.

Pathway: (blue) a path that is neither a sidewalk nor a named trail which may include short paths within parks and pedestrian links between cul-de-sacs. Pathways are either existing (solid line) or proposed (broken line). Some pathways provide access to trails.

Trailhead: (red triangle) a trail access point with signage, public parking, and good vehicular access. A trailhead may include a bench or shelter, a trail map, toilet facilities, or other amenities. It may be located at the beginning or end of a trail, or at the junction of one or more trails.

Information Point: (red "P") a trail access point, typically with extra signage, a trail map, and possibly a bench or shelter.

Access Point: anywhere a trail can be entered. Every trail intersection with another trail, sidewalk, road, parking lot, or pathway is considered an access point.

Figure PTR-2 shows the approximate location of proposed trails, sidewalks, trailheads and information points as they pertain to our trail system. A dashed line indicating a proposed trail or sidewalk is only an approximation of what the final route may be once the trail route becomes official.

Trails that offer varying levels of accessibility will be provided. Some trails may serve as accessible routes of travel for disabled as well as the able bodied, while other trails may have steeper gradients and unpaved surfaces that would not be considered accessible to all users. This allows the individual user to choose the recreation experience and degree of challenge they desire.

Trails range from multi-use trails to primitive trails. Multi-use trails will commonly accommodate two-way traffic and may be shared with multiple uses like equestrians and bicyclists. Primitive trails are unpaved pedestrian-only pathways for which a minimum width of two feet is acceptable. Unpaved trails and pathways may be used as interim solutions until they can be fully improved. More information related to the proposed use of trails can be found in the Trails Use Plan.

Trails are typically found in parks and community open space, but they may also utilize access corridors and utility easements. Routes should be chosen to minimize crossing points with roads and driveways. Where there is no feasible alternative to using a roadway or right-of-way, adequate separation should be provided.

Trail Descriptions

In the trail descriptions which follow, trails are listed and identified by codes that correspond to the nomenclature in the Non-Motorized Transportation Plan (NMP) and are either official or proposed. Some trails are partitioned into segments based on differences in status, type, ownership, access points, or other attributes. Segments are listed in spatial order, and identified by letters of the alphabet. Figure PTR-3 shows the segments graphically, keyed to the descriptions. Trails are either official or proposed. A proposed trail that's already in use is referred to as an informal trail.

The May Creek Greenway contains a portion of a proposed interstate Mountains-to-Sound hiking route from Lake Washington Boulevard in Renton to Cougar Mountain Regional Wildland Park. The trails that comprise it are the **May Creek Trail**, southern and eastern portions of the **Highlands Trail**, the **Terrace Trail** to the **CrossTown Trail**, and the **CrossTown Trail** from the **Terrace Trail** south to the **De Leo Wall Trail**.

1. The **CrossTown Trail** runs from Hazelwood School to Lake Boren Park, and thence into Cougar Mountain Regional Wildland Park. It divides naturally into two portions:

The **West CrossTown Trail** (T1) proposed and official segments. This trail runs south and east from the middle school at Newcastle Way to Coal Creek Parkway. Segments include: (a) a proposed trail that begins Newcastle Way and runs south along the east portion of the middle school property (b) an official trail through the Newport Crest and SE 73rd Place developments, partly on stairway, road and sidewalk; (c) an official trail through Hazelwood Park, soft-surfaced, that climbs to a hilltop, descends on a stairway, and crosses a boardwalk to 122nd Place SE; (d) a sidewalk along 122nd Place SE; (e) an official trail on a city owned access corridor; (f) a proposed (informal) trail running east through an undeveloped wooded area owned by the Renton School District; (g) an

official trail descending on public open space to a utility corridor; (h) an official trail on open space owned by the Olympus Homeowners Association that crosses the utility corridor and passes north of the Newcastle Cemetery in woodland; (i) a stretch of 129th Avenue SE (proposed sidewalk) that runs south into Lake Boren Park (Segment (i) is shared by the Waterline and Lake Boren trails.); (j) a proposed trail that crosses Lake Boren park on asphalt pathways and traverses private property around the south end of Lake Boren on boardwalks, then up to the Esplanade along Coal Creek Parkway at SE 79th Place;

The **East CrossTown Trail is (T13)** an unofficial trail that starts at Coal Creek Parkway and SE 79th Place and ascends up to SE 136th Street; (l) a proposed (informal) trail starting south of SE 79th Place and east of 136th Ave SE and ascending on public open space; (m) a proposed trail across private property (to be transferred by the subdivider to the City as open space) ascending to the Newcastle Vista Access Trail from SE 83rd Place; (n) a proposed (under construction and informal) trail on city open space; (o) a proposed (informal) trail crossing two private parcels via City-controlled easements; (p) a partly proposed (informal) and partly official trail that shares the Terrace Trail just below the Terrace subdivision; (q) a proposed (informal) trail on public open space that connects to the DeLeo Wall Trail inside Cougar Mountain Regional Wildland Park. Segments n, o, and q are under construction in 2014 and expected to be completed in 2015 or 2016.

2. The **Waterline Trail (T12)** is a proposed (informal) trail that extends from Bellevue south to May Creek on the Seattle Public Utilities waterline corridor, a continuation of a Bellevue trail in the utility corridor. Segments include: (a) a proposed (informal) trail running south from Newcastle Way; (b) a short, proposed (informal) trail crossing private property on SE 73rd Place; (c) a stretch of existing and proposed sidewalk along 129th Avenue SE from SE 73rd Place to the Newcastle Cemetery; (d) a proposed (informal) trail on Seattle Public Utilities waterline property south along the west side of Lake Boren Park and continuing south into May Creek Park; (e) a proposed trail that crosses May Creek into the proposed SE 95th Way Park Property, where a trailhead is proposed. The Waterline Trail from Bellevue to May Creek Park is currently maintained by the Seattle Public Utility (SPU), and maintenance by SPU is hoped to continue when the trail becomes official.

3. The **May Creek Trail (T3)** is an official trail within May Creek Park that follows the north side of the creek from the Windtree neighborhood east to the Waterline Trail. Segments include: (a) a proposed pedestrian bridge from Renton to Newcastle over May Creek, and ascent to the junction of the Windtree Access Trail and the rail trail below Windtree; (b) a short official trail, the Windtree Access Trail, that descends steeply on steps (8x8 timbers) to a crushed rock trail along a steep bank; (c) an official trail that meanders east along an old railroad grade and includes a short footbridge; (d) an official trail shared with limited vehicle access (surfaced with crushed rock) that passes through Bartrum Station, where 124th Avenue SE enters May Creek Park, under powerlines and over a short causeway; (e) an official natural-surface trail on the roadbed of the former Seattle and Walla Walla Railroad to where the trail leaves the railroad grade; (f) a formal short access trail to the Waterline Trail and SE May Creek Park Drive; (g) an official trail between the rail trail and a May Creek Overlook; (h) a switchback that descends back to the water line utility corridor; (i) a crossing of the Seattle Public Utilities water line corridor; (j) a crushed rock benched trail and small bridge over a drainage; (k) a natural surface trail to May Creek; (l) ascent along Boren Creek to the Boren Creek Bridge; (m) ascent via switchback to the retention pond just north of May Creek; (n) an asphalt-paved segment north of the retention pond to Coal Creek Parkway and north along a sidewalk

to a crossing at SE 93rd Street, and up to a junction with the Highlands Trail in the Highlands at Newcastle development. (The Mountains-to-Sound route continues along the southern and eastern portions of the Highlands Trail, up the Terrace Trail, and south along a portion of the East CrossTown Trail into Cougar Mountain Regional Wildland Park.)

4. **The Lake Boren Esplanade (T4)** is a sidewalk that follows the west side of Coal Creek Parkway south from downtown at Newcastle Way to an intersection with the Milepost Trail at 135th Ave SE. The trail is illuminated, surfaced in asphalt, and separated from the Parkway by a wall about three feet high. It offers views of Lake Boren, and is buffered from traffic noise where it dips below the level of the roadway. Newcastle's first Comprehensive Plan called for an Esplanade close to the water, buffered from the Parkway. This vision is carried forward in the Lake Boren Trail (below).

5. The **Horse Trail (T11)** runs south from Donegal Park to May Creek Park at Bartrum Station. A local resident used it for years to give therapeutic trail rides to children: hence the name. Segments include: (a) a formal trail (partially on an easement) in a powerline corridor that starts across SE 74th Street from Donegal Park and runs south to the West CrossTown Trail. From there, it is a proposed (informal) trail south to SE 80th Way; (b) a proposed (informal) trail that passes west of the Olympus Subdivision in the powerline corridor, and then descends obliquely to SE May Creek Park Drive, at the tip of a hairpin curve (all but the northern tip of this segment is in a public right-of-way); (c) a proposed sidewalk that follows SE May Creek Park Drive, to 124th Ave SE, where it joins the proposed Sylvan Trail into May Creek Park, forming a junction with the May Creek Trail at Bartrum Station.

6a. The **84th Street Trail (T2)** is a proposed (informal) trail running east from 116th Ave SE to join the Horse Trail just north of SE May Creek Park Drive. The trail has the following segments: (a) an existing sidewalk from 116th Avenue SE to 118th Avenue SE and into Cottington Subdivision; (b) a soft-surface trail up to Dorchester (121st Ave. SE); (c) a soft-surface trail descending to the proposed Sylvan Trail near Newport Hills Creek; (d) ascent to the Horse Trail. As SE 84th Street is developed east of 118th and extended to SE May Creek Park Drive at the hairpin turn, segment d will be replaced by a sidewalk along the south side of SE 84th Street in the right-of-way.

6b. An equestrian-friendly bypass is to run south from SE 84th Street just east of Gypsy Creek along a detention pond access, around the detention pond, and then east to the proposed Sylvan Trail at the 122nd Avenue SE right of way.

7. The **Sylvan Trail (T18)** is a proposed, partly informal trail that has the following segments: (a) from 122nd Avenue SE south of the CrossTown Trail west into City open space (b) south to the 84th Street Trail along "Sylvan Creek" (Newport Hills Creek); (c) south along the 122nd Avenue SE right of way; (d) east along the SE 88th Street right of way to SE May Creek Park Drive. From there, it is proposed to join the Horse Trail south along 124th Avenue SE into May Creek Park to form a junction with the May Creek Trail at Bartrum Station. Although it parallels the Horse Trail, the Sylvan Creek Trail offers an entirely different experience: a primitive creekside trail through a steep-sided valley walled with trees and ferns; and then access to May Creek Park without having to follow SE May Creek Park Drive south from the hairpin turn. Much of it is on public open space, but north of the 84th Street Trail it crosses private property. The trail can be completed by acquiring an easement, or open space, as the area north of SE 84th Street Trail is developed.

8. The **Olympus Trail (T20)** is a proposed trail running south through the Olympus subdivision, entirely within the Olympic Pipeline corridor. Segments include: (a) a formal trail wood chips that climbs a hillside up from the CrossTown Trail to SE 80th Way in the Olympus subdivision; (b) a proposed trail that runs south through Olympus in a designated trail corridor within the pipeline corridor; (c) a proposed trail in a public right-of-way that runs east to the Waterline Trail; (d) a short segment on a privately owned parcel along the Waterline Trail.

9. The **Highlands Trail (T9)** is an official trail loop within the Highlands of Newcastle subdivision, built by the developer, now owned, partially rebuilt, and maintained by the City, and surfaced partly with native soil and partly with gravel. It includes three road crossings.

10. The **Heritage Trail (T21)** is an official trail with the following segments: (a) from Heritage Morgan Park southeast along a sidewalk of 139th Ave. SE; (b) east as a soft-surface trail past a retention pond; (c) along a shared portion of the northern portion of the Highlands Trail loop; (d) south across the loop (with two road crossings) to the southern portion of the Highlands Trail.

The trails in the Highlands at Newcastle subdivision are intended for equestrian and pedestrian uses.

11. The **Clubhouse Trail (T7)** is an official trail offering exceptional views. It descends from the clubhouse of the Newcastle Golf Course to a cul-de-sac in the Meadowview Park I subdivision, utilizing a golf cart path, a utility road, and steps. It is maintained by the Newcastle Golf Course under an agreement that offers county property tax benefits in exchange for public use - subject to a dress code and closure during tournaments.

12. The **Meadowview Trail (T8)** is a mix of official and proposed trails and sidewalks that link the lower end of the Clubhouse Trail to Cougar Mountain Park. Segments include: (a) a proposed (informal) trail across private property from the base of the Clubhouse Trail to 146th Ave SE and Meadowview Park II; (b) a series of sidewalks to Ballybunion Park; (c) an official trail from Ballybunion Park through woodland to Cougar Mountain Park; (d) a proposed (informal) trail running west along the park boundary to a cul-de-sac on a utility corridor flanked by forest. Although this trail contains an extensive sidewalk component, it is a valuable trail in the system. It provides a pedestrian connection from the Newcastle Golf Club clubhouse to Cougar Mountain Park, completing a trail shown in the original Newcastle Comprehensive Plan. Segment 12d runs parallel to the Marshall's Hill Trail, which lies just inside the Cougar Mountain Park boundary. A fence at entry points at the east and west ends of the utility corridor act to restrict access to Cougar Mountain Regional Wildland Park because bicycles and motorized vehicles are not permitted in the Park.

13. The **Golf Course Trail (T6)** is an official trail paralleling the Newcastle-Coal Creek Road from 136th Ave SE east to 155th Ave SE. A short stretch of sidewalk and trail continues outside the City to the Red Town trailhead of Cougar Mountain Park. The Golf Course Trail is a broad hilly trail suitable for horses. There are views of the road, but the golf course is well above the trail and mostly hidden from view.

14. The **Lake Boren Trail (T17)** is a proposed, partly water-level trail around Lake Boren. Segments include: (a) a proposed lakeshore trail through Lake Boren Park and around the south end of the lake on public and private property (b) a proposed lakeshore trail along the eastern side of the lake with an access to the Esplanade at SE 79th Place; (c) a proposed trail around the north end of the lake coinciding with the China Creek Trail (segments 10b and 10c); (d) a proposed trail along 129th Avenue SE (proposed

sidewalk) west of the lake to the park, partially coinciding with the Waterline trail (segment 2c and 2d).

