

Section V - 2009 King Countywide STP/CMAQ Competition Application

To be used for projects submitted for the following Countywide Programs:

- ❖ Small Jurisdictions Program
- ❖ Larger Jurisdiction Program
- ❖ All Other Agency Program
- ❖ Rural Area Program

This application is available on the King County Web site at

<http://www.kingcounty.gov/transportation/kcdo/PlanningAndPolicy/RegionalTransportationPlanning/2009KCCtywideComp.aspx>

****Please read all of the text in this section before completing this application.****

Important notice: The importance of complete and accurate information on every application cannot be overemphasized. The evaluation and scoring of all submitted projects will be based on the answers provided in this application. A project's suitability for funding may be compromised if the application is found to have omissions or inaccuracies. In addition, sponsors of projects recommended for funding as a result of the competition should be aware that their application could be used in the future to evaluate the status of a project if it fails to comply with the requirements of the Puget Sound Regional Council's (PSRC) Project Tracking program.

Projects receiving funding as a result of this competition: Funding distributed as a result of the 2009 STP/CMAQ King Countywide Programs is awarded to projects, not to the sponsoring agency itself. Sponsors of projects that receive funds from this competition will be required to submit a more detailed TIPMOD or TIPNEW application, which will be due to the PSRC on July 7, 2009. Please note that these sponsors will also be asked to certify that they will comply with the conditions of the PSRC's Project Tracking Program, as a condition of accepting funding. Failing to comply with this condition, and/or with the conditions established in the PSRC's Project Tracking Program, may eventually result in the loss and/or transfer of funds to another Countywide project.

14-page limit: You may use additional pages if necessary; however, please be as brief as possible and limit your application to a total of fourteen (14) pages, plus map(s) and/or other required supporting documents.

E-mail submissions are preferred: Attach your completed application to an e-mail and send to peter.heffernan@kingcounty.gov. Please name the file "(Agency): (Project tile)" and in the e-mail subject line identify which Countywide program the application is being submitted (Small Jurisdiction, Large Jurisdiction, All Other, Non-motorized). If you are unable to e-mail the application, please mail a copy of the electronic file on diskette, and fax or mail a corresponding paper copy. Electronic copies of all applications are required, as they will be posted to the King County Web site. Mailed materials should be sent to: Peter Heffernan, King County Department of Transportation, M.S. KSC-TR -0814, 201 South Jackson Street, Seattle, WA 98104-3856 and/or faxed to 206-684-1812, Attn: Peter Heffernan. All applications must be submitted by **5pm May 15th, 2009**.

Definition of a project: For the purposes of this competition, a project must be clearly defined by geographic limits and/or functionality. If the project contains multiple components, the sponsor must clearly indicate how they are logically connected to one another. A project with multiple geographic locations must demonstrate their functional relationship (for example, signal coordination work in various locations tied together through a traffic control center). **Note: a project may request only one funding source – either STP or CMAQ, but not both.**

PROJECT DESCRIPTION INFORMATION

<p>1</p>	<p>Project title: <i>Traffic Signal - Newcastle Way & 129th Avenue Southeast</i></p> <p>For roadway project titles: list facility name, limits, and any other identifying words. E.g., SR-520 HOV (104th Ave NE to 124th Ave NE).</p>
<p>2</p>	<p>Destination 2030 ID#: Not applicable - Status: Exempt</p> <p>In order to be eligible for federal funding, a project must be in, or consistent with, <i>Destination 2030</i>, the region’s Metropolitan Transportation Plan (MTP). To confirm if your project is specifically listed in <i>Destination 2030</i>, refer to Appendix 9 of <i>Destination 2030</i> at http://www.psrc.org/projects/mtp/d2030plan.htm. For assistance or questions regarding these issues, contact Kimberly Scrivner at 206-971-3281 or kscrivner@psrc.org.</p>
<p>3</p>	<p>a. Sponsoring agency: <i>Newcastle</i></p> <p>b. Co-sponsor(s) if applicable: <i>Not Applicable</i></p> <p>Important: For the purposes of this application and competition, “co-sponsor” refers to any agency that would receive a portion of the funding if the requested grant were to be awarded.</p> <p>c. Does sponsoring agency have “Certification Acceptance” status from WSDOT? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No</p> <p>d. If not, which agency will serve as your CA sponsor? (refer to WSDOT’s Local Agency Guidelines Manual for information on CA status: http://www.wsdot.wa.gov/ta/operations/lag/LAG13.pdf)</p>
<p>4</p>	<p>Project contact person: <i>Kerry Sullivan</i></p> <p>Address: <i>13020 Newcastle Way, Newcastle, Washington 98059</i></p> <p>Phone: <i>(425) 649-4444</i> Fax: <i>(425) 649-4363</i> E-Mail: <i>kerrys@ci.newcastle.wa.us</i></p>

