

CITY OF NEWCASTLE



COMMUNITY BUSINESS CENTER/ LAKE BOREN CORRIDOR MASTER PLAN

ADOPTED APRIL 27, 2000

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Organization of the Report

Concept: Fundamental ideas on which the plan is based.

Vision: Illustration of the desired outcome.

Elements: Recommendations for actions to achieve vision organized into categories, including Land Use, Circulation etc.

Implementation: How the various recommendations are organized into a time-phased strategy.

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I. Introduction

A. Authorization and Purpose

The Community Business Center Master Plan is intended to define and guide the development of a “Downtown Newcastle” as the business, cultural, and civic center of the community. The plan was authorized by the Newcastle Comprehensive Plan, adopted in June 1997 as a tool to develop and implement the vision of the area.

Adopted Comprehensive Plan policies that were vital to the Plan’s development involved:

- The development of a town square or center that would serve as the civic, business, and cultural center of the City;
- Increased housing densities in the downtown area to support commerce and transit;
- Improved pedestrian access throughout the planning area;
- The promotion of mixed use development to provide a convenient living environment and promote 24-hour activity within the downtown area; and
- To provide for distinctive urban design features that reinforce the downtown area as the business, civic, and cultural focal point of the City.

B. Planning Area

The planning area centers on the commercial core surrounding the Coal Creek Parkway and SE 72nd Street intersection, and includes properties at the north end of Lake Boren and the Mutual Materials site and other properties at the northern edge of the City. The total land area in the CBC is approximately 143 acres, nearly one mile in length and generally one-third mile wide.

C. Process

The Planning Process for the Community Business Center Master Plan commenced in July, 1999, with consultants and the planning team reviewing development opportunities, market conditions and policies and recommendations from the Comprehensive Plan and Phase I of the Community Business Center Master Plan. At the first public workshop conducted in August, members of the public and Planning Commission and City Council members reviewed three alternative development scenarios. Based on public input from this meeting, consultants and the planning team developed a preferred alternative that was reviewed by the public at the second workshop in October. Following this workshop, the planning team and consultants met with stakeholders from downtown, the Lake Boren area, and the Mutual Materials site over a series of meetings on October 20 and 21. The Draft Community Business Center Master Plan reflects the public’s input at these meetings and includes revisions to concepts identified in the preferred alternative as well as implementation measures. The first draft of the plan was presented to the Planning Commission and the public at the November 17 Planning Commission Meeting.

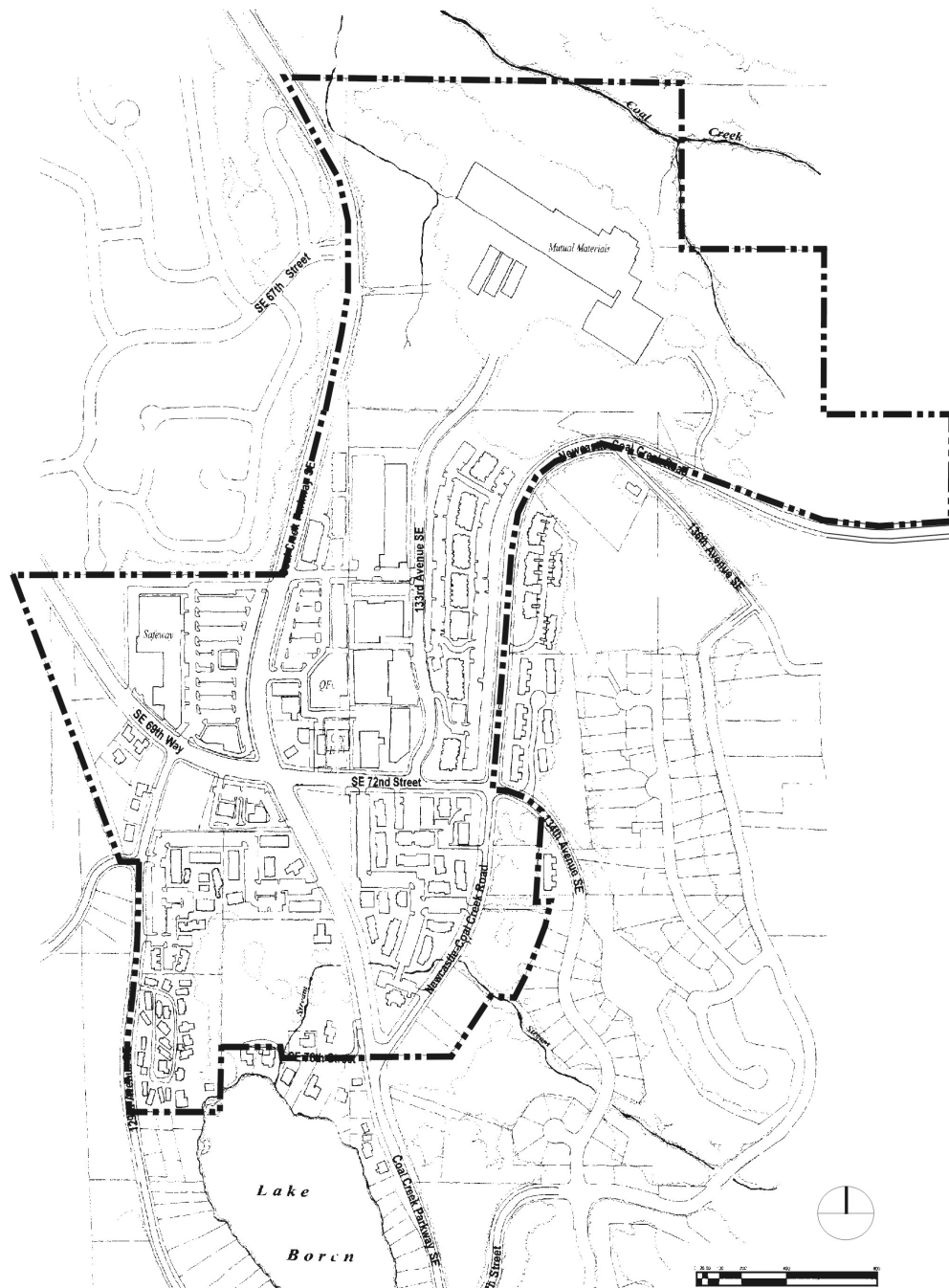


Figure 1: Planning area boundaries

II. Existing Conditions

A. Physical Conditions

With Newcastle's recent incorporation, this area has become the city's focal point and central business district due to the area's relative size and nature of uses. The Community Business Center planning area centers on the existing Coal Creek Village Center and Coal Creek Market Place shopping centers which are divided by Coal Creek Parkway and north of SE 72nd Street. This area is referred to in this plan as the "Downtown Sector." The planning area also includes the 55 acre Mutual Materials site (most of what is referred to in the plan as the "Coal Creek Sector") to the north (currently used for storage and distribution of masonry products) and the northern Lake Boren area ("Lake Boren Sector") to the south.

The dominant features in the CBC are Coal Creek Parkway, the shopping centers, the wooded hillsides, and Lake Boren. Coal Creek Parkway, a heavily traveled regional arterial, links all three sectors within the CBC. With 22,000 vehicle trips per day, however, this road also divides the CBC in half. The shopping centers are typical of numerous community suburban shopping centers developed from the 1960's up until this day. They are automobile-oriented, with large parking areas up against the street, with a series of local service/convenience commercial uses and each anchored by a grocery store. The wooded hillsides and natural areas, including Lake Boren are major local amenities that define the area and greatly enhance Newcastle's quality of life.

The CBC area is growing rapidly. Currently there are eight land use applications under review involving properties within or adjacent to the CBC. All but one of these are residential projects located on the east of the Coal Creek Parkway/Newcastle Coal Creek Road corridor. These projects range from an 11 detached single family home development (Viewpoint) to a 140 unit apartment development (79th Street Apartments). A number of other residential projects to the south and east of the CBC are in the construction or review stage. Together, these developments will increase the pressure to develop the CBC's few remaining vacant parcels and redevelop some of the underutilized properties within the CBC. The increasing population base resulting from this development also increases the market for commercial-oriented services in the CBC.

At a time when property values are soaring and the local population is increasing, the interest in strengthening the Newcastle's commercial core into something more than a regular suburban shopping center is becoming more evident. While the Downtown Sector's retail uses are well utilized and convenient to local residents, the area lacks pedestrian qualities and connectivity that bind an area into a "downtown." In the Coal Creek Sector, the City has the opportunity to create a truly unique "place" through the redevelopment of the large Mutual Materials site, adjacent to sprawling Coal Creek Park. Balancing the privacy of existing residents with improved connectivity and public access are key issues to be addressed by the plan in the Lake Boren Sector.

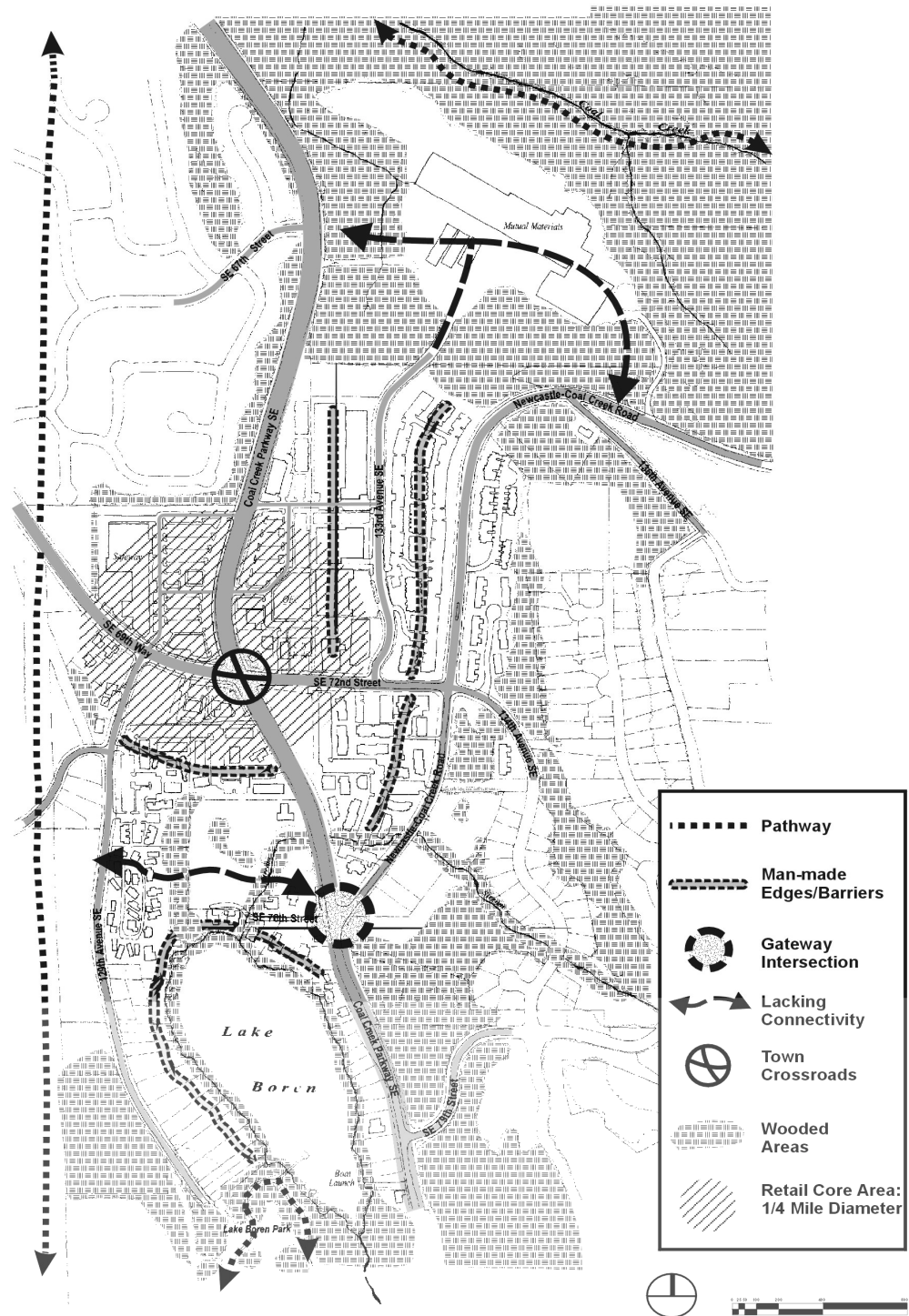


Figure 2: Urban Design Features

B. Real Estate Market Research

An understanding of existing demographic and economic conditions in the City of Newcastle is a fundamental step towards formulating a cohesive and successful Community Business Center Plan. Real estate market research conducted by Leland Consulting Group examined population, income, and consumer spending characteristics, and residential, office, industrial, and retail market conditions within the City of Newcastle, the greater Eastside Region. Below are the Summary of Findings and CBC Opportunities and Recommendations from the research (see Appendix A for the complete Real Estate Market Research).