15. The **Milepost Trail (T5)** runs east and southeast from Lake Boren Park through the Milepost subdivision to the Newcastle School, thence south to the Highlands Trails. Segments include: (a) an official woodland trail from the parking lot of Lake Boren Park across Boren Creek to the Esplanade at 135th Ave SE; (b) an existing sidewalk through the Milepost subdivision to the Newcastle School; (c) south along an official trail next to the existing 136th Ave SE and south along the old Thomas Rouse Road; (d) down steps to a sidewalk along Coal Creek Parkway, and then south along the sidewalk to the junction of the May Creek Trail near the Highlands Trail.

16. The **Terrace Trail (T15)** is a trail that ascends the DeLeo Wall from the Highlands at Newcastle subdivision to SE 85th Street (the Terrace subdivision). There are two segments: (a) an official trail that ascends from 144th Place SE near the entrance to the Highlands at Newcastle subdivision on an easement across private property; (b) an official trail that ascends on public land to the Terrace subdivision near Cougar Mountain Park. This trail is a portion of the May Creek Greenway Mountains-to-Sound route that links the Highlands Trail with the East CrossTown Trail and the Cougar Mountain Park trails near the Terrace subdivision.

17. The **China Creek Trail (T15)** is a proposed trail from the West CrossTown Trail and Lake Boren to Cougar Mountain Park along China Creek.

The China Creek Trail has the following segments: (a) a proposed trail from the West CrossTown Trail near the approved Lake Boren Condominiums, through the condominiums on sidewalks to 129th Ave. SE; (b) an official trail east along an easement south of Lake Boren Townhomes, with an access to Lake Boren, and north to an access north of Lake Boren Townhomes; (c) a proposed boardwalk over the wetland along China Creek to the Esplanade at Coal Creek Parkway & Newcastle Golf Club Road; (d) proposed from Newcastle Golf Club Road along China Creek across public open space to 134th Ave SE; (e) a proposed trail along the north bank of the creek that follows an old utility road from 134th to 136th Ave SE, where it joins the south end of the proposed Thomas Rouse Trail (f) a proposed trail that follows China Creek from the intersection with the Thomas Rouse Trail up to SE 79th Drive; (g) a proposed trail that follows China Creek to 147th Ave SE; (h) a proposed trail that continues from 147th Ave SE into Cougar Mountain Regional Wildland Park near the Ballybunion Park Access Trail, and (i) continues on to intersect the Marshall's Hill Trail

18. The **Thomas Rouse Trail (T16)** is a proposed trail that follows the wooded west side of 136th Ave SE (the old Thomas Rouse Road) south from the Golf Course Trail opposite the YMCA to the China Creek Trail and CrossTown Trail, entirely on public open space.

19. The **Hazelwood Trail (T10)** is an official trail that runs east from 116th Ave SE up steps, along a paved trail south of Hazelwood School (with an access to the school and another access south to 117th Place SE), to Hazelwood Park and the West CrossTown Trail. Sidewalks will serve the neighborhoods south and west of the school.

20. The **80th Street Trail** is an existing unofficial (informal) trail that ascends from the Kindercare (near I-405 exit 7 - NE 44th Street) on Renton's Lincoln Avenue up along the Renton/Newcastle boundary to the 112th SE block. Within Newcastle, it continues east up to the end of SE 80th Street, past Little Rhody Park, and along SE 80th to 116th Avenue SE.

Table PTR-3

Table PTR-3 shows the trails that comprise the Newcastle Trail System displaying status and length. The trail descriptions that follow describe each trail as a series of segments. These segments are shown in **Figure PTR-3**, keyed to the text by trail number. Each trail is identified as official or proposed and type when known:

- Status:** O = Official, P = Proposed
- Type:** T = Trail, S = Sidewalk
- Length:** Approximate in miles to the nearest hundredth of a mile.

Trail lengths are computed for each segment of a trail or sidewalk along the route and only trail mileage counts toward Newcastle’s trail LOS. Sidewalk distance is not included in the total. Where two trails have a segment in common, the length of the duplicate segment will be subtracted from the final distance of total trails in measuring against the LOS for trails.

Table PTR-3: Trail Status and Length¹

Trail	Status		Length	Miles of Trail			Miles of Sidewalk		
	Type			Total	Total		Total	Total	
					Official	Proposed		Existing	Proposed
1. Cross Town Trail			2.93	2.27	0.50	1.66	0.66	0.56	0.10
West Cross Town	O/P	T	1.87	1.21	0.58	0.63	0.81	0.71	0.10
2. 84th Street Trail	P	S	0.49	0.38		0.38	0.11	0.11	
3. May Creek Trail	O	T	1.71	1.71	1.22	0.49			
4. Lake Boren Esplanade	O	S	0.64	0.64	0.40		0.24	0.24	
5. Milepost Trail	O	S	0.55	0.55	0.55		0.28	0.28	
6. Golf Course Trail	O	T	1.33	1.33	1.33				
7. Clubhouse Trail	O	S	0.32	0.32	0.32				
8. Meadowview Trail	O	S	0.77	0.77	0.19		0.58	0.58	
9. Highlands Trails	O	T	2.26	2.26	2.26				
10. Hazelwood Trail	O	T/S	0.29	0.24	0.24		0.05	0.05	
11. Horse Trail	P	S/T	0.95	0.95		0.73	0.22		0.22
12. Waterline Trail	P	T	1.62	1.23		0.84	0.39		0.39
13. East Cross Town	P	T	0.82	0.82	0.02	0.80			
14. China Creek Trail	P	T	1.74	1.74		1.74			
15. Terrace Trail	O	T	0.82	0.82		0.82			
16. Thomas Rouse Trail	P	T	0.59	0.59		0.59			
17. Lake Boren Trail	P/O	S/T	0.95	0.52	0.12	0.40	0.43		0.43
18. Sylvan Trail	P	T	1.12	1.12		1.12	0.39		0.39
19. Olympus Trail	P	T	0.74	0.74		0.74			
20. Heritage Trail	O	T	0.43	0.43	0.43				
Total Miles						8.37			
Adjusted Total Miles*				Official Trail Miles	8.03	8.85	Proposed Trail Miles		

¹ For additional detail relating to trail segments contact Department of Community Development for detailed segment and trail plans

Projected Trail Demand and Needs

The City has adopted the following LOS standards for trails:

LOS for Trails 1.1 miles per 1,000 population

The City's Non Motorized Transportation Plan shows proposed trails and trail segments to be completed by the year 2028. The City currently has 8.03 miles of official trails. Another 8.85 miles of proposed trails are planned for future construction. When the planned system is completed, the City will have a total of 16.9 miles of trails.

Table PTR-4 shows how these LOS standards can be applied to Newcastle's current and projected year 2032 population to determine year 2032 trail needs in each of these categories. The table also compares the projected year 2032 trail needs with the official and proposed trails in each of these categories.

Table PTR- 4: Existing and Projected Trail Needs

Category	Level of Service (miles per 1,000 pop.)	Official Trails (2014)	Current Need (1)	Current Supply (Deficit)	Additional Proposed Trails	Total Trails at Build out	Projected Need (2)	Projected Excess Supply (Deficit)
		Miles						
Trails	1.1	8.0	11.9	(3.9)	8.9	16.9	15.7	1.2
(1) Current need is based on a 2014 population of 10,850 (2) Projected need is based on 2035 population of 14,306								

As shown in the above table using the currently adopted LOS standard of 1.1 miles of trails for every 1,000 people, the City has an estimated current need of 11.9 miles of trails. The City currently has 8.0 miles of trails, resulting in a deficit of 3.9 miles of trails. Using the same LOS standard but applying it to the projected year 2035 population of 14,306 the City has a projected need of 15.7 miles of trails. The City plans to construct 8.9 miles of trails to complete the trail system. These trails are currently identified as proposed trails, resulting in a total trails mileage of 16.9 miles. This will result in an excess of 1.2 miles of trail above the need identified by the existing Level of Service.

Level of Service is subjective by their nature and those listed fall within the range that our comparable cities have established for trails. These service levels may be re-evaluated and amended or updated as deemed necessary.

Planned Park, Trail, and Recreation Capital Improvements

To meet the projected park, trail, and recreation needs described above, the City has identified and prioritized a program of capital facility improvements, as shown in **Table PTR-5**.

Table PTR-5: Planned Parks, Trails, and Recreation Capital Improvements

Project	Brief Project Description	Priority
West Neighborhood Park No. 1 - Acquisition (Westside)	Westside park- acquire a neighborhood park on the westside	High
Resource/Community Park Additions	Acquire & develop resource (i.e. views, natural features) & community park property when opportunities arise	High
Lake Boren Docks Evaluation	Determine if renovation or replacement is needed	High
Park and Trail Renovation - Annual	Trail improvements	High
Cross Town Trail – East half	Lake Boren to Cougar Mtn Regional Wildland Park	High
Waterline Trail	Bellevue to May Creek Park on the SPU corridor	High
Meadowview Trail	Links Clubhouse Trail to Cougar Mtn Rgnl Wildland Park	High
84th Street Trail	Links 116th Ave SE to the Horse Trail	High
May Creek Trail	Links Windtree to Coal Creek Pkwy, north side of creek	High
Sylvan Trail	Cross Town Trail/Horse Trail junction to SE 84th ST	High
North Neighborhood Park No. 2 - Acquisition	Acquire a neighborhood park in north region of City	Medium
Cemetery Fence Replacement	Replace fence surrounding cemetery	Medium
Public Art	Install public art	Medium
Dog Park	Develop an off-leash dog park	Medium
Lake Boren property acquisition	Acquire and develop property around Lake Boren as park	Medium
Sports Park - Phase1	Construction of baseball field, 2/3 of parking lot, and frontage improvements	Medium
Amphitheater Improvements	New, larger, covered stage with partial walls for screening and	Medium
Maintenance Facility Site Enhancements, North Park Entrance, Trail Connections and Historic Interpretation	Visual buffering with fencing and plantings; additional lighting, trail markers and surfacing to improve pedestrian flow; additional seating and history on the existing Coal Creek railroad support wall	Medium
North Grove, Meadow, and Shoreline Improvements	Replanting to enhance views of the lake from the meadow, install benches and picnic tables, install native shrubs and ground covers	Medium
Trails Acquisition & Development	Funding for right-of-way or easement acquisitions and construction	Medium
Boren Creek Wetlands Overlook	Gazebo and picnic tables	Medium
May Creek Pedestrian Suspension Bridge	Provide trail access from Newcastle trail network to Renton trail network	Medium
Olympus Trail	Olympic Pipeline corridor trail through Olympus	Medium
Lake Boren Trail	Encircles Lake Boren with partial lake views	Medium
Thomas Rouse Trail	Links NCGC Rd to China Creek Trail via 136th Ave SE	Medium
West Neighborhood Park No. 1 - Development (Westside Park)	Westside park- develop a neighborhood park on the westside	Low
North Neighborhood No. 2 - Development	Develop a neighborhood park in north region of City	Low
Historic Open Space/Natural Resource Acquisitions	Acquire historic & natural resource lands	Low
CBC Mini-Park	Acquire & develop a mini-park in CBC	Low
Skate Park	Develop a skate park	Low
School/Park Recreation Sites	Partner w/ school to provide residents additional opportunities	Low
Sports Park - Phase 2	Construction of center multipurpose fields; last third of parking and stormwater vault; install outlying landscaping	Low
Sports Park - Phase 3	Construction of third field over vault and trail system	Low
South Entry and Fuchsia Garden	History/map kiosk in entry plaza, large outdoor visitor map on restroom wall, diversify fuchsia garden, extend plantings along parking lot, add plant signage and seating	Low

Water Spray Play Area	Timed in-ground spray features, with toddler area, in a sunny area near restrooms	Low
China Creek Trail	Links city center to Cougar Mtn Rgnl Wildland Park	Low
Horse Trail	Links Donegal Park with May Creek Park	Low

Costs for each of these identified projects are provided in **Table CF-1** of the Capital Facilities Appendix.