5 Project description. Please distinguish between the scope of the project and the justification and/or need for the project.

a. Project scope: Please describe clearly and concisely the individual components of this project. What will be the specific outcome of this project? What will be built, purchased or provided with this grant request? For example, if this is part of a larger project, please be specific as to what portion on which the grant funds will be used.

The project constructs a new traffic signal at this four-legged intersection. Included in the project are signal poles, luminaries, mast arms, vehicle and pedestrian heads, signal controller and cabinet, vehicle detection loops, turn pockets, and marked crosswalks with ADA ramps. The City is currently constructing the Newcastle Transit Center project which constructs new pavement, curb, gutter and sidewalk up to this intersection. The two projects have been designed to effectively integrate with each other.

The design of this project is nearly complete. The grant funds requested are for the construction of the signal and related improvements.

b. Project justification, need or purpose: Please explain the intent, need or purpose of this project. What is the goal or desired outcome?

The project responds to the need for an increase in bicycle and pedestrian safety and to improve the level of service for motorized vehicles. The purpose of the project is to react to the transportation demands of a small but growing City. There are currently many mid-block crossings at this intersection, which is stop controlled on two legs. There is a McDonald's and a bank adjacent to the southeast corner, a medical facility and multi-use office building on the southwest corner, and a large shopping center with a Safeway, Starbucks, several restaurants and numerous other businesses on the north side. A new mixed-use building will be constructed on the southeast corner later this year; that facility will include a King County Library, multi-story housing, and a small amount of retail space. There are Metro bus facilities on both sides of the intersection. The presence of all these facilities results in numerous pedestrian and vehicular crossings on this multi-lane minor arterial.

The purpose of the project is to improve intersection operations and safety for vehicles and pedestrians by improving the level of service for the stop controlled southbound approach from LOS F to LOS C, and by providing signalized crossings for pedestrians circulating between the residential, commercial, retail, library, and transit facilities that are located on either side of Newcastle Way.

6	<p>Project location: <i>Newcastle Way & 129th Avenue Southeast</i></p> <p>a. County(ies) in which project is located: <i>King County</i></p> <p>Answer the following questions if applicable:</p> <p>b. Crossroad/landmark nearest to beginning of project (identify landmark if no crossroad):</p> <p>c. Crossroad/landmark nearest to end of project (identify landmark if no crossroad):</p>	
7	<p>Map: 1. Include a legible 8½” x 11” project map with the completed application form. 2. Include a legible vicinity map with the completed application form (can be smaller than 8½” x 11”).</p> <p>Note: If unable to send the map electronically, mail a copy on diskette and provide a paper copy by fax or mail.</p>	
8	<p>Federal functional classification code (Please select <u>only one</u> code using the table below)</p> <p>For assistance determining functional classification, contact Stephanie Rossi at 206-971-3054 or srossi@psrc.org.</p> <p>Important: A roadway must be <u>approved</u> on the federally classified roadway system before projects on it may use federal transportation funds (this includes proposed new facilities). Projects on a roadway with a functional classification of 09, 19, 29, or 39 are not eligible to use federal transportation funds unless they are one of the exceptions listed below. If your project is an exception, identify its functional class code as “00”.</p> <p><u>Examples of exceptions:</u></p> <ul style="list-style-type: none"> • Any bicycle and/or pedestrian project. • Projects not on a roadway and using CMAQ or other funds • Any transit project, including equipment purchase and park-and-ride lot projects. 	
9.	<p style="text-align: center;">Rural Functional Classifications “Under 5,000 population”</p> <p style="text-align: center;">(Outside federal-aid urbanized and federal-aid urban areas)</p> <p><input type="checkbox"/> 00 Exception</p> <p><input type="checkbox"/> 01 Principal Arterial - Interstate</p> <p><input type="checkbox"/> 02 Principal Arterial</p> <p><input type="checkbox"/> 06 Minor Arterial</p> <p><input type="checkbox"/> 07 Major Collector</p> <p><input type="checkbox"/> 08 Minor Collector</p> <p><input type="checkbox"/> 09 Local Access</p> <p><input type="checkbox"/> 21 Proposed Principal Arterial – Interstate</p> <p><input type="checkbox"/> 22 Proposed Principal Arterial</p> <p><input type="checkbox"/> 26 Proposed Minor Arterial</p> <p><input type="checkbox"/> 27 Proposed Major Collector</p> <p><input type="checkbox"/> 28 Proposed Minor Collector</p> <p><input type="checkbox"/> 29 Proposed Local Access</p>	<p style="text-align: center;">Urban Functional Classifications “Over 5,000 population”</p> <p style="text-align: center;">(Inside federal-aid urbanized and federal-aid urban areas)</p> <p><input type="checkbox"/> 00 Exception</p> <p><input type="checkbox"/> 11 Principal Arterial – Interstate</p> <p><input type="checkbox"/> 12 Principal Arterial – Expressway</p> <p><input type="checkbox"/> 14 Principal Arterial</p> <p><input checked="" type="checkbox"/> 16 Minor Arterial</p> <p><input type="checkbox"/> 17 Collector</p> <p><input type="checkbox"/> 19 Local Access</p> <p><input type="checkbox"/> 31 Proposed Principal Arterial – Interstate</p> <p><input type="checkbox"/> 32 Proposed Principal Arterial – Expressway</p> <p><input type="checkbox"/> 34 Proposed Principal Arterial</p> <p><input type="checkbox"/> 36 Proposed Minor Arterial</p> <p><input type="checkbox"/> 37 Proposed Collector</p> <p><input type="checkbox"/> 39 Proposed Local Access</p>