Summary of Findings

- Newcastle's population will continue to grow well into the next decade. Growth may slow somewhat during economic downturns, but will accelerate once economic cycles stabilize. As long as economic conditions are positive the only apparent slowing effect will be a diminishing supply of available building sites.
- The projected median household income for 2004 is \$87,554. This indicates a potential for higher levels of consumer spending, especially for specialty goods and services.
- The new Golf Club at Newcastle is having 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).
- Market-rate rentals are in good supply; however, affordable units may not be available in the quantity necessary to meet current or future demand. New multi-family construction will be needed for low- and moderate-income households.
- While single-family housing sales have been strong during the past several years, there are good opportunities for well-designed, lower-priced homes (e.g., small lot detached homes, townhomes and condominiums).
- The Eastside office market is very strong; 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 discount "big box" 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.

CBC Opportunities and Recommendations

The community of Newcastle is in a unique and envious position. It currently enjoys a stable real estate market where demand is driving supply. More significant than the current health of the local market, decisions made today concerning the direction of future CBC development will shape the city's livability for decades to come.

Capitalizing on opportunities will depend on assembling multiple stakeholders who will need to work closely together to find the best solutions for both new development and appropriate redevelopment. The City of Newcastle will need to be proactive in its pursuit of the highest and best use of the few remaining parcels in the CBC. Experience in other communities indicates that public/private partnerships are the most effective model for realizing innovative development opportunities.

Based on this market survey—and discussions with the project team, members of the community and local real estate professionals—Leland Consulting Group recommends the following mixed-use development opportunities (preferably in mixed-use designs) in the CBC:

- Additional multi-family housing and townhomes (both ownership and rental);
- One or more office buildings—from small corporate centers to one- and two-person service businesses;
- Retail—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; and
- A small cinema and/or performing arts complex (two to six screens);

The city should also 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 with interest in the CBC. It is unrealistic to think that the currently overburdened planning staff has the time necessary to devote to the many nuances of shaping the quality of development the community desires for the CBC.

III. Plan Concept

Successful downtown plans are based on a concept that translates the community's goals into a strategically organized set of actions. The organizing concept for Downtown Newcastle emphasizes enhancing and linking the unique redevelopment opportunities in each of the Community Business Center's three key sectors: 1) Downtown (the existing commercial core centered on Coal Creek Parkway and north of SE 72nd Street), 2) Lake Boren (the residential and vacant properties and park surrounding the lake), and 3) Coal Creek (the current Mutual Materials mill site). Each of these sectors has dramatically different opportunities, challenges, and redevelopment strategies.

Downtown Sector

Participants in the CBC planning process placed the highest priority for actions to strengthen the existing commercial core area as a pedestrian-oriented mixed use focus for commercial and civic activities. Unfortunately, the sector's ability to perform these functions are hampered because Coal Creek Parkway and large parking areas separating the business area. Improving connectivity and encouraging infill development will require the City to first create a signalized intersection and later, possibly a pedestrian overpass across Coal Creek Parkway. Furthermore, establishing incentives for pedestrian-oriented, multi-story development, locating civic facilities in the downtown, and coordinating with property owners and developers to construct local pedestrian, auto, and transit systems in keeping with the participant's priorities will be high priority actions aimed at strengthening the City's commercial core. The vision and recommendations for the Downtown sector are ambitious and will require a strong City commitment over time.

Lake Boren Sector

In contrast, the community's vision for Lake Boren involves minimizing the impact to existing lakeside residences while enhancing the lake's ecological functions, recreational opportunities, and community open space resources. Guidelines are recommended to direct new development to respect the area's lakefront residential setting and sensitive ecology. Since auto and pedestrian circulation in the area is difficult, the plan concept includes road and pathway improvements.

Coal Creek Sector

The Coal Creek Sector, largely comprised of a single ownership parcel and located on a potential arterial leading to the popular Newcastle Golf Course, offers a truly unique opportunity for a master planned mixed use center encouraging entertainment and recreational activities. The City's role in this sector will be to ensure that new development is master-planned to respond to the community's goals of protecting sensitive natural areas, providing a centralized public plaza, trail connections, a mix of uses that complements downtown, attractive entryways, and convenient connections to other parts of the community. The City may also participate in some circulation and infrastructure improvements that benefit the larger community.

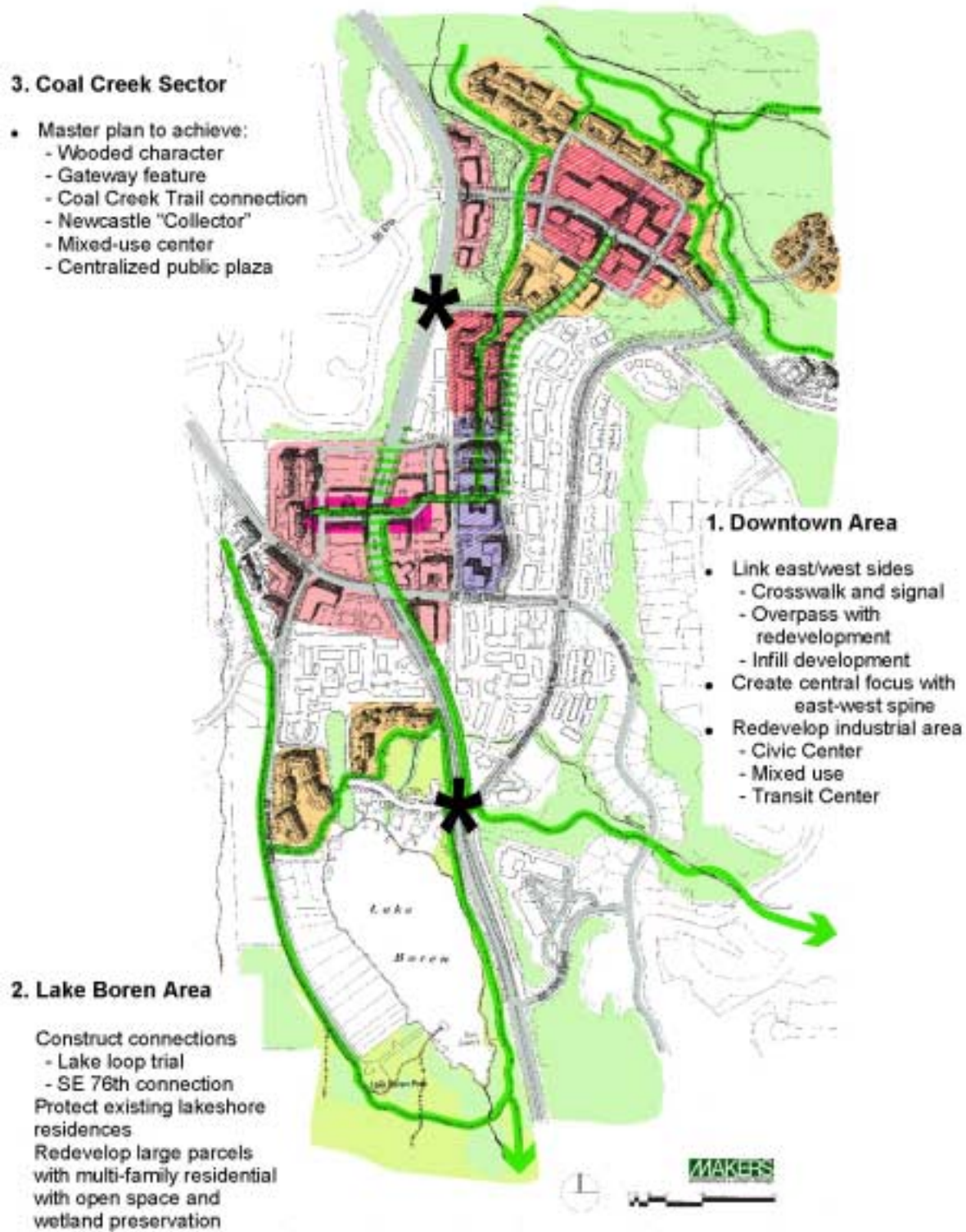


Figure 3: Plan Concept

III. Plan Concept

This three-sector concept is summarized by the chart below which outlines the key aspects of each sector. Accentuating the differences of each sector and responding to their individual opportunities will provide a downtown with a greater diversity of activities and a richer visual setting and broader economic base. Linking the three sectors with attractive pedestrian and automobile connections will allow the three sectors to build on one another into an integrated whole. Because the City's role and the timing of the public actions are different for each sector, the City's actions can be phased over time and organized for maximum effectiveness.

The Plan Vision and Strategy (Section IV of the report) expands on this fundamental concept, delineating in greater detail the features and actions recommended for each sector. Section V, Plan Vision and Strategy, places the features and actions for the vision section into a comprehensive framework and describes the principal land use, circulation, open space and trails, and urban design elements in a way that can be integrated into the strategy of Section VI, Implementation.

Sector:	Downtown	Lake Boren	Coal Creek
Goals	<ul style="list-style-type: none">• Upgrade pedestrian oriented focus for commercial and civic activities	<ul style="list-style-type: none">• Improve ecology• Add trail• Monitor single family residences	<ul style="list-style-type: none">• New mixed-use center connected to existing community
Challenges	<ul style="list-style-type: none">• Area divided by Coal Creek Parkway• Encourage quality infill development• Develop new open space	<ul style="list-style-type: none">• Allow development and improve access without adversely effecting existing lakeside residents	<ul style="list-style-type: none">• Build access roads• Respond to market
Key Elements	<ul style="list-style-type: none">• Multi-story infill development• Civic uses• Pedestrian spine• Structured parking	<ul style="list-style-type: none">• Lake loop trail• Access Road• Private open space as part of development• Wetland preservation and enhancement	<ul style="list-style-type: none">• Protect sensitive areas• New Newcastle Connector• Focused mixed-use• Centralized plaza• Trail connections• Attractive entry
City Role	<ul style="list-style-type: none">• Develop signalized intersection• Work interactively with property owners for joint development of parking and pedestrian connections• Build public facilities	<ul style="list-style-type: none">• Build on Lake Boren Park improvements• Establish development guidelines for multi-family residential development	<ul style="list-style-type: none">• Establish design standards• Work interactively with developers on master plan project• Lead arterial street project
Time Frame	<ul style="list-style-type: none">• Immediate and long term	<ul style="list-style-type: none">• Based on developers time schedules	<ul style="list-style-type: none">• Based on prop. owner/ developer time frame

Figure 4: Plan concept chart

IV. Plan Vision and Strategy

A. Community Business Center

Vision

Figure 5 represents the plan's vision for the Community Business Center for the year 2020. The details presented in the vision provide only examples of how the CBC could develop over the next 20 years consistent with the community's goals and priorities. Development in the next 20 years is expected to occur in phases in conjunction with market fluctuations and great variety of other localized conditions. The amount of new development detailed in the vision is based on a combination of the project's marketing analysis, Comprehensive Plan growth projections, general environmental conditions, and discussions with property owners and community residents during the planning process.

The Plan Vision highlights new development and key features in each of the three sectors of the CBC. With the exception of the Lake Boren Sector, development will intensify to provide a pedestrian-friendly focus area for the city as land resources diminish in supply. The Downtown Sector will remain the commercial core of the city, but will also include a strong civic presence with new public facilities and a transit center. Individual developments are envisioned to respond well to their unique surroundings by respecting local natural features and viewsheds and providing connections between uses and to amenities. Furthermore, strong links will exist between the three sectors. Key linking features will include a network of pathways, improved Coal Creek Parkway, and pedestrian-oriented improvements on 132nd Avenue SE.