List of Parks, Trails, and Recreation Figures

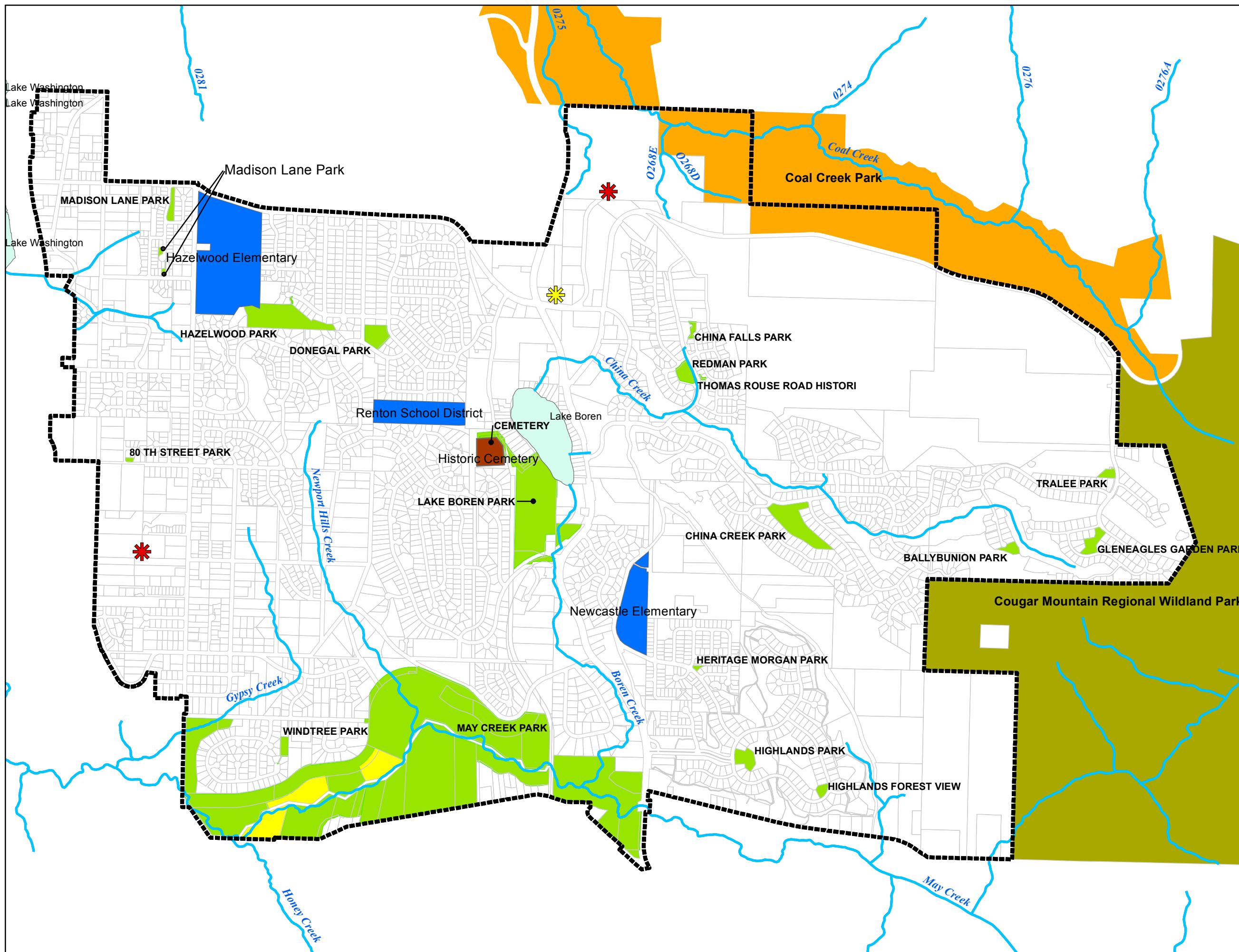
- Figure PTR-1** City of Newcastle Parks Map
- Figure PTR-2** City of Newcastle Trails Map
- Figure PTR-3** City of Newcastle Trails by Name

City of Newcastle Comprehensive Plan

Amended March 23, 2016



Figure PTR-1 City of Newcastle Parks Map



Legend

Proposed Park Locations

- Mini-Park
- Neighborhood Park

- City Limits
- Streets
- Streams
- School District Properties
- Lakes
- Newcastle Parcels

Parks, Owner

- CITY OF NEWCASTLE
- CITY OF RENTON
- CITY OF BELLEVUE
- KING COUNTY



1 inch = 1,300 feet

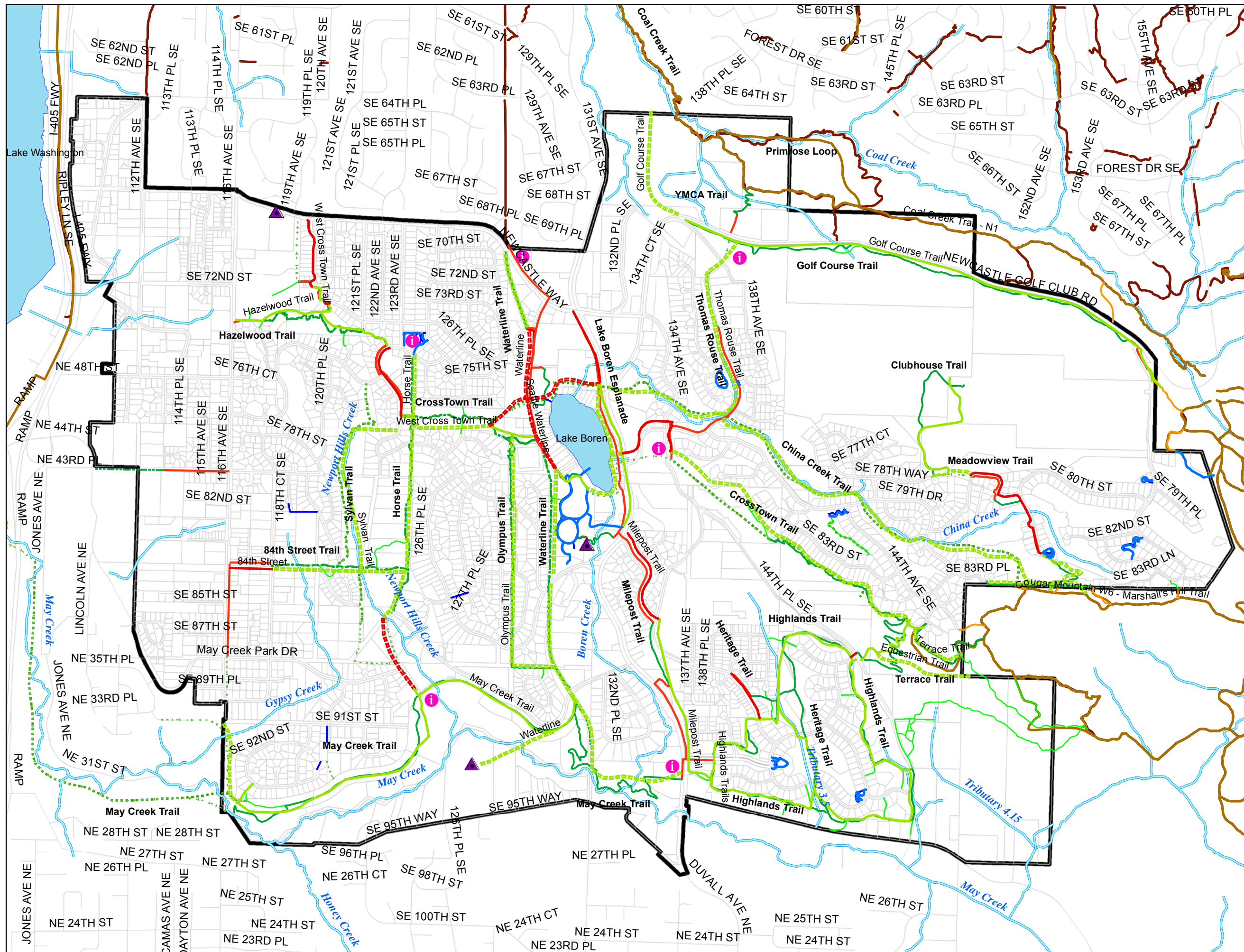
Source: City of Newcastle, King County GIS Division. The information displayed here is based on the best available data at the time of publication. The sources do not claim to that the information is in all aspects complete and accurate and are not held responsible for errors or omissions.
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City of Newcastle Comprehensive Plan

Amended March 23, 2016



Figure PTR-2 City of Newcastle Trail System Map



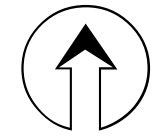
Legend

Proposed TYPE

- Information Point
- ▲ Trailhead Location
- Lakes

Trail Network

- Trail (Official)
- - - Trail (Unofficial)
- · · Trail (Proposed)
- Sidewalk/Road
- Path
- Secondary Trails
- Other Trails
- King County Trails
- Bellevue Trails
- Streams
- Streets
- NewcastleParcels
- City boundary



1 inch = 1,300 feet

Source: City of Newcastle, King County GIS Division, City of Bellevue. The information displayed here is based on the best available data at the time of publication. The sources do not claim that the information is in all aspects complete and accurate and are not held responsible for errors or omissions. Q:GIS_MXD/TrailsMap_FigPTR-2.mxd

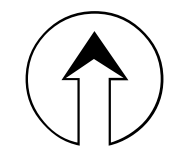
**City of Newcastle
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Figure PTR-3: Trail by Name

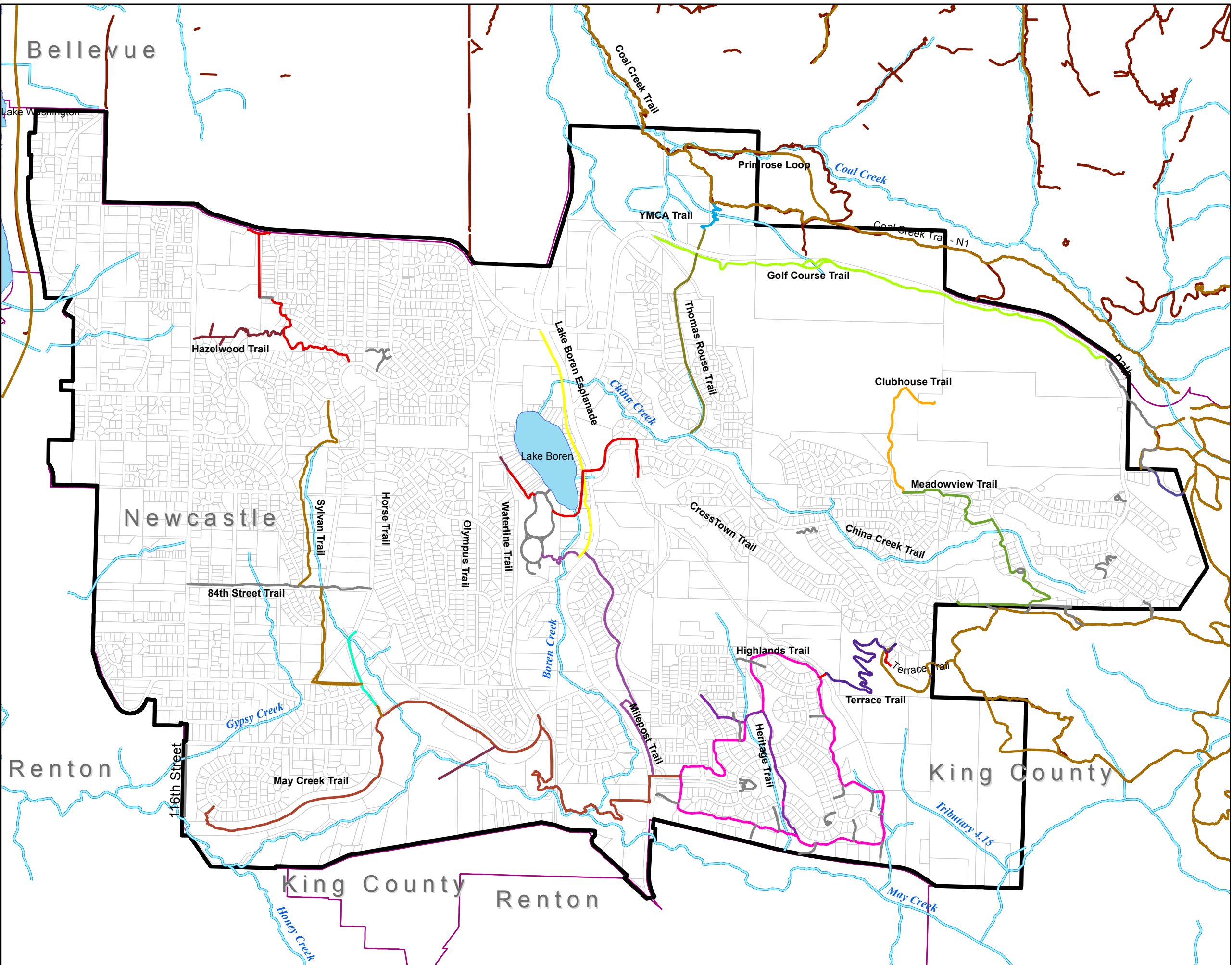
Legend

- Lakes
- Trail Network**
- <all other values>
- FULLNAME**
- 84th Street Trail
- Clubhouse Trail
- CrossTown Trail
- Golf Course Trail
- Hazelwood Trail
- Heritage Trail
- Highlands Trail
- Horse Trail
- Lake Boren Esplanade
- May Creek Trail
- Meadowview Trail
- Milepost Trail
- Olympus Trail
- South Lake Boren
- Sylvan Trail
- Terrace Trail
- Thomas Rouse Trail
- Tralee Trail
- Waterline Trail
- YMCA Trail
- King County Trails
- Bellevue Trails
- Streams
- City_boundary
- Streets
- NewcastleParcels
- City Districts



1 inch = 1,300 feet

Source: City of Newcastle, King County GIS Division, City of Bellevue. The information displayed here is based on the best available data at the time of publication. The sources do not claim to that the information is in all aspects complete and accurate and are not held responsible for errors or omissions. Q:GIS_MXD/TrailsMap_FigPTR-3.mxd





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2035 COMPREHENSIVE PLAN

ECONOMIC DEVELOPMENT APPENDIX



Economic Development

Appendix

Introduction

Although the City of Newcastle is primarily a residential community, it also offers employment and business opportunities including retail and business services, industrial and warehousing establishments, and regional recreation attractions. Over half of Newcastle's 600-700 total jobs are in government, education, or private services. One fourth of the jobs are in retail. By comparison Bellevue's jobs number 108,850, Renton's job's number 50,840, and Mercer Island's job's number 7,140.

In order for the City to become more proactive in promoting economic development to create jobs and revenue, a number of policy directions are recommended. These have been defined in the Economic Development Element. This Appendix includes descriptions of existing conditions and strategies related to the goals and policies. As the City and business community proceed with planning for economic development and related monitoring of economic activity, these policies and strategies will become more focused. Several important initiatives that go a long ways towards improving the economic vitality of Newcastle have been put into place.

There are other economic activities that are addressed in this element. These include home occupations and related infrastructure, leadership and collaboration of economic development programs, and public education and outreach. The goals and policies in the Economic Development Element, and the strategies outlined in this Appendix are intended to provide a foundation for City decisions regarding incentives that promote desired results; regulations that strengthen the City's ability to guide project-level planning; and measures for monitoring and assessing performance.

The ratio of local jobs and households in Newcastle is less than one-quarter job per household. The King Countywide Planning Policies have established an aggregate target jobs/housing ratio of 2.13 for the cities, driven by the much larger economic "engines" in several jurisdictions like Seattle, Bellevue, and Renton. The Puget Sound Regional Council's forecasts indicate a 2020 ratio of 0.52 for the larger Newcastle Forecast and Analysis Zone (FAZ). While these numbers are not mandates for Newcastle, they do show the comparatively low amount of historic employment activity within the City.