COUNTYWIDE PROJECT EVALUATION

Important: Projects will be evaluated and scored based on the information provided in Parts 1 and 2 that follow. Refer to the “2009 King County Countywide Project Evaluation Criteria” before completing these sections of the application for guidance, examples, and details on scoring.

Instructions:

- Part 1: Choose the one project category that best fits your project and complete the corresponding section A, B, or C.
- Part 2: Complete all three sections in Part 2 (sections D, E, and F).

Part 1: Category Specific Questions (70 Points STP, 50 Points CMAQ)

10. Select one of the following three categories that best fits your project and follow the corresponding instructions:

- Designated Center:** Complete section A (question 11) and proceed directly to Part 2 (questions 14-17).
- Manufacturing/Industrial Center:** Complete section B (question 12) and proceed directly to Part 2 (questions 14-17).
- Connecting Corridors:** Complete section C (question 13) and proceed directly to Part 2 (questions 14-17).

Note: Information on the 2005 adopted Regional Economic Strategy and the targeted industry clusters, including definitions and maps of the clusters, may be found on the Prosperity Partnership website at <http://www.prosperitypartnership.org/clusters/index.htm>. For questions regarding these topics, contact Chris Strow at 206-971-3051 or cstrow@psrc.org

A. Designated Regional Growth Centers

Instructions: Complete this section (questions 11-13) if you selected “Designated Centers” in question 10, and then proceed directly to Part 2. Do not complete Sections B or C.

11. Center Development. Please address the following:

- **Growth.** Describe how the project will support the potential for housing/employment densities in the center. Describe how the project will support the development/redevelopment plans and activities of the center.

This area is experiencing substantial growth. The purpose of the project is to support growth in housing and employment by improving traffic operations and safety by adding a traffic signal at the existing intersection. This will improve the vehicle level of service and provide a safer signalized pedestrian crossing. In recent years, the area adjacent to the intersection has developed to include a medical facility and an office building which currently accommodates a dentist, a chocolate shop, and other offices. Later this year the southwest corner of the intersection is being developed to include a new King County Library, 89 new residential units, and a small amount of retail space. Other anticipated development includes significant residential growth on 129th Avenue Southeast, and an approved new office building within 400 feet of the proposed project. This project will provide for vehicle and pedestrian access and circulation between all of these uses. The mixed use library development has been permitted by the City and is expected to begin construction in late 2009. The Newcastle Transit Center project is under construction and will provide transit facilities for pedestrians who shop, work and/or live in the center. This project will be completed in late 2009.

- Plans and Policies. Describe how the project furthers the objectives and aims of existing policies for the center; please provide a citation and copy of the corresponding policies.