Key Strategies

The Community Business Center's 2020 vision is based on a number of overarching strategies:

- **Focus new development to create a “Downtown” in Newcastle.** This involves creating a pedestrian-oriented focal point for the community's commercial, cultural, civic, and recreational activities. Zoning revisions, design guidelines, and coordination with property owners and developers will be essential features to help the city's commercial core area evolve into a “Downtown.”
- **Enhance Coal Creek Parkway as the principal linking feature of the CBC.** With 22,000 vehicle trips per day, Coal Creek Parkway currently acts as a feature that divides the retail core in half. Recommended actions seek to improve the connection between the east and west sides of the retail core while maintaining the road's critical function as a regional arterial. Priority actions include the installation of a new traffic signal, sidewalk and landscaping improvements, and in the long-term, a pedestrian overpass.
- **Improve the connectivity between areas and uses in the CBC.** The existing road and pathway network in the CBC places strong limitations on the accessibility of amenities to local residents, merchants, and visitors. These limitations result in part by the topography, but are mostly due to the patterns of development in Newcastle. Design guidelines, new access roads, and a proposed network of pathways are key recommendations of the plan to improve connectivity.

- **Take advantage of the area's unique natural setting.** The Newcastle area has been afforded a beautiful natural setting with Lake Boren at the south end and the extensive Coal Creek Park area to the north. The forested areas and topography surrounding much of the CBC are a strong defining feature and a significant community asset. Design guidelines working in conjunction with existing environmental measures aim to preserve these features and encourage creative responses to localized development constraints.

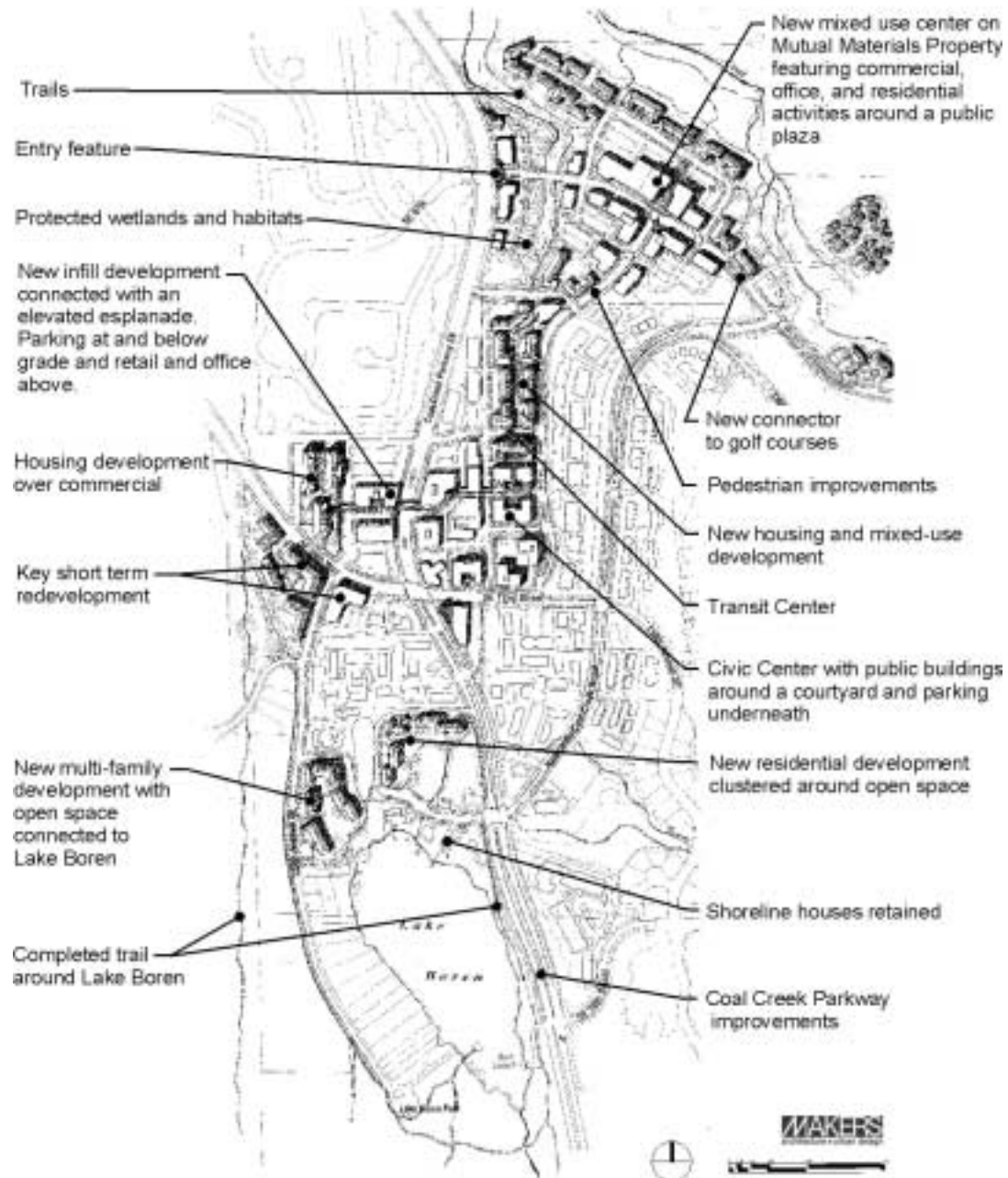


Figure 5: Newcastle CBC Long-Term Vision

B. Downtown Sector

Strengthen the existing commercial core area as a pedestrian-oriented mixed-use focus for commercial and civic activities.

Downtown in 2020

The plan envisions the existing commercial core to evolve into Newcastle's downtown. The primary feature of the downtown will be the Newcastle Esplanade. This east-west spine will serve as Newcastle's version of "main street" and will link development on both sides of Coal Creek Parkway in the retail core. The esplanade will include two levels of development: One at street level, linked by a traffic signal on Coal Creek Parkway and the second level, above grade, will connect a civic plaza, at the east end, with second story retail uses, structured parking, and a pedestrian overpass over Coal Creek Parkway. The second-story level will be constructed in conjunction with new development that can take advantage of its opportunities. The esplanade will connect a string of small pedestrian plazas that will serve as meeting and gathering space for merchants, residents, and shoppers. In addition to the existing mix of convenience retail uses, the retail core will include new restaurants, a variety specialty retail shops, and office and residential uses on upper floors. As parking areas and existing buildings are redeveloped, new parking areas will be developed underground or in structures. Building heights ranging from two to five stories will be typical. New landscaping and widened sidewalks on Coal Creek Parkway and other streets in the core will enhance the visual setting and improve pedestrian access.

Properties surrounding the retail core, including those in the 132nd Avenue SE corridor, will redevelop over time into a series of mixed use developments, including office, residential, and civic uses. Key features will be the civic center and transit center. The civic center will include a new city hall, community center, and a library centered around a public plaza space. The transit center, located north of the civic center will function as a transfer station to points in all directions. The locations of both facilities along the 132nd Avenue SE corridor within downtown provide centralized and convenient locations for use by Newcastle residents. The transit station will be an important feature to stimulate new multi-family development and reduce the need for parking facilities in the downtown sector. An interior pathway will connect the civic center with the transit center and surrounding residential, retail, and office uses within the 132nd Avenue SE corridor. Redevelopment along this corridor will provide an integral connection between the Downtown and Coal Creek Sectors.

Sidewalk improvements on Coal Creek Parkway and SE 129th Avenue and new mixed-use development south of SE 69th Way/SE 72 Street will improve the connections between the retail core and the Lake Boren area and further strengthen the identity of Newcastle's downtown.

Key Strategies

- **Link the east and west sides of downtown.** Measures to improve the connection between the east and west were one of the top community priorities. The first action recommended to link the east and west sides is the installation of a new traffic signal between Coal Creek Marketplace and Coal Creek Village Center. Effective timing of this signal consistent with the nearby signal at SE 72nd Street is critical to maintaining a traffic flow and reducing bottlenecks. While the traffic signal improves pedestrian access across Coal Creek Parkway,

it also promotes the redevelopment of the parking areas adjacent to the intersection. Street front development, particularly with structured or underground parking on both sides of Coal Creek Parkway would dramatically improve the viability of providing a pedestrian overpass to link the east and west sides of downtown. Sidewalk and landscaping improvements, such as the development of a median, are also recommended.

- **Redevelop the industrial area along the 132nd Avenue SE corridor to a mix of uses including civic, office, residential, and commercial uses and a transit center.** Mixed-uses, including expanded civic facilities are recommended to replace existing industrial developments immediately west of 132nd Avenue in the long term to strengthen the vitality of the downtown area. According to a property owner within the corridor, increasing property values and compatibility issues with neighboring residential uses may signal an increased pressure for redevelopment. The 132nd Avenue's centralized location provides the opportunity for pedestrian-oriented mixed-use development. Mixed-use, including a transit center and a civic center is also consistent with the community's vision of providing strong pedestrian connections to development on the Mutual Materials site via 132nd Avenue SE. Sidewalk and landscaping improvements, such as the development of a median, are also recommended.

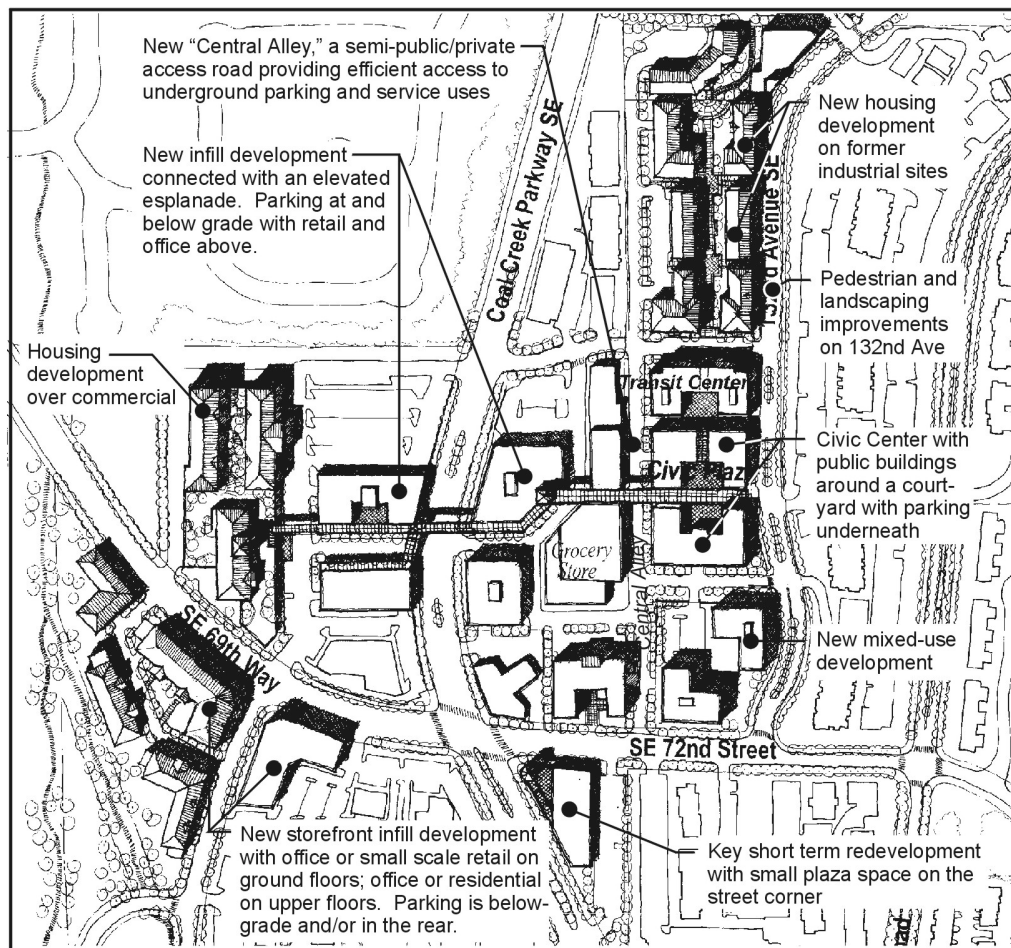


Figure 6: Vision for Downtown Newcastle

- **Create an east-west pedestrian spine (“Newcastle Esplanade”).** This is intended to become Downtown Newcastle’s version of “Main Street” with a concentration of retail shops connecting development on the east and west sides of Coal Creek Parkway. This “esplanade” should be developed at both the street level (connected by the proposed traffic signal) and above grade (connected by a pedestrian overpass). The plan recognizes that the implementation of the esplanade will likely occur in phases dependent on private redevelopment activity and public improvements. Until redevelopment occurs to help facilitate the development of a pedestrian overpass at Coal Creek Parkway, the installation of the traffic signal provides the opportunity to promote the esplanade’s development. Design guidelines provide flexibility in how individual developers can respond to the esplanade with creative designs.