Another important facet of private economic growth is the expansion of the City's revenue stream from taxes, particularly taxes raised from local retail sales, business property values, and other taxes attributable to business. Newcastle's municipal revenues rely very highly on residential property taxes, while Bellevue, Issaquah and Renton have much more balanced revenue sources. **Table ED-1** compares Newcastle's 2000 per capita revenue picture with those of neighboring jurisdictions.

Table ED-1: Per Capita Revenues, Newcastle and Neighboring Cities, 2000

Revenue Categories	Newcastle	Bellevue	Issaquah (1999)	Renton	Mercer Island
Property Taxes	252	199	190	218	324
Sales & Use Taxes	107	270	526	213	131
Business & Utility Taxes	2	274	253	95	94
Other Local Taxes	14	4	15	62	4
Licenses & Permits	7	14	96	58	64
Charges & Fees	2	12	134	34	48
Interest	4	7	30	26	24
Fines	4	11	18	19	8
Rents, etc.	5	4	35	4	11
Intergovernmental	52	25	44	20	30
TOTAL	448	820	1,345	751	739
Source: Puget Sound Regional Council					

Only 24 percent of Newcastle’s revenues come from sales, use, business and utility taxes versus 66 percent for Bellevue, 58 percent for Issaquah, 41 percent for Renton, and 30 percent for Mercer Island. As a result, the property tax is Newcastle’s most important revenue source, and this comes predominantly from residential properties at the present time. Retail sales “leakage” is another important indicator of local economic health. In 2001, Newcastle’s taxable retail sales per capita were \$9,700 as compared to Bellevue at \$36,000, Issaquah at \$72,000, Renton at \$31,500, and Mercer Island at \$12,400 (all numbers rounded).

Community Business Center/Lake Boren Corridor (CBC/LBC)

The Community Business Center contains about 143 acres of land designated for mixed retail, service, industrial, and residential uses supported by amenities. It includes the 50-55 acre Mutual Materials property and provides guidance for development of that property under a Comprehensive Development Agreement between the owner/developer and the City.

A market analysis was prepared in support of the Master Plan. It identifies the following key findings and recommendations that contribute significantly to the City’s economic development strategies:

- The projected median household income for 2004 is \$87,554 (according to the U.S. Census, the 1999 median was \$80,320). This indicates a potential for higher levels of consumer spending, especially for specialty goods and services.
- The Golf Club at Newcastle has a significant influence on the community, the local housing market and the region. The city should explore opportunities to work with the golf course to market future town amenities (e.g., hotel, conference center, and day spa).

- The Eastside office market was very strong through the 1990s; however, Newcastle has very few office spaces. Some residents may consider locating businesses in Newcastle if office space were made available in the CBC area.
- The two existing neighborhood shopping centers appear to be serving the community well. However, to remain competitive the respective owners and tenants must stay at the “cutting edge” of retail to compete with shopping centers in nearby Factoria and Renton, and the growing number of large discount department store or warehouse outlets in the region.
- Population growth forecasts indicate a growing demand for additional retail. Given the fact that successful retail relies on location (i.e., visibility and access), sufficient parking and “pass-by” traffic — due to the limited supply of land and the impact of nearby competition, future retail development proposals should be carefully scrutinized by the City to ensure success.
- As land prices rise and development intensifies, the City may want to consider developing a structured parking garage to free up additional development opportunities in the CBC. Structured parking should be one element of an overall transportation demand management (TDM) plan for the CBC.

Based on the market survey, recommendations for mixed-use development opportunities in the CBC include:

- Additional multi-family housing and townhouses (both ownership and rental).
- Office buildings serving a range of small corporate centers to one- and two-person service businesses.
- Retail, including restaurants, a specialty grocery store, various boutique shops, service and repair businesses.
- An upscale hotel and conference center coordinated with the Golf Club.
- An athletic club and day spa for both local residents and visitors.
- A performing arts complex.

The study also recommended that the City consider creating an independent development coordinator position specifically designated to work with the private sector development community. The development coordinator would work on an “as needed” basis with potential developers interested in the CBC.

While these findings and recommendations may change as local and regional conditions change, they do provide a good basis for this element, since the CBC/LBC will continue to be the primary concentration of economic activity in the City.

Buildable Lands

The King County Buildable Lands program described in the Land Use Element provides an up-to-date estimate of the capacity of vacant and “redevelopable” land within the City. The analysis uses a series of factors to account for “unbuildable” land including critical areas, public lands, and the likelihood that some of the land may not be available for development.

The Buildable Lands report concludes that the City has about 74 acres of vacant and redevelopable land zoned for office, community business, or mixed use. Since the

mixed use zone permits both residential and commercial development, the capacity of that specific land for job-producing uses varies depending upon the projects that will be built. The report uses a conservative assumption that 25 percent of the mixed use land will be devoted to commercial uses. This would yield about 190,000 square feet of new building area and generate about 900 jobs.

In amending the Countywide Planning Policies to extend the planning period to 2022, the Growth Management Planning Council has adopted a target of 500 additional jobs to be created within the City by 2022.

Economic Development Strategies

The following recommended strategies are intended to be a beginning work program that the City, the business community, and other stakeholders can employ to initiate implementation of the goals and policies. The strategy numbers below are keyed to the policy numbers in the Economic Development Element. Not all policies have identified strategies.

Business Development

Newcastle needs a balanced approach to leveraging the resources of the City, other governmental agencies, regional and state economic development organizations, and local business owners and managers that will produce organizational capacity. This “intellectual infrastructure” is necessary to coordinate public and private recruitment, facilitate development permitting, and provide a forum for local information-sharing.

- ED-S1 The CBC/LBC market analysis should be updated and enhanced periodically to provide an on-going database of information describing the kinds of businesses and jobs that can be supported by the community. This also includes assessing Newcastle’s competitive advantages and disadvantages, workforce characteristics, and the status of regulatory barriers and incentives for business development and operation. The update should be conducted either in conjunction with major project implementation, or at least every 5 years.
- ED-S2 An advisory commission or committee comprised of key stakeholders such as major landowners, business owners, school district representatives, and community organizations would serve as a sounding board for initiatives sponsored by the City or other proponents; assist in recruiting new businesses; and advise the City as it refines these goals and policies.
- ED-S3 The market assessment and business development plan will provide the basis for a “toolkit” of media such as fliers, website, checklists, and brochures that can be used in targeted marketing efforts as well as to assist existing businesses in planning for building expansion, parking management, and façade improvements.

Infrastructure and Capital Facilities

Adequate roads, utilities, and telecommunications facilities are fundamental to Newcastle's ability to attract and retain businesses and the jobs that go with them. While the short-term and long-term needs for these facilities are addressed in other plan elements, it is important that the City make constant progress in maintaining and updating these facilities.

- ED-S4 Where new mixed use or commercial development involves the construction or rebuilding of infrastructure facilities that have been identified as needing improvement, the City should take a leadership role in identifying means to plan, design, finance, and construct them in partnership with the private sector. This may include assisting in facility planning; seeking grants and loans; and/or the formation of local improvement districts or tax increment financing districts. The City may choose to provide financial assistance to particularly key projects through infrastructure development, land assembly, or grants.
- ED-S5 The City should exercise leadership in the distribution of fiber optic and cable telecommunications technology that will link homes, home businesses, larger businesses, and institutions together.
- ED-S6 As the land use intensity of the downtown increases, parking will become a precious resource. New methods for maintaining an adequate supply of parking, leveraging this resource to maximum performance, and coordinating its use will be necessary. The City should work with downtown property owners, business owners, and prospective developers to set this in motion.

Permitting

The City should continue to work on regulatory reform, including measures that can expedite permitting for business development within the CBC/LBC that is consistent with the Comprehensive Plan and Master Plan, as well as for home business proposals that are in compliance with codes and standards.

- ED-S7 The adopted design guidelines should be administered in a predictable way that will enable applicants for small infill or redevelopment projects to understand and apply them appropriately with minimal redesign and re-submittal iterations. The checklist approach can be used to both guide the design process as well as ensure consistency with the intent of the Master Plan. Such consistency should also relieve applicants of further environmental review.
- ED-S8 Larger, mixed-use, multi-acre projects may involve complex phasing, construction, leasing, and occupancy requirements. Coordination with surrounding property improvement projects including public infrastructure may also be necessary. These factors contribute to the need for flexibility and creativity outside of the normal permitting process. Establishing a City format for conducting these reviews and approval procedures will enable all sides to work from the same understanding.

Entrepreneur and Work Force Training and Support

Two types of support are critical to sustaining a strong local economy. Residents and existing business owners frequently need assistance in preparing business plans and marketing strategies; finding economical space to “grow” their businesses; and securing appropriate training in management and operations. Local businesses also need properly trained employees to work in their establishments. Employers, employee organizations, and education and training institutions should be encouraged and supported by the City to provide opportunities for residents to improve their competencies.

ED-S9 The economic development advisory commission and staff could be charged with managing these activities in conjunction with other related partners such as institutions, developers, and agencies.

Monitoring

The City should monitor the performance of these policies and strategies on a regular basis so that they can be amended or supplemented to remain current with community needs.

ED-S10 This is tied to the “ED-P2” policy and strategy. The performance measures should be formulated as part of the business development planning process.



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2035 COMPREHENSIVE PLAN

UTILITIES APPENDIX



Utilities Appendix

Introduction

The primary responsibility for planning for private utilities rests with the utility providers. Clearly, however, this planning cannot take place without open lines of communication between the City of Newcastle and the utility providers. The City acknowledges that some private utility providers are not willing to provide capacity or future construction plans, as some of this information may affect their competitiveness or be considered proprietary. The utilities, however, must recognize that this may hinder the City's ability to assist them in their projects.

Some utilities are regulated by the Washington Utilities and Transportation Commission (WUTC). The Washington Utilities and Transportation Commission is a three-member board with an associated staff who regulate the rates, services, and practices of privately-owned utilities and transportation companies, including electric, telecommunications, natural gas, water, and solid waste collection companies. The Commission regulates utilities under authority granted in Title 80, and transportation companies under Title 81, of the Revised Code of Washington (RCW). Most utilities under the WUTC's jurisdiction must provide suitable facilities to supply service on demand. State law regulates the rates, charges, services, facilities, and practices of these utilities. Any changes in policies regarding these aspects of utility provision require WUTC approval.

Electricity

Puget Sound Energy (PSE, formerly Puget Sound Power & Light) provides electrical service throughout the City of Newcastle and its potential annexation areas. PSE is an investor-owned utility regulated by the Washington Utilities and Transportation Commission serving approximately 950,000 residential, commercial, and industrial customers in portions of a nine county, 4,500 square mile service territory in Western and Central Washington. PSE owns, operates, and maintains electrical generation, transmission, and distribution systems. Power is generated from hydroelectric generating facilities on the Columbia, Baker, Snoqualmie, White and Puyallup rivers, as well as from other sources including coal, gas, and oil fired plants.

Electric utility services and facilities have changed little over the past several decades. However, recent and anticipated advances in technology offer the promise of more efficient and environmentally friendly electric transmission and delivery systems in the near future. Utility policies should be updated in the future to take into consideration changes in utility system technology, facilities, and services. For more detailed information on facilities, see PSE's *GMA Electrical Facilities Plan, King County, Newcastle*.

Facilities

PSE locates and operates electrical transmission and distribution system facilities within public rights-of-way in accordance with state law and a franchise agreement with the City of Newcastle. Facilities are also located on property owned by PSE and in easements across other private property.

Electrical power is supplied to the Newcastle area from PSE's Talbot Hill and Sammamish transmission substations, located in Renton and Redmond respectively, which are connected to the regional transmission grid. Transformers at these substations reduce the power voltage from 230,000 volts (230kV(kilo-volts)) to 115kV. Transmission lines carry the power to distribution substations where transformers further reduce the voltage to PSE's standard distribution voltage of 12kV. Distribution lines distribute the power throughout the community from the distribution substations to the customers.

PSE has three 115kV transmission lines located within and serving the Newcastle area. A single distribution substation is located within the City with additional service provided from distribution substations located in Bellevue and Renton. Two Seattle City Light 230kV transmission lines (on steel towers) run through Newcastle, but do not serve the City. Both of these lines are leased to and operated by the Bonneville Power Administration as part of the regional transmission grid.

Future Capacity

Electrical load (consumption) is directly related to (driven by) both local and regional land use development. As local and regional development and therefore electrical demand grows, additional generation, transmission, and distribution capacity will be needed. Responding to these needs, PSE proposes future installation of additional 115kV transmission lines, future conversion of existing 115kV transmission lines to 230kV and future installation of additional distribution substations within the Newcastle area. PSE projects that the existing distribution substation in Newcastle can accommodate projected growth in electrical demand within the City through 2022. Additional commercial development within the Newcastle area may require future review of the existing electrical system capacity.

Existing and proposed electrical system facilities are shown in **Figure UT-1**.

Natural Gas

Natural Gas is a colorless and odorless mixture of hydrocarbon and non-hydrocarbon gases extracted from porous rock formations below the earth's surface. The gas makes its way from the producing fields via interstate pipelines at high pressure, often over one thousand pounds per square inch. At delivery points along the interstate pipelines, a powerful odorant (typically mercaptan) is added to the gas for safety purposes to make leaks easier to detect. Cleaner burning and typically less expensive than oil and electricity, natural gas has become the fuel of choice in many households for space and water heating, cooking and clothes drying. Today most new homes use natural gas where service is available.

Puget Sound Energy provides natural gas service throughout the City of Newcastle and its potential annexation areas. PSE is an investor-owned utility regulated by the Washington Utilities and Transportation Commission serving approximately 614,000 residential, commercial, and industrial customers in portions of Snohomish, King, Kittitas, Pierce, Thurston, and Lewis Counties. PSE is a Local Distribution Company (LDC) certificated to own, operate, and maintain natural gas distribution systems to serve customers. PSE does not own or operate natural gas interstate pipeline facilities.