City of Newcastle 2004 Comprehensive Plan

- Appendix, Page TR-10, Table TR-5: *The City of Newcastle has identified this signalized intersection project in the Transportation Facility Plan. This plan was developed based on 2022 traffic forecasts and on analysis of level of service standards.*
- Appendix, Page TR-5, Table TR-3: *This table identifies this intersection as having a Level of Service F for the southbound leg in 2002.*
- Appendix, Page TR-9: *This page states that the “unsignalized intersection will operate under unsatisfactory level of service conditions by 2022”.*
- Plan Pages TR-2 through TR -3: *These pages offer numerous goals and policies for transportation, many of which this project benefits, but especially Goal TR-G2, “The City of Newcastle should establish and maintain transportation levels of service that support the adopted regional and City plan visions” and Goal TR-G4, “The City of Newcastle should establish a safe and convenient pedestrian and bicycle circulation system linking residential communities with key destinations.”*
- Plan Page ED-2: *The plan identifies Policy ED-P4, “The City of Newcastle shall coordinate city investment in capital facilities projects with related business, employment, and economic development opportunities.” Some of the funds for the design of this new signal were obtained from adjacent development. To encourage anticipated future development, it is now time to construct this needed and warranted signal.*
- Appendix, Page ED-5: *The plan includes Strategy 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 particular key projects through infrastructure development, land assembly, or grants.” As described above, by combining funds from development with City funds and grants to construct this signal, the City both improves existing level of service and safety concerns, and encourages further development adjacent to the intersection.*

Community Business Center / Lake Boren Corridor Master Plan

- Page 10, Key Strategies: *The CBC’s 2020 vision is based on a number of overarching strategies. Two of these identified on Page 10 are:*
 - *“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”;* and,
 - *“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.”*

A new signal located between the large shopping center to the north and the residential and mixed uses to the south would improve both vehicular connectivity and create a safer and more comfortable place for pedestrians to use.
- Page 30, Recommended Pathways, Parks and Open Space Actions: *Policy P-1 includes the following actions: “Upgrade sidewalks in the CBC”, and, “Provide pedestrian connections within and between private developments. This project improves the sidewalks by providing new ADA ramps and creates safer pedestrian connections with a new traffic signal.*

City of Newcastle Non-Motorized Transportation Plan

- Section 2.5, Page 15: 129th Ave from Newcastle Way to the south end is identified as a “highest priority” for sidewalk projects. The signal project supports this goal by making it safer for non-motorized users to access this sidewalk.
 - Section 2.5, Page 19: The Waterline trail is identified as a “highest priority” for trail projects. The signal project is located approximately 500 feet north of this trail and will provide safe convenient access to the trail from residential and commercial areas.
- Economic Strategy. Describe whether the project helps to create or sustain jobs in the targeted industry clusters within the center; these clusters are identified in the adopted 2005 Regional Economic Strategy.

The project helps to create jobs within the center by providing public infrastructure that improves vehicle and pedestrian access, circulation and safety for customers, employees and/or residents – making the area more attractive and desirable for businesses and residents to invest and/or work here. 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 CBC zoning adjacent to the signal project allows for many office and mixed uses which support clusters identified in the regional plan – including Life Sciences and Information Technology.

Improving the level of service, providing pedestrian safety along with a bicycle friendly intersection will allow business owners to remain competitive. Respective owners and tenants must stay on the “cutting edge” of retail to compete with shopping centers in nearby Factoria and Renton.

12. Project’s Benefit to the Center. Please address the following

- Long-Term Benefit. Does the project remedy a current or anticipated problem (e.g. congestion, incomplete sidewalk system, inadequate transit service/facilities, modal conflicts and/or the preservation of essential freight movement)? Please describe.

This project will remedy a current congestion problem by improving intersection operations and safety for vehicles and pedestrians. The Level of Service at the north leg of the intersection is currently F. By installing a new signal, the Level of Service will improve to at least a Level of Service C. The proposed signal is justified since it satisfies MUTCD’s Warrants 1 and 2 for existing (2007) volumes. In addition, the traffic signal is expected to reduce delays and queuing for the northbound and southbound approaches. Pedestrian crossings between the commercial, retail, library, residential and transit facilities located on either side of Newcastle Way will be safer and greatly improved.

- User Groups Supported. Describe the user groups that will benefit from the project (including commuters, residents, commercial users, those groups identified in the President’s Order for Environmental Justice¹ and/or areas experiencing high levels of unemployment or chronic underemployment).