Figure 7: Example of proposed pedestrian overpass

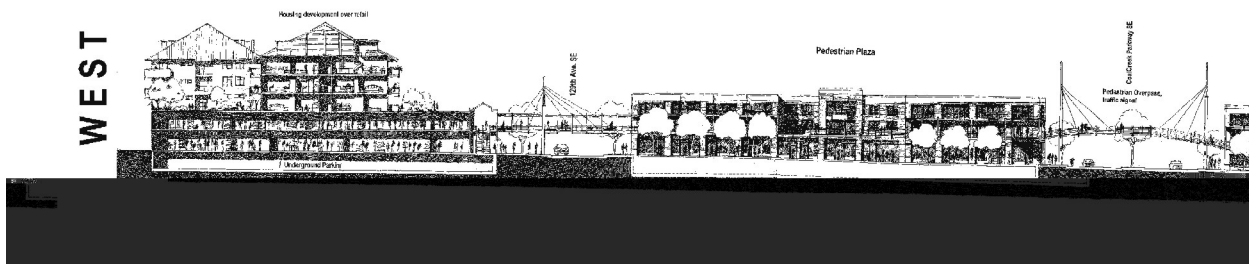




Figure 8: Example section view of pedestrian esplanade west of Coal Creek Parkway with second story plaza space



Parking

Figure 9: Example section view of pedestrian esplanade near 132nd Avenue SE with Civic Plaza.

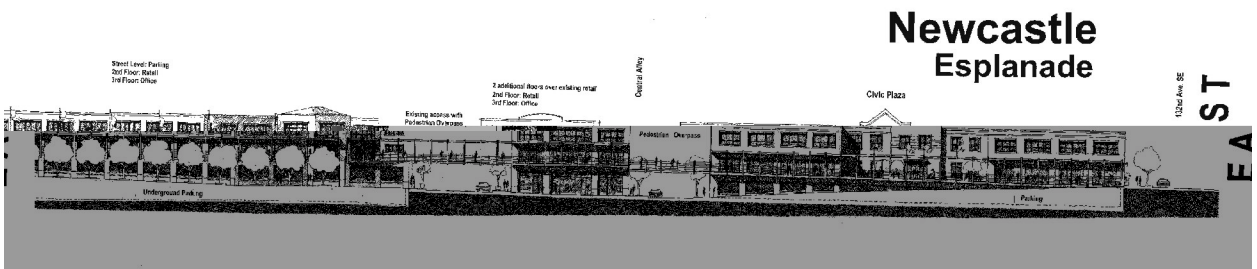


Figure 10: Section view of proposed pedestrian esplanade

C. Lake Boren Sector

Minimize impacts to existing lakeside residences while enhancing Lake Boren's ecological function, recreational opportunities, and community open space resources.

Lake Boren in 2020

Outside of Lake Boren itself, the centerpiece of the Lake Boren area in the year 2020 will be the Lake Boren Loop Trail. This pathway will become very popular for walkers, joggers, and bicycle riders throughout the community and the region. Residents will access the loop trail via connecting pathways from their homes or from trailhead park parking lots in Lake Boren Park. This pathway will also be popular with nearby merchants and office workers in the Downtown Sector.

Despite the trail's popularity, however, the lake will retain its low-key residential and wooded character. Trail users and lakeside residents will coexist in a peaceful, complementary manner. The surrounding wooded areas and wetlands will be retained and integrated into new multi-family development beyond the north end of the lake. Pathways and improved sidewalks on 129th Avenue SE and Coal Creek Parkway will provide a strong connection between the Lake Boren Sector and the Downtown sector.

Key Strategies

- **Develop a Lake Boren Loop Trail.** With the development of a pathway encircling Lake Boren, the City has the opportunity to create a unique recreational asset for the community. Currently, the only significant public access to the lake is via Lake Boren Park, which occupies only the southern tip of the lake. The park already contains a network of trails to build upon. A large portion of the loop is planned for construction in Phase I of Coal Creek Parkway improvements. This project involved property acquisition (properties on the eastern shore of the lake), major road improvements, and the development of the pathway. The remaining portions of the trail can be completed via public improvements along 129th Avenue SE and through private redevelopment activities at the north end of the lake. Provide design measures, however, to limit the negative impacts of the trail improvements on lakeshore residents.
- **Retain existing lakefront homes.** Consistent with the input of Lake Boren area property owners during the planning process, the plan recommends the retention of the existing lakefront homes at the north end of the lake.
- **Provide opportunities for multi-family residential uses on larger properties.** The Olson and Peterson properties, both within walking distance to the retail core, transit, and the lake, provide an attractive location for multi-family residential uses. Integrate the development with open space. Design guidelines are necessary to ensure that new multi-family development upgrades the shoreline environment, provides open space, and respects nearby residents.

- **Preserve and enhance the ecological function of Lake Boren and associated wetlands and creeks.** Design guidelines to supplement existing environmental regulations are important to preserve the integrity of the lake and wetlands areas.

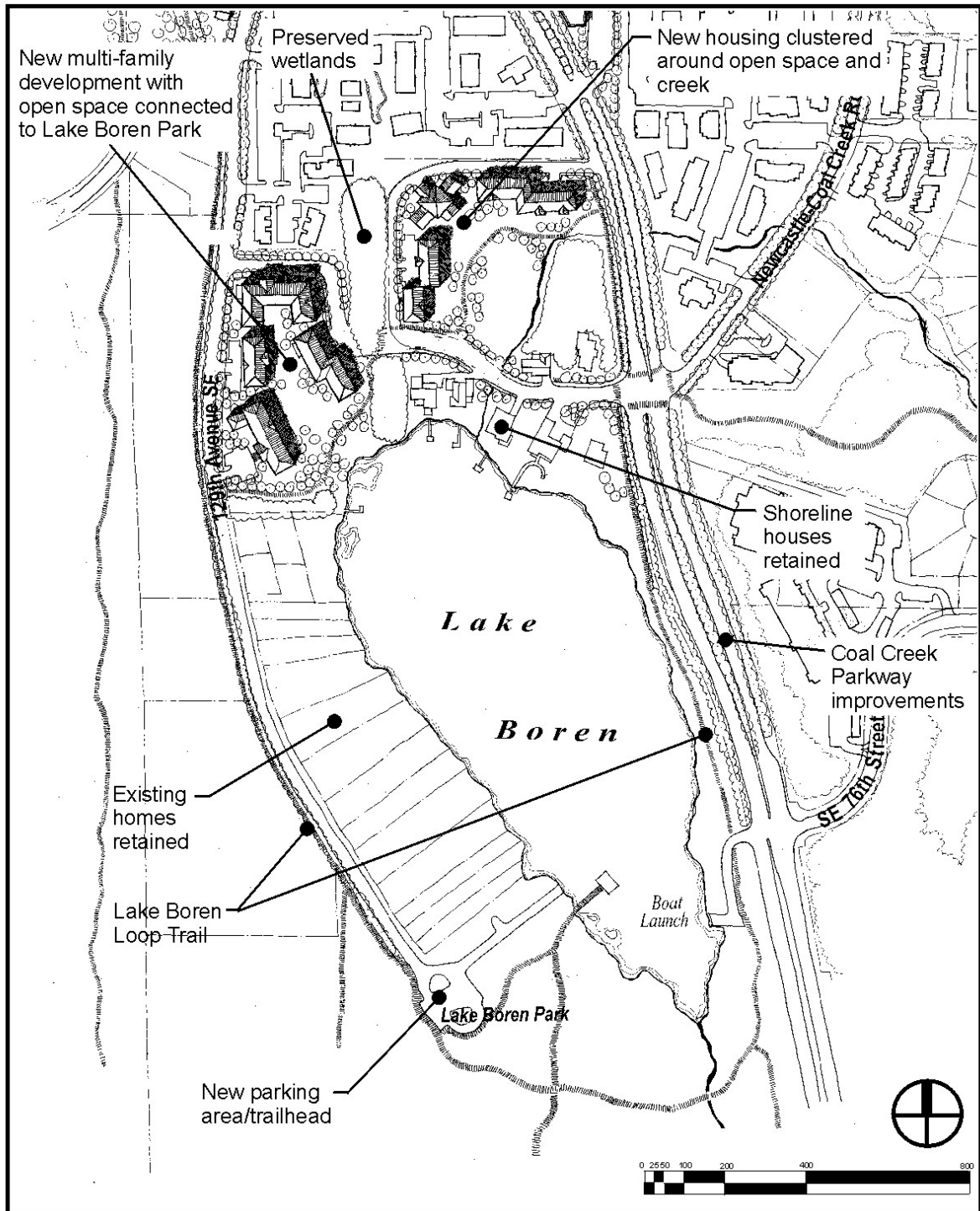


Figure 11: Vision for Lake Boren

D. Coal Creek Sector

Coordinate with developers to create a unique mixed-use center emphasizing entertainment and recreational activities focused around a town plaza.

Coal Creek/Mutual Materials Site in 2020

The community vision for the Mutual Materials site in the long term is a popular mixed-use center attracting local and regional residents alike. The focal point will be a pedestrian plaza surrounded by a variety of festival retail shops and restaurants, with hotel, office, and residential uses on upper floors providing a diverse and stimulating setting. The plaza space will often be the site of community festivals and events.

The primary access and the development's backbone will be the landscaped Newcastle Connector, which will connect Coal Creek Parkway with Newcastle Coal Creek Road and the popular Newcastle Golf Course to the east. A decorative entryway feature adjacent to the Coal Creek Parkway/Newcastle Connector intersection will announce arrival to the City of Newcastle and the new mixed-use center development. Extended 132nd Avenue SE will provide the site with a strong link with development and uses in the Downtown Sector. The remainder of the site will be developed with a small grid of streets to provide a convenient and efficient circulation system typical of 19th and early 20th Century development patterns. All streets, particularly those with retail at the street level, will be oriented towards the pedestrian and contain wide sidewalks, street trees, and pedestrian lighting.

In addition to the concentration of festival retail uses and activities in the plaza core area, the Coal Creek Sector will provide a great range of residential types and styles, ranging from dispersed low and middle-income housing to penthouse condominiums. Development along the 132nd Avenue SE corridor will be predominately residential, with a combination of single purpose lowrise residential buildings and mixed-use buildings with convenience-oriented retail or offices at the street level with residential uses on upper floors. Residents within this corridor will be within walking distance of the transit center and amenities and uses in the plaza core area and in the Downtown Sector. The area north of the plaza core area will contain a variety of residential uses that will abut the forested areas of Coal Creek Park.

At the eastern edge of the Coal Creek Sector, where Newcastle Connector becomes Newcastle Coal Creek Road, will be a mixed-use development with a health club, a small hotel, and a restaurant, serving local residents, tourist, and golf course users.

The site's surrounding forests, wetlands, creeks, and hillsides will be preserved and integrated into the development as a major asset. A network of pathways will connect the site with the Coal Creek Trail, uses in the Downtown Sector, and surrounding neighborhoods.

Key Strategies

- **Work with property developers to implement a master plan that includes the features listed below.**

- **Preserve and build upon the area's wooded character.** New development in the Coal Creek Sector will be required to preserve sensitive features such as wetlands and steep slopes, but will also be encouraged to take advantage of the unique surroundings as a major site amenity.
- **Develop a "Newcastle Connector."** The realignment of Newcastle Coal Creek Road and the addition of a new "Newcastle Connector" will provide the backbone from which new development will occur on the site. This access will improve circulation to the golf course and reduce drive through traffic in the downtown area.
- **Develop a mixed-use center with a centralized public plaza.** Plan recommendations include the development of a pedestrian-oriented mixed-use center as the focus of the site that encourages a combination of festival retail uses, entertainment uses, and housing. The focal point of the mixed-use center will be a centralized public plaza space located adjacent to or near the proposed Newcastle Connector/132nd Avenue SE intersection. This plaza space can be the site of community events and casual socializing.
- **Provide a Gateway Feature.** The plan recommends developing a decorative entryway feature at the Coal Creek Parkway/Newcastle Connector intersection to announce the arrival to both the City of Newcastle and new development on the Mutual Materials site.