Facilities

PSE operates under a franchise with the City of Newcastle, which allows PSE to locate facilities within the public street right-of-ways of the City. Facilities are also located on property owned by PSE and in easements across other private property.

The natural gas distribution system consists of a network of distribution mains and smaller lines that convey natural gas throughout the Newcastle area. Natural gas is provided to PSE by Williams, which operates a high pressure interstate transmission pipeline system extending from Canada to New Mexico. PSE takes delivery of natural gas to serve Newcastle from two parallel Williams pipelines in Renton for distribution locally through a series of smaller lines and pressure regulators. Through a series of reduction valves, natural gas is delivered to homes at pressures of from 0.25 to 2 pounds per square inch. **Figure UT-1** shows the location of these major facilities.

Future Capacity

Natural gas consumption is directly related to (driven by) both local and regional land use development. As local and regional development and therefore natural gas demand grows, additional supply and distribution capacity will be needed. The natural gas distribution system serving the Newcastle area is primarily supplied from the South Seattle Gate Station located in Renton. The capacity of the distribution system is generally a function of pipe size, operating pressure, and consumer load size and location within the system.

Based on current trends, PSE projects that the existing natural distribution system serving the Newcastle area can accommodate projected growth in natural gas demand within the City through 2022 without major system improvements. Future extensions of the natural gas distribution system within the City will occur on an as-needed basis as development warrants. Additional commercial development within the Newcastle area may require future review of the existing natural gas supply and distribution system capacity.

Telecommunications

Conventional telephone, fiber optics cable, cellular telephone, and cable television are addressed in this section. Interstate and international telecommunication activities are regulated by the Federal Communications Commission (FCC), an independent United States government agency.

Conventional Telephone

Service to Newcastle is provided by CenturyLink. CenturyLink is an investor-owned corporation, whose holdings include companies serving regional, national, and international markets. Other providers include Comcast, Frontier, and Exede Internet who either offer traditional phone service or Voice Over Internet Phone (VOIP) service.

All cities within the State of Washington fall within a particular Local Access and Transport Area (LATA). These LATAs are telephone exchange areas that define the area in which a provider is permitted to transport telecommunications traffic

Facilities

Telephone services within Newcastle and its planning area include switching stations, trunk lines, and distribution lines. Switching stations, also called "Central Offices" (CO),

switch calls within and between line exchange groupings. The CO serving Newcastle is located in a building on 3rd Avenue South in downtown Renton.

Four main "feeder" cable routes generally extend from each CO, heading to the north, south, east, and west. Connected to these main feeder routes are branch feeder routes. The branch feeder routes connect with thousands of local loops that provide dial tone to every subscriber. These facilities may be aerial, or buried, copper or fiber optic. Local loops can be used for voice or data transmission. A variety of technologies are utilized including electronics, digital transmission, fiber optics, and other means to provide multiple voice/data paths over a single wire. Methods of construction are determined by costs and local regulations.

Future Capacity

Ample capacity exists in the Newcastle/Renton area CO to accommodate growth projected in the Land Use Element.

Cellular Telephone

Cellular telephone service is provided by broadcasting and receiving radio signals to and from cellular facilities and cellular phone handsets. Cellular telephone service is licensed by the FCC for operation in Metropolitan Service Areas (MSAs) and Rural Service Areas (RSAs). The FCC grants several licenses within each service area. Current licensed cellular service providers for the Newcastle area include AT&T Wireless, Verizon, Sprint, and T-Mobile.

Facilities

Cellular facilities consist of one to several base station antennas that serve a local area and connect cellular phones to the regional phone network. Cellular antennas must be placed at a height that allows them to broadcast throughout their local area. Antennas are often located on building tops, water tanks, utility towers, and freestanding communication towers. Siting of cellular facilities depends on how the system is configured. The cell sites must be designed so that channels can be reused, because the FCC allocates a limited number of channels to each cellular telephone company.

Topography and other built features can effect signal transmission, so the cell is configured to locate the cell site at an appropriate place to provide the best transmission conditions.

Future Capacity

Expansion of cellular facilities is demand driven. Raising the density of transmission/reception equipment to accommodate additional subscribers follows, rather than precedes, increase in local system load. Therefore, cellular companies must maintain a short response time and a tight planning horizon.

Cable

Cable or CATV (Community Antenna Television) provides television and other broadband data services, including internet and telephone, to users via a network of coaxial cables. AT&T Broadband currently holds a cable television franchise to serve the City of Newcastle. The service area includes the entire incorporated City and potential annexations. Most residential neighborhoods within the City are currently served. Service is still unavailable in some commercial areas due to conditions that presently preclude line extensions.

Facilities

AT&T Broadband facilities supplying Newcastle with cable television and data service are composed of a receiver, a headend, a trunk system, and a feeder system. The receiver and the headend, which amplifies, processes, and combines signals for distribution by the cable network, are located in Bellevue, Washington. Signal strength is maintained by amplifiers placed at intervals along the cables. The amplifiers also serve as junction points where the feeder system taps into the trunk cables. Service drops then provide the final connection from the feederline to the subscriber.

Generally following street right-of-ways, the present network encompasses residential neighborhoods within the City of Newcastle to the east, north, and south. Future extension of cable service to unserved areas of the City will occur on an as-needed basis as development warrants.

Future Capacity

According to the provisions of AT&T Broadband franchise agreement with the City, the company and any successor must continue to make cable service available upon request when reasonable for any residential property within the current or future city limits. Therefore, under the current terms of this franchise, AT&T Broadband would be required to provide cable service to projected growth within the City and the remainder of the Planning Area with the understanding that some areas may be subject to AT&T Broadband's line extension policy. In some circumstances, costs associated with a line extension may be borne by the service recipient.

List of Utilities Appendix Figures

Figure UT-1 City of Newcastle Utilities

City of Newcastle Comprehensive Plan

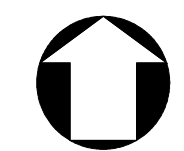
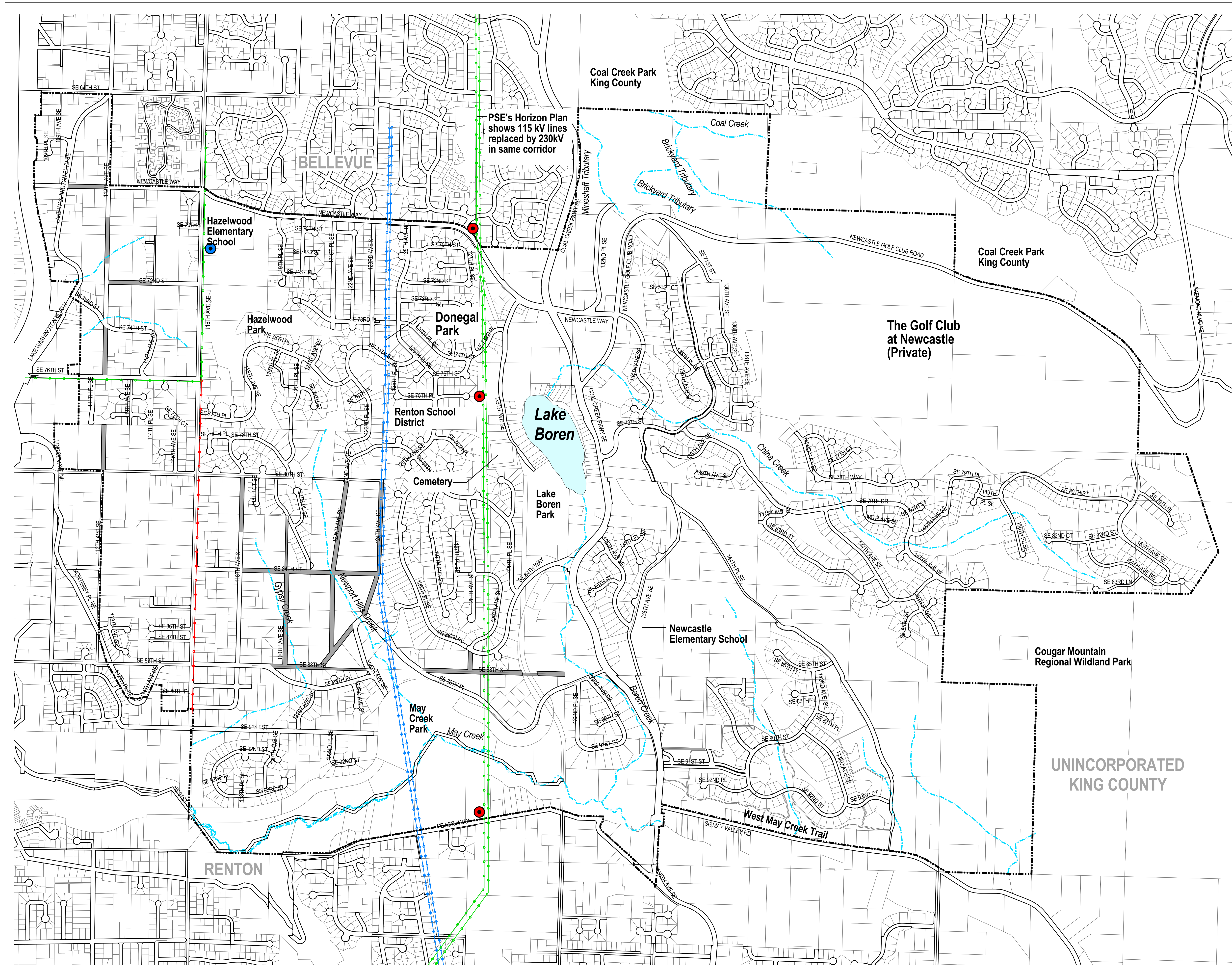
Amended March 23, 2016



Figure UT-1 City of Newcastle Utilities

LEGEND

- Existing 115 KV Line
- Proposed 115 KV Line
- Existing 230 KV Line
- Existing Distribution Substation
- Proposed Distribution Substation
- Unimproved ROW
- Streams
- Newcastle City Boundary



1000 0 1000 Feet

Source: King County GIS Division, City of Newcastle, Triathlon Mapping, 2001. The information displayed here is based on the best available data at the time of publication. Neither the authors, King County, City of Newcastle, or any other party here warrant or represent that the information is in every respect complete and accurate, and are not held responsible for errors or omissions. D:\Newcastle\avpr\D-base-new.apr



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2035 COMPREHENSIVE PLAN

CAPITAL FACILITIES APPENDIX



Capital Facilities Appendix

Introduction

The Capital Facilities Appendix is presented in two parts:

Part One: Capital facilities inventories. This section presents summaries of existing inventories and needs projections for capital facilities. Municipal facilities are those that are owned and operated by the City, or for which the City has a capital plan, such as a community center, City offices, maintenance facilities, and stormwater facilities. Municipal capital facilities such as parks, trails, and recreation facilities, and the City's transportation system are addressed at length in their respective Elements. Their capital requirements are summarized in **Table CF-1**. Other public facilities or services are those that may not be owned and operated by the City, or that are provided through contractual arrangements with the City, such as Police, Fire, Sewer, Water, Stormwater Management, and Schools. These are also presented in this section.

Part Two: Capital facilities revenue and sources. This section provides a description followed by a summary discussion comparing projected capital facilities needs against funding capacity. The Growth Management Act requires that a balance be maintained between needs and funding.

The Capital Facilities goals and policies, which provide overall direction for capital facilities decisions, are presented in the Capital Facilities Element.

General Growth Projections

According to the growth projections and targets established in the King County Countywide Planning Policies, which form the basis of the Land Use Element of the Comprehensive Plan, the City of Newcastle could experience an increase of up to approximately 1350 additional households by 2035.

Growth will not occur precisely as projected over a six-year or even a 20-year period. Local governments have the opportunity to re-evaluate their forecast in light of the actual growth experienced, revise their forecast if necessary, and adjust the number or timing of capital facilities that are needed.

This Capital Facilities Plan is anticipated to be updated annually as part of the City's budget process, thereby ensuring that the Plan reflects the most current actual statistics related to growth in Newcastle, and that capital facilities are slated for implementation in accordance with both the level of service standards and the City's concurrency policies.

Method for Using Levels of Service

Levels of service (LOS) usually are quantifiable measures of the amount of public facilities that are provided to the community. Levels of service also may measure the quality of some public facilities. Typically, measures of LOS are expressed as ratios of facility capacity to demand (i.e., actual or potential users). This Comprehensive Plan

provides level of service (LOS) standards for information purposes only, but may be useful for projecting some capital facilities needs.

Because the need for capital facilities is determined largely by the adopted LOS, the key to influencing the Capital Facilities Plan is to influence the selection of the LOS standards. LOS standards are measures of the quality of life of the community. The standards should be based on Newcastle's vision of its future and its values. Traditional approaches to capital facilities planning rely on technical experts to determine the need for capital improvements. In the scenario-driven approach, these experts play an important advisory role, but they do not control the determination. Their role is to define and implement a process for the review of various scenarios, to analyze data, and to make suggestions based on technical considerations.

The final, legal authority to establish an LOS rests with the City Council because the City Council enacts the LOS that reflects the community's vision. The City Council's decision should be influenced by 1) formal recommendations of the Planning Commission; 2) providers of public facilities; 3) formal advisory groups; 4) the general public through workshops and other public involvement programs and 5) staff with appropriate experience and expertise.

Part One: Capital Facilities Inventory

Capital Facilities Inventory-Public Facilities

Community Meeting Facility

The City currently owns no dedicated community meeting facility.

City Offices

The City currently leases approximately 6,000 gross square feet space in a building located at 12835 Newcastle Way Suite 200.

Maintenance Buildings

The City currently owns one Public Works maintenance garage at 7925 129TH AVE SE. Additionally, as of May 2015, a former Coal Creek Utilities District building at 7415 129TH Ave SE was purchased by the City. The future use of that facility has yet to be determined at the time of this update.