Newcastle Way, being in the heart of the City, is utilized by a large majority of the populace. These user groups include transit users, residents, workers, and commercial users. The vast majority of the City’s residential population is south of the intersection, and the vast majority of the commercial and retail population is north of the intersection. This signal will help safely connect residents with grocery stores,

¹ The President’s Order for Environmental Justice states “each Federal agency shall make achieving environmental justice part of its mission by identifying and addressing, as appropriate, disproportionately high and adverse human health or environmental effects of its programs, policies and activities on minority populations and low-income populations.”

transit facilities, retail businesses, restaurants, the library, medical facilities and numerous other uses. Bus zones are located on both sides of this intersection. Residents and commercial users will benefit from reduced delay in accessing and circulating through the center. The project improves pedestrian and bicycle access, safety and circulation, including ADA facilities.

13. Circulation within the Center. Please address the following.

- **Safety and Convenience.** Describe how the project improves safe & convenient access to major destinations within the center.

The project improves safety and convenience by reducing vehicular delay and addressing access constraints by incorporating a new signal at this intersection. The project will improve pedestrian safety by adding signalized crossings. Major destinations are located on both sides of the intersection including Coal Creek Village, an existing large retail development, and the new King County Library mixed-use development. The new signalized pedestrian crossings at this intersection will improve safety, promote pedestrian circulation and transit usage, and reduce parking demand.

- **Intermodal Opportunities and Connections.** Describe how the project will improve circulation and enhanced opportunities for active transportation within the center for people and/or goods regarding (address each relevant area): walkability, public transit access, public transit speed and reliability, safety & security, bicycle mobility, bicycle facilities, streetscape improvements, traffic calming, preservation of essential freight movement and/or other.

This signalized intersection will improve circulation and enhance opportunities for active transportation within the center by providing a safer, more comfortable place for pedestrians and bicyclists to cross Newcastle Way. Newcastle Way is classified as a minor arterial with a posted speed limit of 30 mph. Stopping the flow of traffic provides non-motorized traffic the opportunity to access commercial and residential areas without conflict, improving the overall walkability within the center. Given that the project site is situated on the western edge of the Newcastle Transit Center, pedestrian and bicycle traffic is projected to increase. The design includes brand new bus shelters, benches and streetscape amenities on both sides of Newcastle Way by late 2009, enhancing security and access to public transit. Newcastle Way is identified as both a pedestrian route and a bicycle route. 129th Avenue Southeast connects the City's largest park – Lake Boren, as well as residential communities to its business center (including several restaurants, grocery stores, banks, medical facilities and other commercial businesses). These forms of active transportation will be encouraged by providing the safety and security that the new signalized intersection offers.

- **Travel Choices.** Describe how the project provides users (e.g. employees, residents, customers) a range of travel modes or provides a “missing” mode.

This project provides the community with a range of travel modes by encouraging pedestrian and bicycle movements by adding safety features while keeping up with the motorized demand. The project enhances the investment the City and Sound Transit are making with the introduction of the Newcastle Transit Center, promoting transit and pedestrian use by all, due to the safety benefits of the signalized crossing at this intersection.

- **System Continuity.** Describe how the project completes a physical gap or provides an essential link in the transportation network.

This project provides a critical vehicular and pedestrian connection between the offices, retail businesses, bus stops, restaurants and residential communities adjacent to this intersection. The land directly

adjacent to the project is zoned as “Community Business” and “Office”. The intersection is also within 500 feet of land zoned for “Mixed Use” and “Residential”. The City has identified bicycle and sidewalk corridors through the intersection. There is also a nearby trail corridor a few hundred feet south of the intersection. This project is truly in the heart of Newcastle and will provide an essential link between all of these uses by making the intersection safer and more convenient.

- **Parking.** If the project has a parking component, describe how it has been designed to be compatible with a pedestrian oriented environment, including any innovative parking management tools.

There is no parking provided within the scope of this project.

B. Manufacturing/Industrial Centers

Instructions: Complete this section (question 14) if you selected “Manufacturing/Industrial Centers” in question 10, and then proceed directly to Part 2. Do not complete Sections A or C.