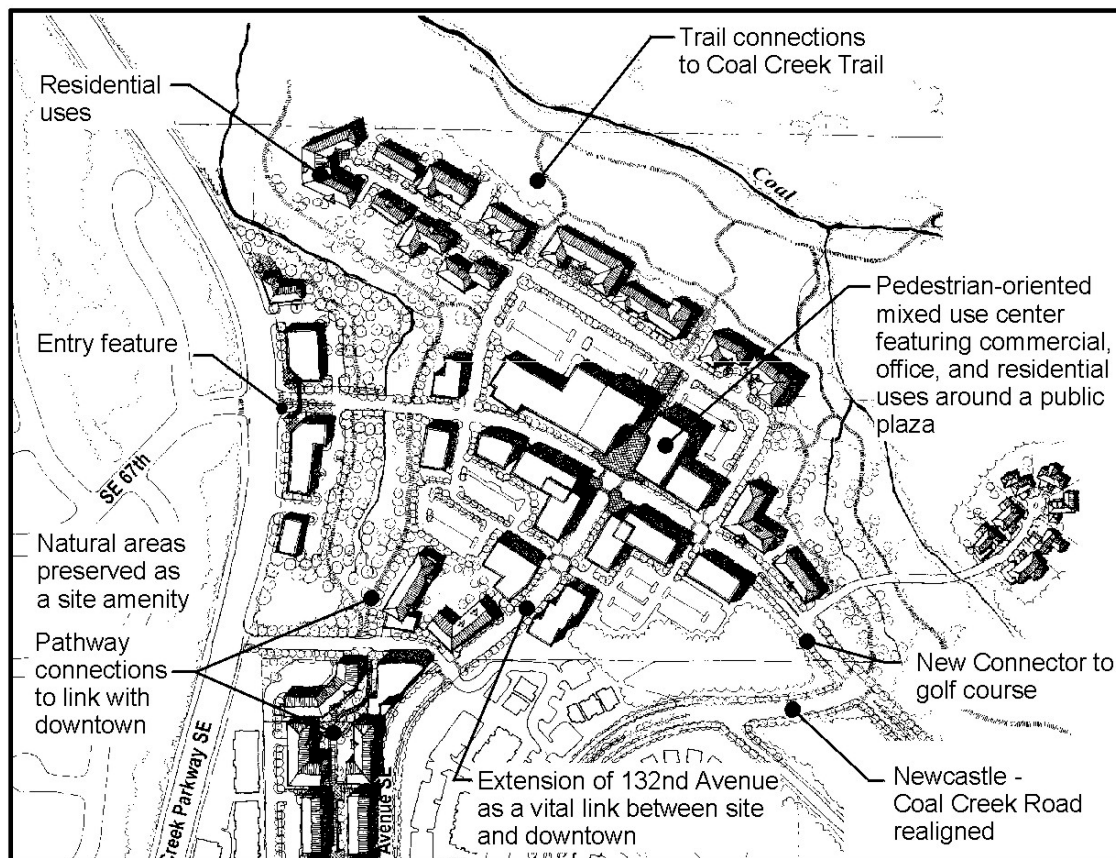


Figure 12: Vision for the Coal Creek Sector

- **Develop a network of pathways.** An integrated network of pathways that includes connections to downtown and the existing Coal Creek Trail are key recommendations of the plan. These trails will provide valuable amenities to residents, merchants, and visitors within the immediate area and recreational resource for residents in surrounding neighborhoods.
- **Provide new residential uses.** Provisions for a variety of housing on the Mutual Materials site are important not only for meeting growth management needs, but a vital component in creating a successful pedestrian-oriented community. The types of housing recommended include lowrise (up to five stories) apartments or condominiums in single purpose residential or mixed-use buildings, senior-oriented housing, town homes, duplexes, triplexes, and detached condominiums. Low income housing should be provided and can be integrated into all of these housing types.

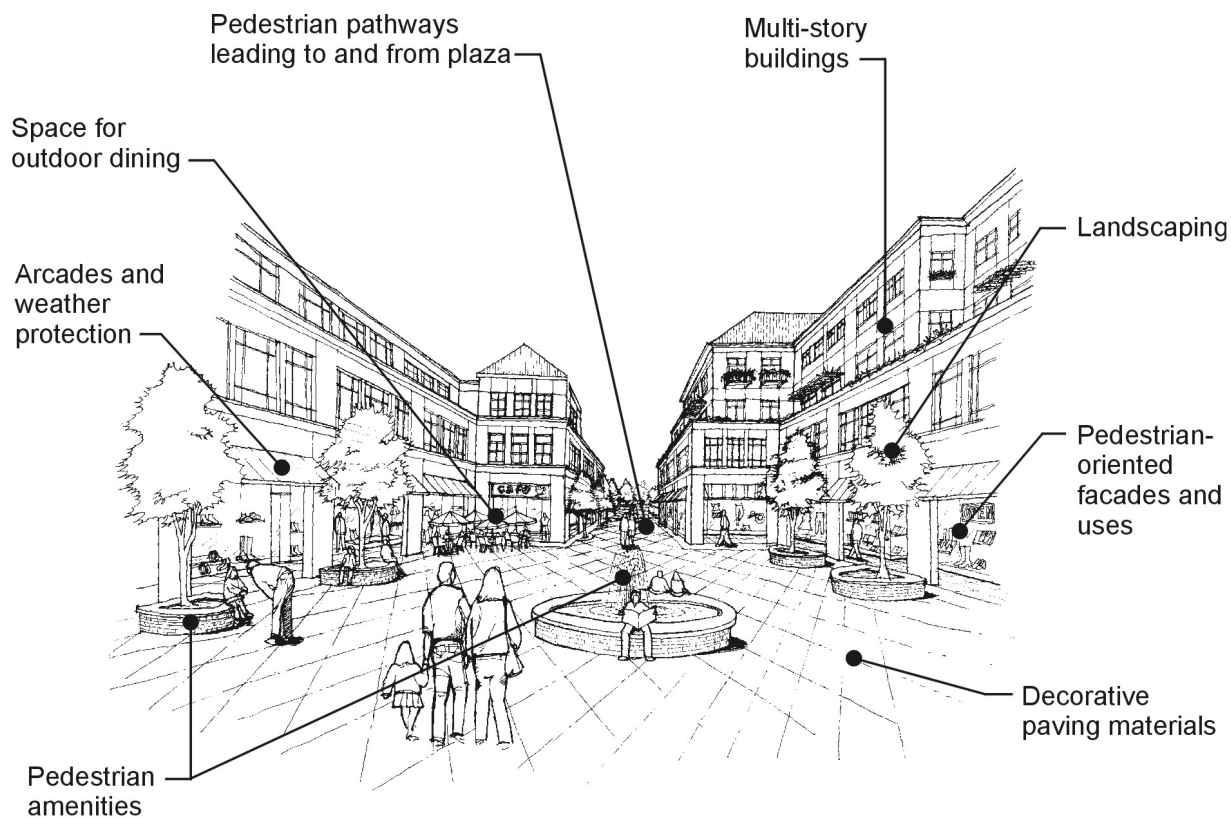


Figure 13: Centralized public plaza with components required by design guidelines

V. Plan Elements

A. Land Use

Land Use Overview

The community's long term vision for the Community Business Center provides for a greater mix of uses and higher densities than exist today. Growth will inevitably occur by infilling vacant sites or by redeveloping existing properties as structures age, land becomes scarce, and property values rise. One of the primary goals of the plan is to direct this growth in a manner that is compatible with the community's vision. The Land Use Vision Map below projects the orientation of land uses into the future.

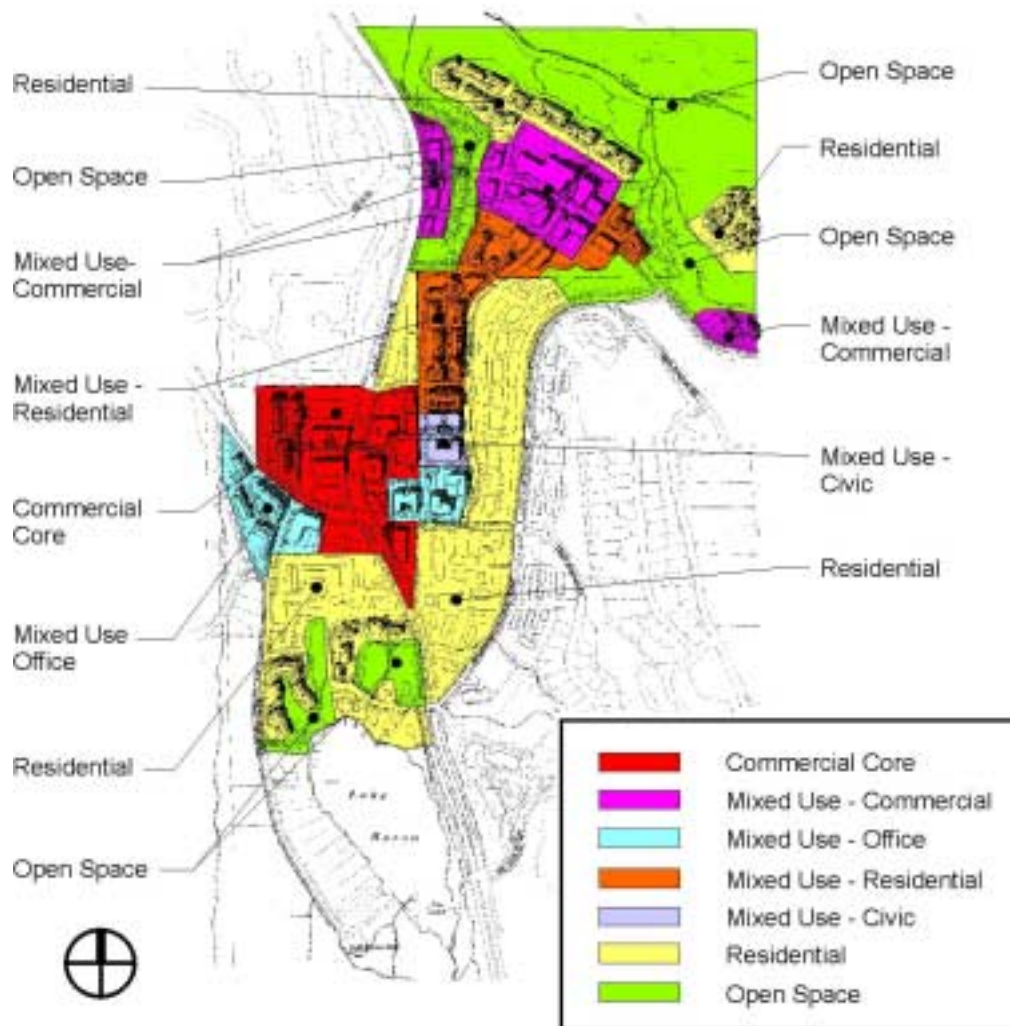


Figure 14: CBC Land Use Vision

Recommended Land Use Actions

Zoning revisions and design guidelines are necessary to complement market activities and public improvements to help drive the realization of the community's vision for the CBC. The zoning revisions are intended to provide property owners and developers with flexibility in developing or redeveloping their property, while the design guidelines intend to shape growth into forms that are consistent with the community's vision. Specifically:

LU-1: Revise the provisions of the Community Business Zone. Specifically:

- *Allow multi family dwelling units as a permitted use above the first floor of development at the street level.* This provision provides for greater street activity after hours. Design guideline measures will require measures to buffer or screen incompatible nearby uses if applicable.
- *Allow hotels/motels as a conditionally permitted use.* Provides for new use with a high level of review.
- *Reduce the minimum street setback in the Community Business Zone from 10 feet to zero. However, where the existing right-of-way is inadequate to allow for the required sidewalk widths, buildings must be setback the minimal distance in order to meet the required sidewalk width.* This allows for traditional "main street" type of development built up to the sidewalk in the downtown area.
- *Add the provision to allow porches, marquees, awnings, or other pedestrian coverings to project into the street right-of-way, provided they do not project beyond the street edge of the sidewalk.* Again, this allows for traditional "main street" type of development.
- *Increase the Base Height in the Community Business Zone from 35 feet to five stories.* Five story buildings, while still consistent with traditional pedestrian-oriented downtown development, have proven to be effective and economically feasible to construct in the region.
- *Eliminate the Maximum Floor/Lot Ratio in the Community Business Zone.* Height limits, parking requirements, and design guideline measures will be the primary measures to limit the overall density of individual developments.