Stormwater Management Facilities

The City contracts with CCUD for stormwater maintenance and operations.

Parks

The City currently owns a total of 69.4 acres of developed and undeveloped park land. Community parks represent the majority of this acreage with 55.1 acres, and mini-parks are the second largest category, with 14.3 acres. Additional information regarding parks, trails, and recreation facilities is located in the Parks, Trails, and Recreation Element and Appendix of this plan.

Level of Service Standards

Community Meeting Facility

One of the primary concerns expressed by the citizens of Newcastle during the visioning process during the original plan development was that there was no community gathering place. The City has indicated that approximately 5000 square feet would be needed for a typical Community Meeting Facility. The size of these facilities varies from city to city, depending on their particular needs.

Public Works

LOS for public works/maintenance functions is inappropriate since Newcastle contracts for most of its public services.

Stormwater Management Facilities

The City adopted a storm and surface water comprehensive plan in 1999. The plan identifies and models the system, documents water quality issues, recommends a stormwater facilities program, and outlines the stormwater CIP.

Future Needs

Community Meeting Facility

The citizens of Newcastle have spoken to the need for a community meeting facility for various occasions. There may be opportunities in the future to share this type of facility with other quasi-public development.

City Offices

The City has determined that there is need to build or purchase a permanent facility for City offices. An evaluation still needs to be conducted as to the size and location of this facility.

Stormwater Management Facilities

The development of stormwater facilities is largely driven by developer improvements.

Other Public Facilities and Services

Capital Facilities Inventory-Other Public Facilities and Services

Police Facilities

The King County Sheriff's Office provides several key public safety services on a regional basis and at no additional charge to Newcastle. These include homicide investigations, child find, and search and rescue.

Sheriff's deputies are assigned to the Newcastle Police Department and are considered part of the City staff. The Chief of Police is a sergeant with King County Sheriff's Office and reports to both the Newcastle City Manager and the Sheriff's local precinct commander. The City provides office space for police functions.

Fire Facilities

The City of Newcastle contracts with the City of Bellevue for fire and emergency services: fire protection services, emergency medical services, emergency preparedness capabilities, and hazardous materials response. Fire and emergency services staff are under the direction and control of the Bellevue Fire Chief and are not considered part of Newcastle staff. Bellevue Fire Station #9 is located just outside Newcastle's city limit off of Newcastle Way.

Sewer Facilities

The City of Newcastle receives sewer service from the Coal Creek Utility District (formerly known as King County Water District No. 107). The sources for the information in this section is the 2013 Comprehensive Sewer System Plans, which are adopted by reference within the City of Newcastle Comprehensive Plan.

Coal Creek Utility District (the District) collects wastewater and conveys it to King County Metro (Metro - which provides wastewater treatment and disposal as well as interception/transmission of collected wastewater). The District's sanitary sewer system flows into Metro's Eastside Interceptor and the wastewater is treated at the Renton

treatment facility. Currently, Metro's wastewater treatment consists of primary treatment, secondary treatment, and bio-solids processing.

Water Facilities

The City of Newcastle receives its potable water service from Coal Creek Utility District (formerly King County Water District No. 7). The District currently provides water service to eight square miles of land including most of the Newcastle city limits and potential annexation areas. The City of Newcastle geographically makes up more than ninety-five percent of the total district water service area.

School Facilities

Two School Districts, Renton and Issaquah, currently provide school facilities and services within the City of Newcastle. Issaquah plans for facility expansion, and Renton anticipates exceeding school capacities, however it indicates that capacity issues will be addressed through the use of portables. The City annually adopts by reference the most recently adopted Capital Facility Plans for both the Renton and Issaquah School Districts.

Part Two: Capital Facilities Revenue and Sources

Summary of Six and Twenty Year Capital Facilities Costs

The City's Six Year CIP is included in the City's overall budget, which is annually updated and available for review through the City Clerk's Office and is considered a part of this Capital Facilities Plan. A summary of the City's 20-year Capital Facilities Plan is presented in CF-1 at the end of this chapter.

Capital Facilities Revenue and Sources

A wide range of revenue sources is available to the City of Newcastle for use in addressing capital facilities. There are three types of revenue sources for capital facilities, Multi-use, Single Use, and, less commonly, General Fund, described below.

1. *Multi-use*: taxes, fees, loans, and grants which may be used for virtually any type of capital facility (but which may become restricted if and when adopted for a specific type of capital facility);
2. *Single use*: taxes, fees, loans, and grants which may be used only for a particular type of capital facility; and
3. *General fund*: these monies are typically used for operations, rather than capital improvements. No further discussion of this fund is provided in the appendix.

Multi-Use Revenue Sources

Property Tax

Property tax levies are most often used by local governments for operating and maintenance costs. They are not commonly used for capital improvements.

The 2002 property tax rate in Newcastle is currently \$2.49 per \$1,000 of assessed value (AV). The maximum rate allowed by state law is \$3.60 per \$1,000 AV. The City has the option to set its rate at any level up to the maximum.

Under state law, local governments are prohibited from raising the property tax levy more than six percent of the highest amount levied in the last three years (before

adjustments for new construction and annexations). This is known as the “106 percent lid.” However, the state authorizes temporary or permanent increases above the 106 percent lid, up to a statutory limit under local voter approval. The City of Newcastle has not proposed a temporary lid lift.

General Obligation Bonds & Lease-Purchase (Property Tax Excess Levy)

There are two types of General Obligation (GO) bonds: voter-approved and Councilmanic.

Voter-approved bonds increase the property tax rate, with increased revenues dedicated to paying principal and interest on the bonds. Local governments are authorized in “excess levies” to repay voter-approved bonds. Excess levies are increased in the regular property tax levy above statutory limits. Approval requires a 60 percent majority vote in favor and a turn-out of at least 40 percent of the voters from the preceding general election.

Councilmanic bonds are authorized by a jurisdiction's legislative body without the need for voter approval. Principal and interest payments for Councilmanic bonds come from general government revenues, without a corresponding increase in property taxes. Therefore, this method of bond approval does not utilize a dedicated funding source for repaying the bond holders. Lease-purchase arrangements are also authorized by vote of the legislative body and do not require voter approval.

The amount of the local government debt allowable for GO bonds is restricted by law to 7.5 percent of the taxable value of the property within the City limits. This may be divided as follows:

General Purpose Bonds	2.5 percent
Utility Bonds	2.5 percent
Open Space and Park Facilities	2.5 percent

Of the 2.5 percent for General Purpose Bonds, the City may issue up to 1.5 percent in the form of Councilmanic bonds.

As of October 2002, the City had no Councilmanic GO and no voter-approved GO debt. The total unused debt capacity available for the City in 2002 is \$75,538,863. The City can double that ceiling for essential public facility expenditures. See Essential Public Facilities section following Implementation and Amendments section.

If Bonds were used to fund capital facilities, the impact on the individual taxpayer would vary widely depending upon the amount and term of the bonds.

Real Estate Excise Tax

RCW 82.46 authorizes local governments to collect a real estate excise tax levy of 0.25 percent of the purchase price of real estate within the city limits. The Growth Management Act authorizes collection of another 0.25 percent. Both the first and second 0.25 percents are required to be used for financing capital facilities specified in local governments' capital facilities plans.

The first and second 0.25 percent may be used for the following capital facilities:

- 1. The planning, acquisition, construction, reconstruction, repair, replacement, rehabilitation, or improvement of streets, roads, highways, sidewalks, street and road lighting systems, traffic signals, bridges, domestic water systems, and storm and sanitary sewer systems.

2. The planning, construction, repair, rehabilitation, or improvement of parks and recreational facilities.

In addition, the first 0.25 percent may be used for the following:

- a. The acquisition of parks and recreational facilities.
- b. The planning, acquisition, construction, repair, replacement, rehabilitation, or improvement of law enforcement facilities, protection of facilities, trails, libraries, administrative and judicial facilities, and river and/or floodway/flood control projects and housing projects subject to certain limitations.

The City of Newcastle has enacted both of the 0.25 percent real estate excise taxes. The King County Assessors Office determines the value of the property and the seller of the property is responsible for the payment of these assessed taxes. The total 2002 budget estimate is \$515,000 allocated to capital facilities.

Business and Occupation Tax

RCW 35.11 authorizes cities to collect this tax on the gross or net income of businesses, not to exceed a rate of 0.2 percent. Revenue may be used for capital facilities acquisition, construction, maintenance, and operations. Voter approval is required to initiate the tax or increase the tax rate. The City has not utilized this revenue source.

Local Option Sales Tax (Retail)

Local governments may collect a tax on retail sales of up to 1.0 percent. Counties, with voter approval, may collect an additional 0.1 percent which may be used only for criminal justice purposes (public transportation-benefit authorities may levy up to 0.6 percent). Voter approval is required for all local option sales tax increases.

Business License Fees

The City currently requires all businesses operating within the city limits to have a business license. The cost is \$25 per year.

State Retail Sales Tax

In 2002, Newcastle budgeted \$710,000 in retail sales tax to be expended on maintenance and operating costs. Criminal justice tax revenues (one percent) totals \$172,400.

Utility Tax

RCW 35A.52 authorizes cities to collect a tax on gross receipts of electrical, gas, garbage, telephone, cable TV, water, sanitary sewer, and stormwater management providers. Service users pay the tax as part of their utility bill.

State law limits the utility tax to 6 percent of the total receipts for cable TV, electricity, gas, steam (not applicable to Newcastle), and telephone, unless a majority of the voters approved a higher rate. There are no restrictions on the tax rates for City-owned sewer, water, solid waste, and stormwater. Revenue can be used for capital facilities acquisition, construction, and maintenance. Currently the City does not collect utility taxes on sanitation, sanitary sewer or water, cable TV, electricity, gas, or telephone.

Community Development Block Grants

Approximately \$8.5 million in community development block grant (CDBG) funding is available annually statewide through the federal Department of Housing and Urban Development for public facilities, economic development, and housing projects which

benefit low- and moderate-income households. Funds may not be used for maintenance and operations. Newcastle has not yet received any CDBG funding.

The City has not utilized this funding source. It is not possible to accurately forecast revenues from CERB loans or grants.

Public Works Trust Fund Grants and Loans (PWTF)

The state Department of Community, Trade, and Economic Development provides low-interest loans for capital facilities planning, emergency planning, and construction of bridges, roads, domestic water, sanitary sewer, and storm sewer. Applicants must have a capital facilities plan in place and must be levying the original 0.25 percent real estate sales tax (see real estate excise tax, above). Construction and emergency planning projects must be for reconstruction of existing capital facilities only. Capital improvement planning projects are limited to planning for streets and utilities.

Loans for construction projects require a local match generated only from local revenues or state-shared entitlement (gas tax) revenues. The required local match is 10 percent of a 3 percent loan, 20 percent for a 2 percent loan, and 30 percent for a 1 percent loan.

Emergency planning loans are at a 5 percent interest rate. If state or federal disaster funds are received, they must be applied to the loan for the life of the project (20 years). Future PWTF funding cannot be reliably forecast.

Surface Water Management Funds

Surface Water Management (SWM) is the Division of the King County Department of Natural Resources that addresses problems caused by stormwater runoff in unincorporated King County and participating cities, including Newcastle. Typical problems include flooding of homes and roads, erosion of hillsides and streambanks, water pollution and damage to fish habitat. Unlike wastewater (sewage), most stormwater flows untreated into pipes, ponds, and ditches that empty into streams, wetlands, and lakes.

SWM was created by the King County Council in 1987 in response to stormwater runoff problems caused by increasing urbanization. As the County's population grows and land development activities increase, roofs, pavement, and parking lots replace natural soil and plant cover. Higher volumes of runoff enter streams and lakes at faster speeds carrying more contaminants.

About 80 percent of the Division's funding comes from the surface water management fee. In SWM's service area (the western third of unincorporated King County) the fee for single family homes has been \$85.02 since 1991, and is billed along with property tax statements. The rate for commercial property owners varies depending on parcel acreage and amount of impervious surfaces, such as buildings and parking lots. The rest of SWM's funding comes from federal and state grants, contracts with cities and contributions from flood control districts.

Surface water management fees are used to:

- replace, upgrade and maintain drainage systems -- stormwater control structures, settling ponds, catch basins, culverts and other facilities -- in neighborhoods that have had a history of serious flooding
- restore streambanks and fish habitat damaged by uncontrolled runoff

- protect lakes, streams and wetlands and try to prevent future problems by implementing watershed management plans
- send out field investigators to respond to citizen complaints about drainage or water pollution problems and to provide technical assistance where needed
- encourage community stewardship of water resources through streamside plantings, storm drain stenciling, educational workshops and small grants to citizen groups and businesses
- respond to flood hazards by staffing the Flood Warning Center, providing emergency referrals and coordination and maintaining river control facilities: pumping systems, levees, dikes, and revetments.

The Surface Water Management Fund transfers money internally to the General Fund for related administration functions. Related administrative functions can include records management, payroll costs, budgeting, accounts payable, management costs, salaries and benefits, debt service, and State Business and Occupation (B&O) taxes. This is in addition to the cost of repairs and improvements to the Storm/Surface Water systems in the City.

Storm Drain Utility Fee

The state authorizes cities and counties to charge a fee to support storm drain capital improvements. The fee is usually a flat rate per residential equivalency. Residential equivalencies are based on average amount of impervious surface. Commercial property is commonly assessed a rate based on a fixed number of residential equivalencies. Newcastle does not currently have a storm drain utility. If such a utility were established, at a rate of \$2.64 per dwelling (the median state-wide rate in 1995 according to the City Engineers Association of Washington), estimated revenues from 1996-2002 for capital facilities only (not including funding for maintenance) would amount to \$8,538 and from 2003-2016 would amount to \$19,921, for a 20-year total of \$28,459.

Single-Use Revenue Sources

Cultural Arts, Stadium/Conventional Facilities

Special-Purpose Districts

RCW 67.38.130 authorizes cultural arts, stadium/convention special purpose districts with independent taxing authority to finance capital facilities. The District requires a majority voter approval for formation, and has a funding limit of \$0.25 per \$1,000 of assessed valuation.