14. Mobility and Accessibility. Please address the following:

- **Freight Movement.** Describe how the project provides opportunities for freight movement.
- **Growth Plans and Policies.** Describe how the project will benefit or support the development of the manufacturing/industrial center.
- **System Continuity.** Does the project complete a physical gap, provide an essential link, or remove a barrier in the Freight & Goods component of the Metropolitan Transportation System (See Destination 2030, Technical Appendix 4)? Please describe.
- **Safety.** Describe how the project improves safety and reduces modal conflicts to help achieve a “seamless” system.
- **Improved Commute Access.** Describe how the project improves access for one or more modes to major employment sites or access to residential areas outside the center, including opportunities for active transportation.
- **Trip Reduction.** How does the project promote Commute Trip Reduction (CTR) opportunities?
- **User Groups Supported.** Describe the user groups (e.g. employees, customers, modal carriers, those identified in the President’s Order for Environmental Justice and/or areas experiencing high levels of unemployment or chronic underemployment) that will benefit from the project.
- **Economic Strategy.** Describe how the project helps to create or sustain jobs in the targeted industry clusters within the center; these clusters are identified in the adopted 2005 Regional Economic Strategy.

C. Connecting Corridors

Instructions: Complete this section (questions 15-17) if you selected “Corridors Serving Centers” in question 10, and then proceed directly to Part 2. Do not complete Sections A or B.

15. Benefit to Centers or Manufacturing/Industrial Center. Please address the following:

- **Growth Plans and Policies.** Describe how this project will benefit or support the housing and employment development of a regional growth and/or manufacturing/industrial center(s). Does it support multiple centers?
- **Travel Choices.** Describe how the project provides a range of travel modes to users traveling to centers, or if it provides a missing mode.
- **User Groups Supported.** Describe the user groups that will benefit from the project, including commuters, residents, commercial users, those groups identified in the President’s Order for Environmental Justice and/or areas experiencing high levels of unemployment or chronic underemployment).
- **Economic Strategy.** Describe whether the project helps to create or sustain jobs in the targeted industry clusters within a center; these clusters are identified in the adopted 2005 Regional Economic Strategy.

16. System Continuity. Please address the following:

- Serving Centers. Describe how this project provides a “logical segment” that links to a regional growth or manufacturing/industrial center.
- Missing Link. Describe how the project fills in a missing link or removes barriers to a center.
- Congestion Relief. Describe how this project will relieve pressure or remove a bottleneck on the Metropolitan Transportation System and how this will positively impact overall system performance.

17. Long-term Benefit/Sustainability. Please address the following:

- Efficiency. How does this project support a long-term strategy to maximize the efficiency of the corridor? Describe the problem and how this project will remedy it.
- Safety. Describe how this project improves safety and/or reduces modal conflict, and provides opportunities for active transportation.

PART 2: QUESTIONS FOR ALL PROJECTS

Instructions: Once Section A, B, or C in Part 1 has been completed, complete all of Part 2 (questions 18-21).

D. Air Quality and Climate Change (20 Points STP, 40 Points CMAQ)

18. Describe how your project will reduce emissions. Include a discussion of the population served by the project – who will benefit, where, and over what time period. Projects may have the potential to reduce emissions in a variety of ways, depending on the type of project. Please provide the requested information if your project contains the elements listed below:

- Diesel retrofits: Describe the types and numbers of vehicles, vessels, or equipment involved, how often they are used, where they are used, how much fuel is consumed annually and when the retrofits will occur.
- Roadway capacity (general purpose and high occupancy vehicles): Describe the roadway and travel conditions before and after the proposed project, including average daily traffic and travel speeds. Describe the potential for multimodal connections, shorter vehicle trips, etc.
- Transit (park-and-ride lots, new or expanded transit service, transit amenities, etc.): What is the current transit ridership in the project area? What are the current transit routes serving the project area? If a park-and-ride lot, how many stalls are being added? Describe how the amenities (or other components of the project) are expected to encourage new transit ridership and shift travel from single occupant vehicles to multimodal options. What is the average trip length for a new rider?
- Bicycle and/or pedestrian facilities: What is the length of the facility? What are the connections to other nonmotorized facilities and to the larger nonmotorized system? Describe the expected travel shed (i.e., land use and population surrounding the project).
- Signalization and other ITS improvements: Describe the existing conditions in the area (i.e., level of service, average daily traffic, etc.), and describe how the project is expected to improve traffic flow (increase speed, reduce idling, remove accidents, etc.). Is there a significant amount of truck traffic (i.e. freight movement) on the facility? Does the project improve traffic flow for particular modes, e.g. HOVs, or types of vehicles, e.g. freight trucks?
- Alternative fuels/vehicles: Describe the change in fuel or vehicle technology. How many vehicles are affected? What are the current conditions?
- Other: Describe how your project has the potential to reduce emissions through technology, improved management or other means, e.g. “no idling” signage & enforcement, auxiliary power units to operate heating, cooling & communications equipment, truck stop electrification, etc.