LU-2: Divide the Mixed Use Zone into three zones: Mixed Use – Commercial, Mixed Use, and Mixed Use – Residential. While the mixed-use designation is intended to promote flexibility and a variety of uses, this proposal seeks to manage the overall orientation of uses (a commercial orientation vs. a residential orientation, for example) in specific areas pursuant to the community's vision. Specifically:

- *The Mixed Use – Commercial Zone* will require nonresidential uses (nonresidential uses to include hotels/motels) to a majority of the building's ground floor frontage. All other uses as listed in the Land Use Table in NMC Chapter 18.08 shall apply. Increase the maximum allowable size of Food Stores from 2,500 square feet to 25,000 square feet. Increase the maximum allowable size of Department and Variety Stores from 2,000 square feet to 10,000 square feet.

- *The Mixed Use Zone* will allow single purpose residential structures. All uses listed in the Land Use Table in NMC shall apply.
- *The Mixed Use – Residential Zone* will allow the commercial or office uses (those shown as permitted in the Land Use Table in NMC Chapter 18.08) only if residential uses (those shown as shown in the Land Use Table in NMC Chapter 18.08) are included and predominate on the upper floors of the same structure.

LU-3: Provide density and dimension standards for the Mixed Use Zones. These standards are pursuant to the community’s vision for height, bulk, and character of development in mixed-use areas. Specifically:

- *Base Height:* Five stories (this does not include below-grade building levels)
- *Maximum Building Coverage Percentage:* 70%
- *Minimum Open Space Area (devoted to landscaping or pedestrian-oriented open space):* 20%
- *Minimum Interior Setbacks (required setbacks adjacent to residentially zoned properties):* 20 feet in the Mixed Use – Commercial Zone and Mixed Use Zone; 10 feet in the Mixed Use - Residential Zone.

LU-4: Require provisions for affordable housing in the CBC. Developers shall coordinate with the Community Development Department to plan innovative methods to help the City achieve its Countywide Planning Policy target for affordable housing in new developments (that is, a target of 20% low income and 17% moderate income as defined by the then applicable King County Median income adjusted for household size). These methods may include, but are not limited to, one or a combination of the following:

- Use of the affordable housing density incentives in NMC Chapter 18.34.
- Cooperative agreements between the developer, the City, and affordable housing providers (such as ARCH, Habitat for Humanity, Hopelink, etc.).
- Shared housing with common use areas.
- Use of housing and community development block grant funds.
- Variances from the NMC (including an increase in density incentives) for the purpose of providing affordable housing, provided the development is generally consistent with the CBC/LBC Plan.
- Expedited permit processing, as determined to be feasible by the Community Development Director.
- Waiving development fees for all affordable housing units above 15% of the total number of housing units.

LU-5: Require a Developer Agreement for affordable housing. Developers shall prepare an Affordable Housing Plan (AHP) for review and approval by the Community

Development Director. The AHP shall present the developer's proposal for affordable housing; document that the developer has explored reasonable options for providing affordable housing; and demonstrate that the proposed development incorporates methods to achieve the affordable housing target to the maximum extent practicable. The developer shall commit to implementing the AHP as a part of a signed comprehensive development agreement with the City. This agreement shall be reviewed by ARCH and recommendations made to the Community Development Director prior to any City commitment to that agreement.

Proposed Rezones:

- LU-6: Rezone the Olson Property in the Lake Boren Area, east of 129th Avenue SE from R-6-P to R-12.** This change allows an increase in density in exchange for access, open space, and trail provisions.
- LU-7: Rezone the Peterson Property in the Lake Boren Area from Mixed Use to R-24.** Pursuant to the community's vision for the Lake Boren Sector, this rezone prohibits commercial uses on the property, but retains the opportunity for multi-family residential uses in the future.
- LU-8: Rezone the properties immediately west of 132nd Avenue SE in the Downtown Area from Industrial to Mixed Use.** Increasing property values, compatibility issues involving adjacent uses, and convenient location adjacent to the retail core (and the primary link to future development in the Coal Creek Sector) make the 132nd Avenue SE corridor attractive for pedestrian-oriented mixed-uses, including residential, office, civic, and small scale retail uses. While the rezone will allow existing businesses to continue, it will prevent their expansion and allow for redevelopment activities to occur as individual circumstances permit.
- LU-9: Set specific use requirements for inclusion in a Master Plan for the Mutual Materials Site.** The following rezones will be required within the Master Plan once the circulation and siting requirements of the Coal Creek Design Guidelines have been met. The amount of land devoted for each zoning designation will be determined during the master planning process:
- *Rezone the central portion of the Mutual Materials site surrounding the proposed Newcastle Boulevard/132nd Avenue SE intersection from Mixed Use to Mixed Use – Commercial.* This measure is intended to concentrate the proposed mix of festival and entertainment-oriented retail activities in the plaza core area.
 - *Rezone the northerly portion of the Mutual Materials site from Mixed Use to Mixed Use – Residential.* This rezone provides for a residential-orientation on the property between the proposed plaza core area of the Mutual Materials site and the forested slopes of Coal Creek Park.
- LU-10: Rezone the southwest portion of the Newport Crossing property adjacent to 129th Avenue SE from R-12 to R-24.** This change will make the zoning consistent with the R-24 zoning on the remainder of the Newport Crossing development and proposed zoning on the Olson property to the south.

LU-11: Require a Comprehensive Development Agreement in conjunction with new development on parcels over five acres in size to address provisions for open space.

Note: The zoning recommendations for the Mutual Materials site are intended to be generalized in nature to allow for flexibility in the planned development of the site. The recommendations noted here are based on the plan's vision of a mixed-use focus area surrounded by mostly residential uses. All other zoning recommendations apply to the specific properties outlined.

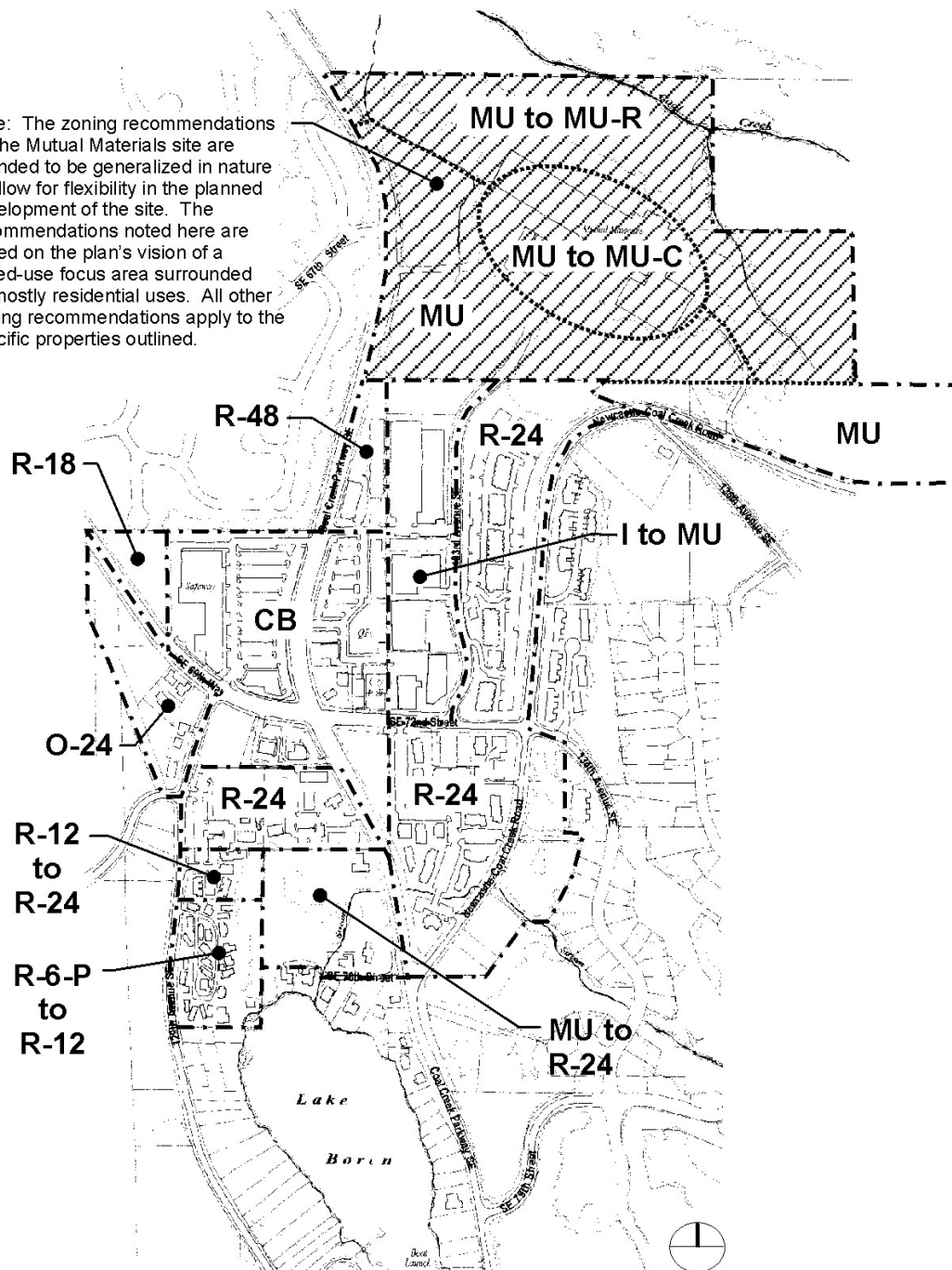


Figure 15: Zoning Recommendations

B. Circulation

Circulation Overview

Figure 16 shows the community's vision for a circulation system and the actions to achieve that vision. The proposed road improvements will typically rely on a combination of public expenditure and private development. Since the City's role in the projects varies and depends, in many cases, on private development, the City's actions can be phased over time and organized for maximum effectiveness.