Typically, such a special-purpose district would serve a larger geographical area than the single city. Revenue would be based on the tax base of the area within the special service district. If Newcastle were to propose a cultural arts or stadium/convention special purpose district with the same boundaries as the City, at a maximum allowable levy rate of \$0.25 per \$1,000 AV, estimated revenues would amount to \$766,501 from 1996-2002 and \$1,788,503 from 2003-2016, for a 20-year total of \$2,555,004.

Fire Protection and Emergency Medical Services

EMS Levy

The state authorizes a \$0.50 per \$1,000 AV property tax levy which may be enacted by fire and hospital districts, cities and towns, and counties.

Newcastle has not enacted an EMS levy because it is serviced by the county-wide Medic One. According to state law, if the County's EMS levy applies to the City, then the City cannot enact an EMS levy for the City itself.

Fire Impact Fees

RCW 82.02.050-090 authorizes a charge (impact fee) to be paid by new development for its “fair share” of the cost of fire protection and emergency medical facilities required to serve the development. Impact fees must be used for capital facilities necessitated by growth, and not to correct existing deficiencies in levels of service. Impact fees cannot be used for operating expenses. Newcastle does not currently collect fire impact fees.

A fire impact fee for the City of Newcastle can be generated by multiplying the current level of service by the cost of related capital facilities to determine the cost per capita, then multiplying by the number of persons per dwelling unit to determine the cost per dwelling unit.

The City does not currently charge a fire impact fee because it does not directly operate fire protection capital facilities.

Roads, Bridges, and Mass Transit

Motor Vehicle Fuel Tax

RCW 82.36 authorizes this tax, which is administered by the state Department of Licensing and paid by gasoline distributors. Cities and counties receive 11.53 percent and 22.78 percent, respectively, of motor vehicle fuel tax receipts. Revenues must be spent for “highway purposes” including the construction, maintenance, and operation of City streets, county roads, and highways. In 1996, \$ 175,000 in fuel tax revenue is budgeted in Newcastle, of which \$100,000 is for operating, maintenance, and debt service costs, and \$75,000 is for capital facilities.

Local Option Fuel Tax

RCW 82.80 authorizes this county-wide local option tax equivalent to 10 percent of the state-wide motor vehicle fuel tax and a special fuel tax of 2.3 cents per gallon. Revenues are distributed back to the county and its cities on a weighted per capita basis (1.5 for population in unincorporated areas and 1.0 for population in incorporated areas). Revenues must be spent for “highway purposes.” King County has not enacted this local option fuel tax.

Commercial Parking Tax

RCW 82.80 authorizes a tax for commercial parking businesses, but does not set rates. Revenues must be spent for “general transportation purposes” including highway purposes, public transportation, high-capacity transportation, transportation planning and design, and other transportation-related activities.

Newcastle does not have a commercial parking tax at this time.

Transportation Benefit District

RCW 35.21.225 authorizes cities to create transportation districts with independent taxing authority for the purposes of acquiring, constructing, improving, providing, and funding any city street, county road, or state highway improvement within the district. Special district's tax base is used to finance capital facilities.

The District may generate revenue through property tax excess levies, general obligation bonds (including Councilmanic bonds), local improvement districts, and development fees (see related discussions, above, for background on each of these). Voter approval is

required for bonds and excess property tax levies. Council approval is required for Councilmanic bonds, special assessments, and development fees.

Transportation improvements funded with district revenues must be consistent with state, regional, and local transportation plans; necessitated by existing or reasonable foreseeable congestion levels attributable to economic growth; and partially funded by local government or private developer contributions, or a combination of such contributions.

To date, no jurisdiction in the state has formed a transportation benefit district.

A transportation benefit district would address specific transportation projects reducing congestion caused by economic development. Consequently, the amount of revenue is a function of the cost of the project, rather than a levy rate, assessment amount, or fee schedule. It is, therefore, not possible to reliably forecast revenue from this source.

Road Impact Fees

RCW 82.02.050-090 authorizes cities and counties to exact road impact fees from new development for its “fair share” of the system improvement costs of roads necessary to serve the development. Impact fees must be used for capital facilities necessitated by growth and not to correct existing deficiencies in level of service. Impact fees cannot be used for operating expenses.

Newcastle currently collects traffic impact fees based on an adopted ordinance and fee schedule. In addition, Newcastle collects fees for development impacting Coal Creek Parkway under King County Mitigated Payment System (MPS).

National Highway Systems Grants

The Washington State Department of Transportation (WSDOT) awards grants for construction and improvement of National Highway System (NHS) components. In order to be eligible, projects must be a component of the NHS and be on the regional transportation improvement program.

Ultimately, the NHS will include all interstate routes, a large percentage of urban and rural principal arterials, defense strategic highway networks, and strategic highway connectors. In the interim, the NHS will consist of highways classified as principal arterials.

Funds are available on an 86.5 percent federal, 13.5 percent local match based on the highest ranking projects from the regional Transportation Improvement Board (TIB) list. Newcastle does not currently have any eligible projects.

It is not possible to forecast reliably how much, if any, revenue the City would receive from this source.

Surface Transportation Program (STP) Grants

Puget Sound Regional Council provides grants for road construction, transit, capital projects, bridge projects, transportation planning, and research and development. Projects must be on the regional TIP list, and must be for roads with higher functional classifications and local or rural minor collectors

Funds are available on an 86.5 percent federal/13.5 percent local match based on highest ranking projects from the regional TIP list.

Newcastle has not received any STP or Transportation Improvement Account grant revenue.

Federal Aid Bridge Replacement Program Grants

WSDOT provides grants on a state-wide priority basis for the replacement of structural deficient or functionally obsolete bridges. Funding is awarded on 80 percent federal/20 percent local match.

Federal Aid Emergency Relief Grants

WSDOT provides funding for restoration of roads and bridges on the federal aid system which are damaged by natural disasters or catastrophic failures. Funds are available on an 83.13 percent federal/16.87 percent local matching basis. Because emergencies cannot be predicted, it is not possible to forecast revenues from this source.

Urban Arterial Trust Account Grants (UATA)

The Washington State Transportation Improvement Board (TIB) provides funding for projects to alleviate and prevent traffic congestion. In order to be eligible, roads should be structurally deficient, congested by traffic, and have geometric deficiencies, or a high incidence of accidents. Funds are awarded on an 80 percent federal/20 percent local matching basis.

Transportation Improvement Account Grants (TIA)

The state TIB provides funding for projects designed to alleviate and prevent traffic congestion caused by economic development or growth. Eligible projects should be multi-agency, multi-modal, congestion, and economic development-related, and partially funded locally. Funds are awarded on a percentage basis with a local match. Newcastle received TIA funding beginning in 2000 for the Coal Creek Parkway Project.

Centennial Clean Water Fund (CCWF)

The Department of Ecology (DOE) issues grants and loans for the design, acquisition, construction, and improvement of water pollution control facilities and related activities to meet state and federal requirements to protect water quality.

State Revolving Fund Loans

DOE administers low-interest loans and low-interest guarantees for water pollution control projects. Applicants must demonstrate water quality need, have a facility plan for water quality treatment, show ability to repay a loan through a dedicated source of funding, and conform to other state and federal requirements. Newcastle does not have any programs to qualify for these funds. Consequently, revenues from this source are not forecast.

Solid Waste

Department of Ecology Grants

The state awards grants to local governments for a variety of programs related to solid waste, including a remedial action grant to assist with local hazardous waste sites, moderate risk/hazardous waste implementation grants, and waste composting grants. It is not possible to forecast revenue from this source.

Flood Control Special Purpose Districts

RCW 86.15.160 authorizes flood control special purpose districts with independent taxing authority (up to 50 cents per \$1,000 assessed value property tax levy limit without voter approval) to finance flood control capital facilities. In addition, the district can, with voter approval, use an excess levy to pay for general obligation debt. Newcastle does not have a flood control special district.

Surface Water Management

Storm Drainage Payment In Lieu of Assessment

In accordance with state law, the City could authorize storm drainage charges in lieu of assessments. The City does not currently collect a storm drainage facility charge per acre upon issuance of a building permit. Revenues from this charge are, or could be, deposited in the City's Storm Drainage Cumulative Reserve Fund. Revenues from this fund could be used for construction, maintenance and/or repair of storm drainage facilities, acquisition of property or related debt service.

Water Supply

Water Districts

Coal Creek Utility District serves Newcastle's planning area. Water districts have independent taxing authority, with a property tax levy limit of 50 cents per thousand of AV. Tax revenue is restricted to uses related to the purpose for which the water district was created.

User Fees

The state authorizes cities, counties, and special purpose utility districts to charge for water consumption, usually on the basis of volume of water consumed. Revenue may be used for capital facilities, operations, and maintenance. In Newcastle, Coal Creek Utility District charges and collects these fees.

Grants and Loans

Grants and loans are additional sources of revenue that may be used for capital projects.

The State Community Economic Revitalization Board (CERB) provides low-interest loans, and occasionally grants to finance sewer, water, access roads, bridges, and other facilities for specific private sector development. Funding is available only for projects which support specific private developments or expansion which promotes the trading of goods and services outside the state. The average requirement is to create one job per \$3,000 of CERB financing.

The Federal Economic Development Administration (EDA) provides grants for improvements that benefit economic development and reduce unemployment.

List of Capital Facility Tables

CF-1 Twenty-Year Capital Facility Program

**Table CF-1: 20-Year Capital Facility Program Summary:
Parks and Trails Facilities**

PROJECT	CIP # / Concern or Segment #	Brief Project Description	Source Document	Segment Length (Ft/Mi) Approx	Improvement Length (Ft/Mi) Approx	Priority	Cost Budgeted	FUNDING SOURCE						
								Capital Funds*	Mitigation	Levy/Bond	Grants	Other Agencies**	LID	Rates
NW Neighborhood Park No. 1 - Acquisition	P-003	Westside park- acquire a neighborhood park on the westside of City	Comprehensive Plan			High	\$3,000,000			\$750,000				
Resource/Community Park Additions		Acquire & develop resource (ie views, natural features) & community park property when opportunities arise	Comprehensive Plan			High	\$2,000,000		\$200,000	\$1,600,000				
Lake Boren Docks Evaluation	P-016	Determine if renovation or replacement is needed	Comprehensive Plan			High	\$33,000	\$33,000						
Park and Trail Renovation - Annual		Trail improvements	Comprehensive Plan			High	\$750,000	\$300,000		\$450,000				
Cross Town Trail - East Half	T13	Lake Boren to Cougar Mtn Regional Wildland Park	NMP†	1.1	1.1	High	\$370,000							
Waterline Trail	T12	Bellevue to May Crk Park on the SPU corridor	NMP†	0.88	0.88	High	\$220,000							
Meadowview Trail	T8	Links Clubhouse Trail to Cougar Mtn Regional Wildland Park	NMP†	0.85	0.85	High	\$40,000							
84th Street Trail	T2	Links 116th Ave SE to the Horse Trail	NMP†	0.35	0.35	High	\$210,000							
May Creek Trail	T3	Links Windtree to Coal Creek Pkwy, north side of creek	NMP†	1.52	1.52	High	\$260,000							
Sylvan Trail	T19	Cross Town Trail/Horse Trail junction to SE 84th St	NMP†	0.53	0.53	High	\$25,000							
North Neighborhood Park No. 2 - Acquisition		Acquire a neighborhood park in north region of City	Comprehensive Plan			Medium	\$750,000		\$750,000					
Cemetery Fence Replacement	P-012	Replace fence surrounding cemetery	Comprehensive Plan			Medium	\$175,000				\$175,000			
Public Art		Install public art	Comprehensive Plan			Medium	\$10,000							
Lake Boren Property Acquisition Analysis		Analyze the acquisition and development of property around Lk Boren as park	Comprehensive Plan			Medium	\$30,000							
Sports Park - Phase1	P-006	Construction of baseball field, 2/3 of parking lot, and frontage improvements	Park @ 95th Master Plan			Medium	\$3,782,000							
Lake Boren Park Improvements	P-022	Construct park improvements (including picnic shelters, irrigation, beach access, children's water area, and grading of land to provide improved recreational activities.	Lake Boren Park Conceptual Master Plan			Medium	\$2,725,000	\$1,725,000			\$1,000,000			
Maintenance Facility Site Enhancements, North Park Entrance, Trail Connections and Historic Interpretation		Visual and sould buffering with fencing and plantings; additional lighting, trail markers and surfacing to improve pedestrian flow; additional seating and history on the existing Coal Creek railroad support wall	Lake Boren Park Master Plan			Medium	\$50,000							
Trails Acquisition & Development	P-005	Funding for right-of-way or easement acquisitions and construction	Comprehensive Plan			Medium	\$195,000	\$195,000						
Boren Creek Wetlands Overlook		Gazebo and picnic tables	Comprehensive Plan			Medium	\$35,000							
May Creek Pedestrian Suspension Bridge		Provide trail access from Newcastle trail network to Renton trail network	Comprehensive Plan			Medium	\$150,000							
Olympus Trail	T20	Olympic Pipeline corridor trail through Olympus	NMP†	0.63	0.63	Medium	\$255,000							
Lake Boren Trail	T18	Encircles Lake Boren with partial lake views	NMP†	1.2	1.2	Medium	\$300,000							
Thomas Rouse Trail	T16	Links NCGC Rd to China Creek Trail via 136th Ave SE	NMP†	0.5	0.5	Medium	\$125,000							
NW Neighborhood Park No. 1 - Development (Westside Park)		Westside park- develop a neighborhood park on the westside of City	Comprehensive Plan			Low	\$500,000			\$500,000				
North Neighborhood No. 2 - Development		Develop a neighborhood park in north region of City	Comprehensive Plan			Low	\$500,000		\$500,000					
Historic Open Space/Natural Resource Acquisitions		Acquire historic & natural resource lands	Comprehensive Plan			Low	\$250,000		\$100,000	\$150,000				
CBC Mini-Park		Acquire & develop a mini-park in CBC	Comprehensive Plan			Low	\$250,000		\$250,000					
Skate Park		Develop a skate park	Comprehensive Plan			Low	\$200,000			\$200,000				
Dog Park		Develop an off-leash dog park	Comprehensive Plan			Low	\$150,000							
School/Park Recreation Sites		Partner w/ school to provide residents additional opportunities	Comprehensive Plan			Low	\$200,000		\$200,000					
Sports Park - Phase 2	P-006	Construction of center multipurpose fields, last third of parking and stormwater vault; install outlying landscaping	Park @ 95th Master Plan			Low	\$7,600,000							
Sports Park - Phase 3	P-006	Construction of third field over vault and trail system	Park @ 95th Master Plan			Low	\$3,500,000							
China Creek Trail	T14	Links city center to Cougar Mtn Regional Wildland Park	NMP†	1.54	1.54	Low	\$575,000							
Horse Trail	T11	Links Donegal Park with May Creek Park	NMP†	1.1	1.1	Low	\$370,000							
Total: All Projects							\$29,585,000	\$2,253,000	\$2,000,000	\$3,650,000	\$1,175,000	\$0	\$0	\$0