This project will reduce emissions by encouraging transit ridership by means of safe access to transit facilities. In late 2009, the Transit Center project will be complete and new shelters, benches and amenities will be available on both sides of Newcastle Way at 129th Avenue Southeast. The signal project will make these new facilities more accessible to the pedestrians and easier for Metro buses to access by allowing them safe entry back into traffic. The signal will be interconnected with the nearby signal at Coal Creek Parkway, thus improving speed and reliability for buses.

The current transit ridership (in terms of on/off activity from a fall 2008 study by Metro) within the project area exhibits a weekday average of about 114 passengers per day. Furthermore, ridership is projected to experience a significant increase with the introduction of the Newcastle Transit Center facilities by the end of 2009. The Transit Center project will widen sidewalks and improve facilities from the eastern edge of 129th Avenue Southeast, across Coal Creek Parkway, to the western edge of 132nd Place SE. The current transit routes serving the project area are MT 114, MT 219A & B, and MT 240. The amenities of this intersection project that encourage new transit ridership and shift travel from single occupant vehicles to multimodal options include: improved sidewalks, ADA ramps with detectable warning patterns, crosswalk markings, and bicycle lanes.

The project is expected to improve traffic flow by reducing delays, and idle time for vehicles entering Newcastle Way from 129th Avenue Southeast, in effect minimizing vehicle emissions, and reducing the likelihood of traffic conflicts.

As mentioned previously, the vast majority of the City's residential population is south of the intersection and the vast majority of the commercial and retail population is north of the intersection. This signal will help safely connect residents with grocery stores, transit facilities, retail businesses, restaurants, the library, medical facilities and numerous other uses. The City's largest regional park – Lake Boren Park is just south of the signal project and can be accessed from 129th Avenue Southeast. The Waterline Trail can be accessed along this route as well. The signal will encourage walking to all these destinations by making it more convenient and comfortable, thus reducing short vehicular trips and parking demand.

The existing conditions in the area are burdensome in terms of level of service. The aim is to improve this delay for the stop controlled approaches (specifically the southbound approach) from a LOS F to a LOS C. A 2007 transportation study determined that average weekday traffic at this intersection is as follows: Newcastle Way (east and westbound) AWT = 9,052, north and southbound travel on 129th Ave SE (south of Newcastle Way) AWT = 2,064, 129th Ave SE (north of Newcastle Way) AWT = 7,173, for a combined total AWT at this intersection of 18,289. Reduced delay at this intersection will have a proportional benefit to freight and delivery vehicles accessing and circulating through the center.

E. Project Readiness/Financial Plan (10 Points)

Introduction: Two primary tools will be used to obtain information needed to judge a project's ability to proceed: responses to the project readiness question (14) and financial plan question (15) below. The primary objective of the evaluation is to determine whether a sponsor has assembled all of the funding needed to complete the project or phase(s), and when the sponsor will be ready to obligate the requested regional funding. All questions must be completely and accurately filled out in order for this information to be properly assessed. The information will be used to determine:

- When the sponsor can complete all prerequisites needed to obligate the project's requested PSRC funding.
- When the sponsor plans to obligate requested PSRC funding.
- The amount and source of secured funding for the project.
- The amount and source of reasonably expected but unsecured funding for the project.
- Whether PSRC's federal funds will complete the project or a phase of the project.

Note: The standard PSRC definitions will apply for determining when funding is “secured” or “reasonably expected to be secured.” These definitions are included in Section 5 of the STP/CMAQ Regional Competition Call for Projects.

19. Project Readiness: Please fill out the questions below if your project is requesting funds for a Right-of-way (ROW) and/or Construction (CN) phase. Projects requesting funds only for a Preliminary Engineering phase need not answer question #19.

PSRC recognizes that the complexity of some projects can trigger a variety of prerequisites that must be satisfied before STP and CMAQ funding is typically eligible to obligate. These questions are designed to identify those requirements and assist sponsors to:

- Identify which requirements apply to their specific project.
- Identify which requirements have already been satisfied at time of application.
- Provide an explanation and realistic completion date for all requirements not yet completed.