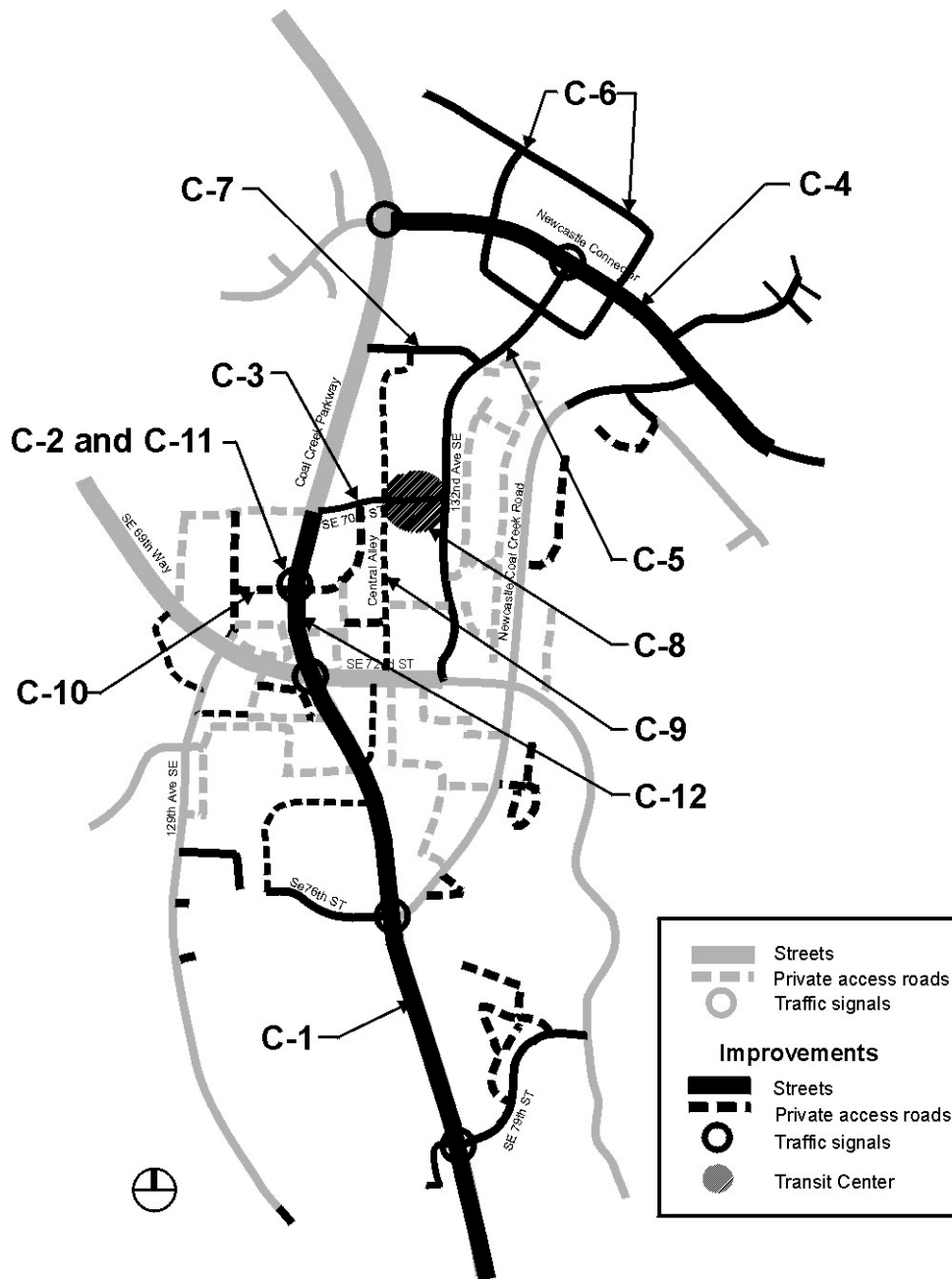


Figure 16: Circulation Improvements

Recommended Circulation Actions

- C-1: Complete Phase I of Coal Creek Parkway Improvements.** The design phase for this project is well underway with construction slated to begin in the year 2000. Proposed improvements will widen Coal Creek Parkway to two through lanes in each direction between SE 70th Street and SE 72nd Street in the north to ease peak hour traffic bottlenecks that back up beyond the retail core. Improvements will also include a separated pathway on the Lake Boren side of the road. The pathway should be separated from the street, where possible, with a planting strip with trees. This pathway will eventually become part of the Lake Boren Loop Trail.
- C-2: Install a traffic signal on Coal Creek Parkway at the existing intersection between Coal Creek Marketplace and Coal Creek Village Center in the retail core.** This is the top priority project for immediate implementation to link the east and west portions of the retail core by improving pedestrian connections. The signal must be timed consistent with the nearby signal at SE 72nd Street to maintain a north-south traffic flow and reduce bottlenecks.
- C-3: Upgrade SE 70th Street to appropriate public road standards. Acquire property for public right-of-way.** Although this is currently a private drive, the road functions as a public street, providing access from Coal Creek Parkway to an adjacent residential development, Coal Creek Marketplace, and light industrial businesses on 132nd Avenue SE. The eastern portion of the road is the site of the proposed transit station. This will likely require additional right-of-way acquisition in conjunction with the development of transit facilities. Recommended improvements include sidewalk, street trees, curb, gutter, lighting, and other street infrastructure improvements.
- C-4: Develop “Newcastle Connector” between Coal Creek Parkway and Coal Creek Newcastle Road.** This road will provide the primary regional access to development in the Coal Creek Sector and the Newcastle Golf Course to the east while reducing traffic congestion in the Downtown Sector. Provide traffic signals at the Coal Creek Parkway and 132nd Avenue SE intersections and realign Newcastle Coal Creek Road at its intersection with Newcastle Connector.
- C-5: Extend 132nd Avenue SE northward to Newcastle Connector.** This is an obvious connection to the Coal Creek Sector to improve circulation and reduce traffic on Coal Creek Parkway.
- C-6: Develop a modified grid of neighborhood streets in the Coal Creek Sector.** During the master planning process for the Mutual Materials site, establish a grid circulation pattern that provides convenient connections between uses within the area. The grid pattern typical of 19th and early 20th Century development patterns which provides multiple route options for automobiles and pedestrians has proven to be a very efficient circulation pattern. Modifications to the traditional rectangular grid will be necessary to respond to the peculiarities of the site.

C-7: Provide a second access road between Coal Creek Parkway and 132nd Avenue SE. This connection is encouraged to improve circulation and reduce traffic pressures on Newcastle Connector and 132nd Avenue SE under buildout conditions presented in the plan vision.

C-8: Develop a transit center. Although multi-family development is occurring now with very little transit activities in the area, the projected increase in traffic flows combined with the type of development in the CBC envisioned by the community make the development of a transit center a viable option in the future. The most opportunistic location for the facility is on SE 70th Street (currently a private road) between Coal Creek Parkway and 132nd Avenue SE. This is a centralized location, accessible by walking distance (1/4 mile) from most of the Downtown and Coal Creek Sectors. The transit center would act as a catalyst for additional pedestrian-oriented development and allow for reduced parking requirements in the immediate area. Due to the limited supply of land in the area, the transit center should not serve as a “Park and Ride” facility, but rather serve those individuals who work, live, or shop within the immediate area.

C-9: Develop a “Central Alley” access road in the Downtown Area. The development of an alley or semi-public/private access road traveling north-south behind the Coal Creek Market Place development (QFC) is recommended in conjunction with new mixed-use developments on current industrial properties in the 132nd Avenue SE corridor. Due to the nature of the topography in this area, the alley would be developed below the street level on 132nd Avenue SE, allowing for efficient access to underground parking and service uses.

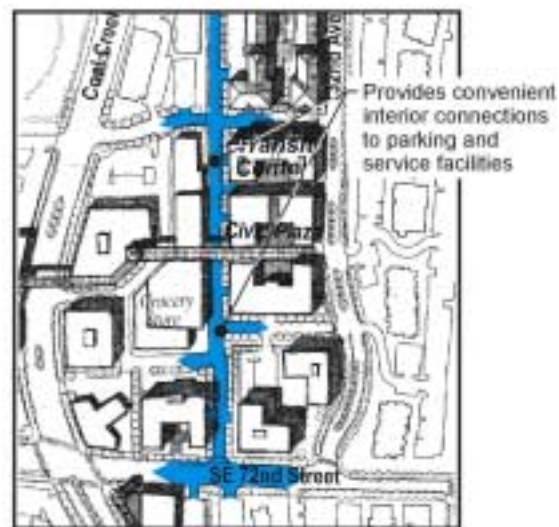


Figure 17: Central Alley

C-10: Upgrade private access roads in the Downtown Sector in conjunction with redevelopment. Specifically, this involves the principal access roads in the Coal Creek Village Center and Coal Creek Market Place shopping centers. The plan encourages new infill development to respond to these roads as traditional public streets rather than ambiguous access roads defined by markings on asphalt. This involves provisions for traditional sidewalks, street trees, pedestrian-oriented lighting, and where possible, parallel parking.

- C-11: Construct a pedestrian overpass over Coal Creek Parkway in the Downtown Sector.** While the traffic signal can facilitate the first phase of the esplanade's development, the overpass provides an opportunity to include a primary, auto-free, second level of the esplanade. Both improvements are vital to strengthening the connection between the east and west sides of the Downtown Sector and facilitating the development of the esplanade. The development of the overpass is dependent upon redevelopment activities adjacent to the intersection. The design of both structures on either side of the intersection must include provisions for the esplanade and the development of the overpass.
- C-12: Upgrade Coal Creek Parkway in the Downtown Area.** The plan encourages widened sidewalks and improved landscaping to enhance the pedestrian environment in the Downtown Sector. Specifically, provide planting strips between the street and the sidewalk consistent with policy TR-P89 of the Newcastle Comprehensive Plan. Where possible, provide a landscaped median between SE 70th Street and SE 72nd Street to improve the appearance and image of Newcastle's Downtown.

C. Pathways, Parks and Open Space

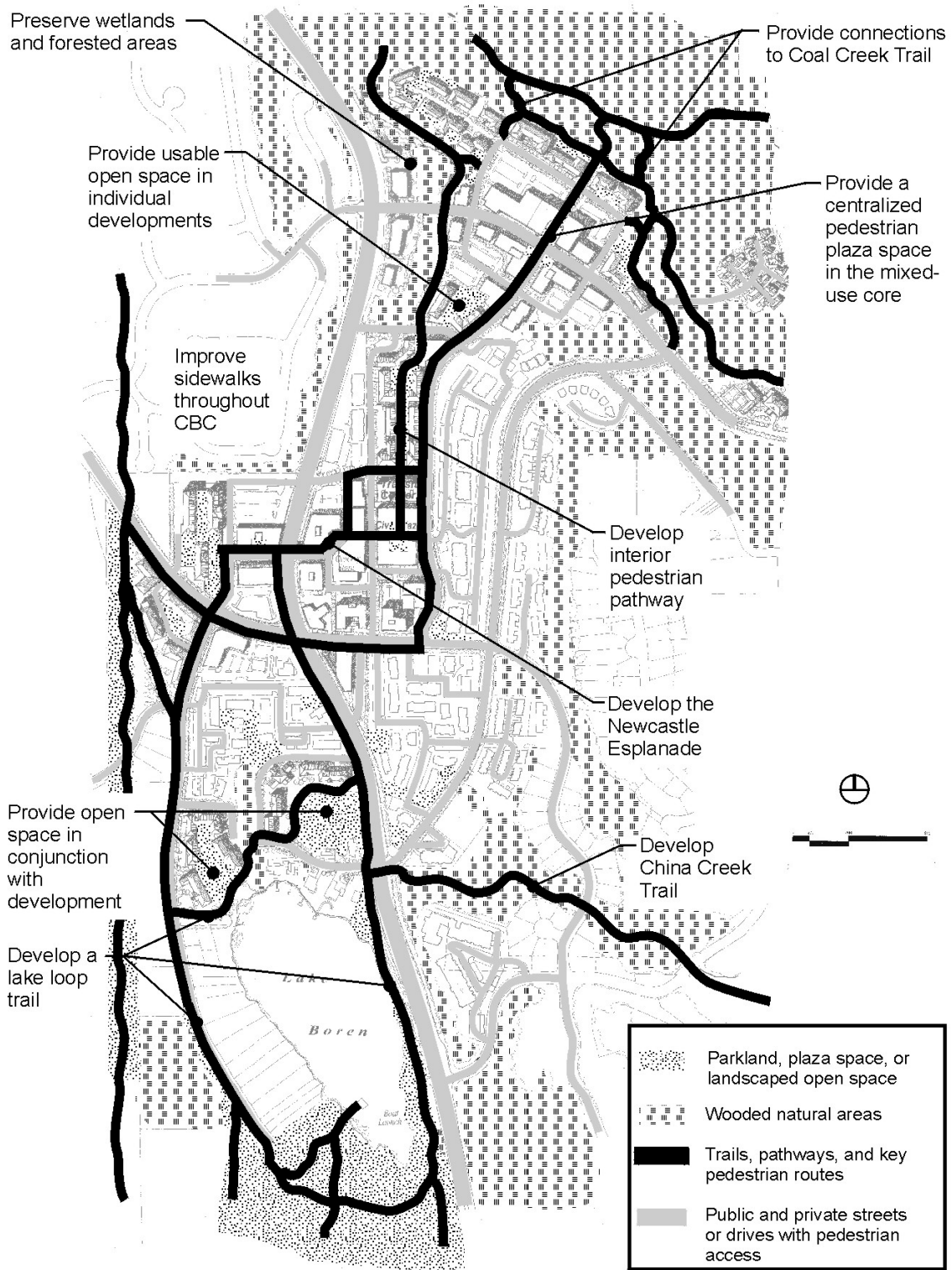
Pathways, Parks and Open Space Overview

Residents envision a network of pathways connecting residential areas with parks, open space, shopping areas, and other neighboring residential areas. As with circulation improvements, the proposed pathway, park, and open space improvements will rely on a combination of public expenditure and private development activities for implementation (*see Figure 18*).

Recommended Pathways, Parks and Open Space Actions

P-1: Adopt design guidelines to implement proposed pathway, park, and open space actions in conjunction with private development or public street improvement activities.