†Non-Motorized Transportation Plan

*Capital Funds consist of General Fund, Parks Fund and REET monies

**Other Agencies includes Sound Transit, King County/RTID, Bellevue, or other local agency

**Table CF-1: 20-Year Capital Facilities Program Summary:
Transportation Facilities**

144th PI SE road extension to May Valley Road	16	New street, curb, gutter, sidewalk, drainage, etc.	Comprehensive Plan			Low	\$3,300,000		\$3,300,000								
SE 138th Way from 135th Ave SE to 140th Ave SE	17	New street, curb, gutter, sidewalk, drainage, etc.	Comprehensive Plan			Low	\$2,100,000		\$2,100,000								
136th Ave SE Improvements	19	Improve 136th Ave SE from 144th PI intersection to the SE 79th St intersection to a two way street	Comprehensive Plan			Low											
SE 89th PI safety improvements	20	Provide pedestrian and motorized safety improvements along the corridor from Coal Creek Pkwy to 116th Ave SE along SE 89th PI, SE 88th PI, and 124th Ave SE	Comprehensive Plan			Low											
Windtree second access	21	Second access to the Windtree neighborhood	Comprehensive Plan			Low											
Transportation Plan Update	29		Comprehensive Plan			Low											
112th PI SE from SE 86th PI to 114th Ave SE, 114th Ave SE from 112th PI SE to SE 88th St, SE 88th St from 114th Ave SE to SE 88th PI and SE 88th PI from SE 88th St to 124th Ave SE	S8	New sidewalks	NMP [†]	6,336 1.2	12,672 0.4	Low	\$3,200,000										
Newcastle Way from 112th Ave SE to Newcastle Golf Club Rd	T-028 / S6	Last remaining segment of sidewalk along the south side of Newcastle Way is from 112th Ave SE to the western boundary of the Madison Lane development; CIP #T-028	NMP [†]	6,336 1.2	8,448 1.6	Low	TBD										
129th Ave SE from Newcastle Way to end	S25	Sidewalks on both sides, possible lighting. 2012 Lake Boren Townhome sidewalk reduced work scope	NMP [†]	2,006 .38	3,696 .7	Low	\$1,400,000										
From 123rd Ave SE to 129th Ave SE that includes SE 74th St, 125th PI SE, SE 75th St, 127th PI SE and SE 73rd PI	S30	Sidewalk project that involves sidewalk on one or both sides of local access streets	NMP [†]	2,957 0.56	5,914 1.12	Low	\$1,500,000										
From Coal Creek Pkwy, through SE 79th St/136th Ave SE to Newcastle Golf Club Rd	S21	New sidewalks	NMP [†]	4,699 .89	4,699 .89	Low	\$1,800,000										
123rd Ave SE from Newcastle Way to SE 74th St	S12	New sidewalks	NMP [†]	2,112 .4	4,224 .8	Low	\$1,600,000										
from 116th Ave SE to 122nd PI se, along SE 77th PI, 118th Ave SE, SE 75th PI, including 117th PI SE as additional segment	S11	New sidewalks	NMP [†]	4,224 .8	1,056 .2	Low	\$400,000										
from Coal Creek Pkwy through SE 89th PI into 124th Ave SE terminating at intersection of 124th Ave SE and SE 88th PI	S7	New sidewalks	NMP [†]	5,808 1.1	11,616 2.2	Low	\$3,000,000										
Newcastle Golf Club Rd from just east of 136th Ave SE to 155th Ave SE	S9B	Sidewalk on Golf Club Road deemed not necessary (or safe) due to adjacent Golf Course Trail. Instead, GCT could be significantly improved. Expensive project with significant excavation, retaining walls, lighting, drainage challenges, etc.	NMP [†]	6,230 1.18	12,460 2.35	Low	\$4,700,000										
SE 76th St from 116th Ave SE to City's west Boundary	S10	Steep sidewalks, drainage collection and conveyance improvements, possible short retaining walls	NMP [†]	2,270 .43	4,541 .86	Low	\$1,700,000										
SE 91st ST, and 121st Ave SE between SE 91st ST and SE 88th PI	S26	New sidewalks	NMP [†]	2,218 .42	4,436 .84	Low	\$1,700,000										
Lake Washington Blvd from SE 64th ST to SE 73rd St	S4	Sidewalks on both sides, up fairly steep road gradient, limited sight distance, significant excavation, possible retaining walls, drainage challenges	NMP [†]	3,168 .6	6,336 1.2	Low	\$2,400,000										
SE 80th St from 116th Ave SE to SE 78th ST	S29	New sidewalks	NMP [†]	1,426 .27	570 .1	Low	\$150,000										
From Newcastle Golf Club Rd through 134th Ave SE/136th Ave SE to 135th Ave SE	S24	New sidewalks	NMP [†]	5,333 1.01	1,373 .26	Low	\$530,000										
116th Ave SE from Newcastle Way to SE 88th St	B1	Portions of this route are already completed with formal bike lanes (east side), but most of route is not. Segment between 80th and 84th is proposed to be widened to support bike lane on east side (2013 project). 116th Ave stretch between 84th and 88th has a narrow shoulder that can be used for biking but is not formally marked as a designated bike lane	NMP [†]	1.2	2.4	Low	\$2,000,000										
from NE 40th, through Monterey PI NE, 112th PI SE, 114th Ave SE, SE 88th St to 124th Ave SE	B8	Bike lanes, some excavation, significant drainage improvements, etc.	NMP [†]	1.1	2.2	Low	\$900,000										
Newcastle Way from 112th Ave SE to Newcastle Golf Club Rd	B6	Bike lanes exist on both sides of Newcastle Way near CCP (as of 2010). West of CCP, bike lanes are absent	NMP [†]	1.2	2.4	Low	\$1,000,000										
Newcastle Golf Club Rd from Coal Creek Pkwy to 155th Ave SE	B9	Bike lanes on both sides of Newcastle Golf Club Road may cost substantially more than \$2 million	NMP [†]	2.4	4.8	Low	\$2,000,000										
SE 89th PI from 124th Ave SE to Coal Creek Pkwy including small portion of 124th Ave SE	B7	Portions of this route have already been completed, specifically along Eden's Grove. Remaining portion will entail excavation, retaining walls, drainage collection and conveyance, utility relocation, etc.	NMP [†]	1.1	2.2	Low	\$920,000										
112th Ave SE from SE 64th ST to Newcastle Way	B5	Bike lanes on both sides of the arterial, may cost more than \$250k	NMP [†]	0.3	0.6	Low	\$250,000										
Lake Washington Blvd from SE 64th St to SE 73rd St	B4	Would include 2 bike lanes, excavation, retaining walls, drainage collection and conveyance, etc. \$500k cost estimate may be light	NMP [†]	0.6	1.2	Low	\$500,000										
Total: All Projects							\$86,919,000	\$7,944,000	\$26,725,000	\$10,400,000	\$8,425,000	\$1,225,000	\$0	\$0			

[†]Non-Motorized Transportation Plan

*Capital Funds consist of General Fund, Parks Fund and REET moneys

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**Table CF-1: 20-Year Capital Facilities Program Summary
Municipal Facilities**

PROJECT	CIP # / Concern or Segment #	Brief Project Description	Source Document	Segment Length (Ft/Mi) Approx	Improvement Length (Ft/Mi) Approx	Priority	Cost Budgeted	FUNDING SOURCE						
								Capital Funds*	Mitigation	Levy/Bond	Grant	Other Agencies**	LID	Rates
City Hall and Community Center			Comprehensive Plan			Low	\$3,000,000	\$1,000,000		\$2,000,000				
Parking Garage in CBC			Comprehensive Plan			Low								
Municipal Facilities Subtotal							\$3,000,000	\$1,000,000	\$0	\$2,000,000	\$0	\$0	\$0	\$0
TOTAL Capital Facilities Projects							\$122,317,000	\$13,392,000	\$28,725,000	\$16,050,000	\$9,600,000	\$1,225,000	\$0	\$155,000

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**Table CF-1: 20-Year Capital Facilities Program Summary:
Surface Water Management**

PROJECT	CIP # / Concern or Segment #	Brief Project Description	Source Document	Segment Length (Ft/Mi) Approx	Improvement Length (Ft/Mi) Approx	Priority	Cost Budgeted	FUNDING SOURCE						
								Capital Funds*	Mitigation	Levy/Bond	Grant	Other Agencies**	LID	Rates
May Creek/Lake Boren Water Quality	S-006	Evaluate Lake Boren water quality on an annual basis, evaluate E. Coli, other bacteria, etc.	Comprehensive Plan			High	\$108,000	\$108,000						
Gypsy Creek Streambank Erosion	S-031	Decrease erosion in basin	Comprehensive Plan			High	\$130,000							\$130,000
Aesthetic Enhancement		Retrofit existing stormwater facilities with beautification measures, such as additional landscaping	Comprehensive Plan											
Small drainage annual program	S-001	Annual fund for minor storm water issues	Comprehensive Plan			High	\$454,000	\$454,000						
Pond reconstruction/restoration	S-003	Annual fund to carry out priorities presented in "Newcastle Pond Evaluation" by KPFF	Comprehensive Plan			High	\$975,000	\$975,000						
Stream reforestation	S-005	Yearly (staged) installation of conifer trees in stream corridors per May Creek Action Plan	Comprehensive Plan			High	\$24,000	\$24,000						
Miscellaneous surface water and water body studies	S-011	Dedicated funding for studies that exceed the scope and budget of other programs such as turbidity or hydrological analysis for flow control issues	Comprehensive Plan			High	\$180,000	\$180,000						
Lake Boren drainage mitigation	S-023	Provide design solution to drainage and flooding issues	Comprehensive Plan			High	\$225,000	\$225,000						
118th Ave SE Middle Segment Drainage Extension	S-026	Design and construct storm drainage pipe with catch basins along the west side of the 8600 block of 118th Ave SE to address flooding	Request For Action			High	\$52,000	\$52,000						
7077 & 7851 - 116th Ave SE***	S-022 / PS-9 & 10	Similar problems exist along 116th Ave SE between SE 69th and SE 80th St. Conduct an in-depth Engineering study to develop design alternatives. The study should include a downstream analysis	Surface Water Comprehensive Plan - Facilities Installation and Maintenance			High	\$50,000	\$50,000						
China Creek; downstream of 136th Ave SE culvert	S-019 / DC-14	Install stream embankment stabilization to protect stormwater pipe and prevent further erosion; evaluate opportunity to enhance stream habitat. (downstream of 136th Ave SE culvert)	Surface Water Comprehensive Plan - Facilities Installation and Maintenance			High	\$49,000	\$49,000						
Newcastle Railroad Embankment Outlet on Newport Hills Creek (0.13 river miles above May Creek Confluence)***	S-017 / DC-23	Conduct an in-depth Engineering Study to develop design alternatives. The study should include a geotechnical evaluation of the railroad embankment, a hydraulic analysis, and possibly dam breach calculations. Upsize culvert or provide overflow culvert as determined by the Engineering Study	Surface Water Comprehensive Plan - Facilities Installation and Maintenance			High	\$25,000	\$25,000						
Lake Washington Blvd. near SE 73rd Way***	S-014 / DC-24	The City has replaced the 12 inlet pipe previously but there are still concerns about if the fix is working additional monitoring is needed. An engineering study is needed to determine the source of the problem and the solution	Surface Water Comprehensive Plan - Facilities Installation and Maintenance			High	\$15,000	\$15,000						
Pond #23 - Lk WA Ridge -Pond	S-021 / MC-16	Restore existing pond per KPFF report recommendations. Project to be funded through the "Pond Construction/ Rehabilitation" budget. Pond #23	Surface Water Comprehensive Plan			High	\$38,000	\$38,000						
SW corner of 8454 135th Ave SE	PS-11	Nuisance flooding in backyard associated with a cracked public storm drainage pipe	Surface Water Comprehensive Plan - Facilities Installation and Maintenance			Medium	\$75,000							
118th Ave SE between SE 84th St and SE 88th St	S-018 / DC-10	Install combination of piped system and roadside ditches with driveway culverts to collect and convey roadway drainage south. Connect new structures to the existing conveyance system on SE 88th St.	Surface Water Comprehensive Plan - Facilities Installation and Maintenance			Medium	\$194,000							
125th & 89th Culvert Replacement		Drainage upgrade not yet evaluated	Comprehensive Plan			Low	\$25,000							\$25,000
135th Ave SE; Mile Post neighborhood	DC-8	Replaced damaged stormwater pipe and remove the vegetation causing the problem. Replace with grasses and shallow root shrubs. May need a geotechnical evaluation	Surface Water Comprehensive Plan - Facilities Installation and Maintenance			Low	\$194,000							
Total: All Projects							\$2,813,000	\$2,195,000	\$0	\$0	\$0	\$0	\$0	\$155,000

***BUDGETED COST IS FOR INITIAL STUDY ONLY

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