- *Preserve sensitive natural areas throughout the CBC.* The forested hillsides, creeks, wetlands and Lake Boren are strong defining features of Newcastle and should be preserved as an amenity. Existing local, state, and federal environmental requirements will protect some of these natural areas. Design guidelines will encourage site planning measures to respond to those unique natural features with creative site planning design.
- *Upgrade sidewalks in the CBC.* Design guidelines will require 8-12 foot sidewalks on most sidewalks within the CBC to improve the pedestrian environment.
- *Provide pedestrian connections within and between private developments.* The proposed design guidelines address pedestrian connections in new development to improve the pedestrian-orientation in the CBC.
- *Provide open space with new residential and mixed-use development.* The design guidelines encourage provisions for private and in some specific instances, public open space, such as courtyards or gardens, in conjunction with new residential and mixed-use development.
- *Develop an east-west pedestrian esplanade (Newcastle Esplanade) in the Downtown Area.* The community envisions this esplanade as Newcastle's version of "Main Street" with a concentration of retail shops connecting development on the east and west sides of Coal Creek Parkway. This "esplanade" should be developed at both the street level (connected by the proposed traffic signal) and above-grade (connected by a pedestrian overpass). Design guidelines provide flexibility in how individual developers can respond to the esplanade with creative designs.



Pathways, Parks, and Open Space

Figure 18: Pathways, Parks, and Open Space Improvements

- *Complete the Lake Boren Loop Trail.* Phase I of Coal Creek Parkway improvements on the east side of the lake will include the completion of the easterly portion of the trail. The northern portion of the trail can be completed in conjunction with redevelopment activities, while the western portion of the project (a separated pathway adjacent to 129th Avenue SE) is currently listed on the City's Six-Year Transportation Improvement Project list.
- *Provide open space in conjunction with residential development on the Olson Property.* Design guidelines require development on this property to orient to open space connected to the lake to take advantage of the site's location. Integrate the development with the proposed Lake Boren Loop Trail.
- *Provide open space in conjunction with residential development on the Peterson Property.* Design guidelines require the clustering of development on the least sensitive portions of the property to preserve wetlands and restore China Creek.
- *Develop the 129th Avenue SE multi purpose pathway.* The portion of this pathway directly west of Lake Boren will serve as the Lake Loop Trail. North of the lake, the pathway continues to SE 73rd Place and the Water line Trail. This pathway is currently listed on the City's Six-Year Transportation Improvement Project list.
- *Develop a centralized public plaza in conjunction with development in the Coal Creek Sector.* This plaza space is intended to be the focal point for mixed-use development on the Mutual Materials site. The recommended location for the plaza is adjacent to or near the proposed Newcastle Connector/132nd Avenue SE intersection. The envisioned plaza should be large enough to hold community festivals and events and be bounded by a combination of retail uses and public streets at its perimeter. Design guidelines provide additional standards.
- *Develop a network of pathways in the Coal Creek Sector in conjunction with development.* Provide pathways to connect with uses and amenities within the site, as well as the Coal Creek Trail, the Downtown Sector, and other surrounding neighborhoods. These trails will provide valuable amenities to residents, merchants, and visitors alike.
- *Consider the development of an interior pathway in conjunction with redevelopment activities on properties west of 132nd Avenue SE.* This opportunity should be explored to provide a unique pedestrian connection and amenity along the 132nd Avenue corridor. Encourage individual developments to respond to the pathway in creative ways to enrich the physical and visual environment.

P-2: Develop the China Creek Trail. Much of the land immediately surrounding China Creek has been set aside as open space in conjunction with residential development. A trail in this drainage area would provide attractive connection from neighborhoods east to Lake Boren and the CBC. Provide design measures to preserve the ecological function of the creek.

D. Urban Design Character

Urban Design Character Overview

While each of the three sectors in the CBC will contain their own style and character, all development will be of human scale and while convenient to the automobile, will be oriented towards the pedestrian. Developments will emphasize their surrounding natural features while addressing the streetscape and surrounding structures. Uses and amenities will be well connected with each other. Parking and service areas will be screened and hidden from view. The streetscape, particularly in the retail areas, will provide a variety of amenities including street trees, wide sidewalks, street furniture, and human-scaled lighting.

While no individual architectural style will be dominant, buildings will compliment each other due to their placement, compatibility of scale, and orientation to the street. Layers of development with articulated facades, a variety of colors and textures, and a great attention to detail will create a unique and stimulating visual setting in both the Downtown Sector and the Coal Creek Sector's mixed-use core area. Building corners in both sectors will include accentuating features to highlight the importance individual street corners. Developments will also take advantage of the area's viewsheds, whether down a street corridor, view of Lake Boren, or views from or to surrounding hillsides.

The Downtown Sector will build on it's community based character with it's civic spaces, retail uses, and it's "Main Street" function. The Coal Creek Sector, however, will build on its regional appeal as a mixed-use center encouraging restaurants, hotels, health clubs, movie theaters, and festival-oriented retail uses. The Lake Boren Sector will retain its residential-based low-key orientation.

The built environment will work together with natural landscape features to define the CBC and it's three unique sectors. Key locations, including the Coal Creek Parkway/Newcastle Connector intersection, will contain decorative gateway features to announce the arrival to Newcastle and development in the Coal Creek Sector. A centralized public plaza space will provide the focal point for activities in the Coal Creek Sector while a linear pedestrian esplanade in the Downtown Sector will be the primary focus as Newcastle's version of "Main Street."

Recommended Urban Design Character Actions

UD-1: Adopt design guidelines to implement urban design objectives for private development. While the zoning provisions will provide great flexibility in the types of uses permitted within the CBC, the design guidelines help foster a built environment that's cohesive and functional, yet diverse and stimulating – in a manner that's consistent with the community's vision. The design guidelines generally apply to all new construction activities (to include major exterior remodels – see Appendix B, Design Guidelines Glossary of definition) within the CBC. However, a number of site-specific guidelines have been developed for each of the three sectors, based on the community vision. In addition to the site-specific guidelines, the CBC Design Guidelines have been divided into the following sections:

- *Site Planning.* Site Planning guidelines aim to retain high standards in the siting of development features. This includes providing for a positive relationship to the street front, ensuring compatibility with the surroundings, taking advantage of unique natural features, siting service areas and biofiltration swales.
- *Pedestrian Access.* Pedestrian Access guidelines provide general access standards and encourage connectivity and pedestrian amenities. Also included are standards for streetscape features such as sidewalks, street trees, and lighting.
- *Vehicular Access and Parking.* Vehicular Access and Parking guidelines include measures to enhance safety and reduce the negative impacts of automobiles and related features on the pedestrian environment.
- *Building Design.* While no individual architectural style of development has been emphasized, the guidelines focus on providing an appropriate scale and level of detail consistent with the community vision. The guidelines provide flexibility to allow creative responses to the guidelines and the peculiarities of the site.
- *Landscape and Site Design.* These guidelines encourage the development of a landscaping concept for the site that includes plant materials appropriate for the area.
- *Signage.* Guidelines for private signage focus on maintaining a human-related scale in signs.

VI. Implementation

A basic purpose of this plan is to identify and define City and community sponsored actions (actions, programs, and regulatory changes) to further the community goals. By setting priorities for actions, the City can incorporate community objectives into its capital improvement and regulatory activities. A large number of the actions proposed are dependent upon private development activities, and thus, will contain a variable time schedule. Since there are City sponsored actions dependent upon private development activities, the City must coordinate with developers to organize improvements to achieve maximum effectiveness.

Immediate Public Actions

The first priority is to revise zoning, development standards, and design guidelines so they are in place before development proposals are submitted. The top priority public improvements intended for immediate implementation include Phase I of Coal Creek Parkway Improvements and the installation of the traffic signal on Coal Creek Parkway in the retail core. Both improvements seek to resolve ongoing and pressing problems to improve both the flow of traffic through the CBC and pedestrian safety.

Plan Actions

Action	Time Frame	Implementor	Estimated Cost*
LAND USE ACTIONS			
LU-1 Revise the provisions of the CB Zone.	Immediate.	City.	NA.
LU-2 Divide the MU Zone into 3 zones: MU-C, MU, and MU-R.	Immediate.	City.	NA.
LU-3 Provide density and dimension standards for the MU Zones	Immediate.	City.	NA.
LU-4 Require provisions for affordable housing in the CBC.	Immediate.	City.	NA.
LU-5 Require a Developers Agreement for affordable housing.	Immediate.	City.	NA.
LU-6 Rezone the Olson Property in the Lake Boren Area, east of 129 th Avenue SE from R-6-P to R-12.	Immediate.	City.	NA.
LU-7 Rezone the Peterson Property in the Lake Boren Area from MU to R-24.	Immediate.	City.	NA.
LU-8 Rezone the properties immediately west of 132 nd Avenue SE in the Downtown Area from I to MU.	Immediate.	City.	NA.
LU-9 Rezone the central portion of the Mutual Materials site surrounding the Newcastle Boulevard/132 nd Avenue SE intersection from MU to	In conjunction with development activities on-site.	City.	NA.

Action	Time Frame	Implementor	Estimated Cost*
MU-C.			
LU-10 Rezone the southwest portion of the Newport Crossing property adjacent to 129 th Avenue SE from R-12 to R-24.	Immediate.	City.	NA.
LU-11 Require a Development Agreement addressing provisions for open space on parcels over five acres.	Immediate.	City.	NA.
CIRCULATION ACTIONS			
C-1 Complete Phase I of Coal Creek Parkway Improvements.	2000-2001.	City.	\$11 Million. Cost includes rights-of-way purchases, design, construction, and administration.
C-2 Install a traffic signal on Coal Creek Parkway at the existing intersection between Coal Creek Marketplace and Coal Creek Village Center in the retail core.	2000-2001.	City.	\$120,000. Cost includes striped crosswalks. Add \$36,000 for crosswalks with unit pavers.
C-3 Upgrade SE 70 th Street to appropriate public road standards. Acquire right-of-way.	2005-2010.	City/Developer.	\$400,000. Includes raw construction cost for road surface, curbing, lighting, landscaping, and sidewalk.
C-4 Develop "Newcastle Connector" between Coal Creek Parkway and Coal Creek Newcastle Road.	Based on developers time schedule.	Developer.	NA.
C-5 Extend 132 nd Avenue SE northward to Newcastle Connector.	Based on developers time schedule.	Developer.	NA.
C-6 Develop a modified grid of neighborhood streets in the Coal Creek Sector.	Based on developers time schedule.	Developer.	NA.
C-7 Provide a second access road between Coal Creek Parkway and 132 nd Avenue SE.	Based on developers time schedule.	Developer.	NA.
C-8 Develop a transit center.	2005-2010.	Sound Transit/Metro/City.	\$100,000.
C-9 Develop a "Central Alley" access road in the Downtown Area.	Based on developers time schedule.	Developer/City.	NA.

VI. Implementation

Action	Time Frame	Implementor	Estimated Cost*
C-10 Upgrade private access roads in the Downtown Sector in conjunction with redevelopment.	Based on developers time schedule.	Developer.	NA.
C-11 Construct a pedestrian overpass over Coal Creek Parkway in the Downtown Sector.	Based on developers time schedule.	City/Developer.	\$200,000 for 10' wide, 80' long steel bridge, including access ramps.
C-12 Upgrade Coal Creek Parkway in the Downtown Area.	2005-2010 for public improvements. Also based on redevelopment activities.	City/Developer.	\$800,000. Includes raw construction cost for demo, new curbing, lighting, landscaping, and sidewalks.
PATHWAYS, PARKS, AND OPEN SPACE ACTIONS			
P-1 Adopt design guidelines to implement proposed pathway, park, and open space actions in conjunction with private development or public street improvement activities.	Adopt design guidelines immediately. Proposed actions are mostly based on developers time frame.	City/Developer/Community.	NA.
P-2 Develop the China Creek Trail.		City.	NA.
URBAN DESIGN ACTIONS			
UD-1 Adopt design guidelines to implement urban design objectives for private development.	Immediate.	City.	NA.

* The cost estimates provided above convey only the raw construction costs, unless otherwise noted. They are for planning purposes only and should *not* form the basis for an actual capital improvement budget. Some cost estimates are based on construction figures from civil engineering consultants, Kato & Warren Incorporated. Right-of-way purchase costs are not included in the estimates unless otherwise noted.