Important instructions: For question 19A below, select one of the three options from the drop-down list for each item that applies at the time of submission of this application. These items are based on the documentation requirements for obligation of federal funds. For any item where “Item not yet completed” is selected, and for any additional requirements pertaining to the project, provide details in question 19B, including the estimated schedule for completion.

19A. Check all items that apply below. Note: if no ROW is required for the project, select “not needed” for sections b through g.

- Already completed a. Final FHWA or FTA approval of environmental documents including:
Not needed - BA Concurrence: NMFS, U.S. Fish & Wildlife, WSDOT.
Exempt - Section 106 Concurrence.
Already completed - FHWA/FTA Environmental Classification Summary Checklist (or EA or EIS).
- Not needed b. True Cost Estimate for Right of Way.
Not needed c. Right-of-way Plans (stamped).
Not needed d. Relocation Plan (if applicable).
Not needed e. Right-of-way Certification.
Not needed f. Certification Audit by WSDOT R/W Analyst.
Not needed g. Relocation Certification, if applicable.
Not needed - WSDOT Certification Audit of Relocation Process, if applicable.
- Already completed h. Engineer's Estimate.
Already completed i. All environmental permits obtained (e.g., Army Corps of Engineers Permit, HPA, etc.)

19B. Additional information: Include details on any items above that are not yet completed and provide an estimated schedule. Please provide any additional information as appropriate (e.g., status of planning, environmental documentation, permits, design, etc.).

The City plans to complete design of this project in August of 2009, and will be ready to advertise and construct the project as soon as funding becomes available.

20. Financial plan: Please fill out Tables A through D below and corresponding questions E through F. The purpose of the tables and questions is to allow sponsors to fully document their project’s financial

plan and schedule. Tables A, B, and C build upon one another to provide the estimated cost of each phase as well as a project’s total cost (Table D). The tables require sponsors to list the federal funds being requested from the Regional Competition (Table A), as well as ALL other sources of secured (Table B) and unsecured (Table C) funds needed to complete the project.

Guidelines:

- All requested information must be provided to earn maximum points.
- Provide financial information for all funding types in every applicable phase, and use a separate row for each funding source.
- Totals of federal and other funds listed in Tables A, B, and C should equal the total project cost in Table D.
- Funding commitment letters must be provided for all financial partners.

Required Match: A minimum of 13.5% match is required for both STP and CMAQ funds. Sponsors of projects awarded funds through this competition will be required to provide information on these matching funds at a later date.

Table A: Funding Requested from Countywide Competition

Phase	Estimated Obligation Date by Phase (mm/dd/yy)	PSRC Federal Funding Source (enter either STP or CMAQ; choose only one)	PSRC Federal Funds Amount
Construction	01/01/10	STP	\$358,975
			\$
			\$
Totals:			\$358,975

Table B: Existing Secured Funding

Phase	Estimated Obligation date by Phase* (mm/dd/yy)	Source	Amount
Design	03/03/09	City of Newcastle	\$45,000
Construction	01/01/10	City of Newcastle	\$56,025
			\$
			\$
			\$
TOTAL:			\$101,025

*For tables B and C, “obligation” may be defined as expenditure or other commitment of funds. For assistance, please refer to “Definitions for Secured and Reasonably Expected to be Secured Funding” in Section 5 of the Call for Projects.

Table C: Needed Future Funding (Unsecured) Note: do not include the grant funds requested in Table A

Phase	Estimated Obligation date by Phase (mm/dd/yy)	Source	Amount
			\$
			\$
			\$
			\$
			\$
TOTAL:			\$

Table D: Total Project Cost and Schedule (Please provide the total estimated cost and scheduled completion date for each phase of the project.)

Total Estimated Project Cost		Scheduled Completion of Phases	
Phase	Total Estimated Cost	Phase	Scheduled Completion Date (mm/dd/yy)
Planning:	\$0	Planning:	
Preliminary Engineering/Design:	\$45,000	Preliminary Engineering/Design:	08/21/09
Right of Way:	\$0	Right of Way:	N/A
Construction:	\$415,000	Construction:	06/30/10
Other (Specify) :	\$	Other (specify) :	
Total Project Cost:	\$460,000	Estimated date of completion (i.e. open for use)	06/30/10

E. Identify the project phases (PE, ROW, CN, etc.) that will be fully completed if requested funding is obtained:

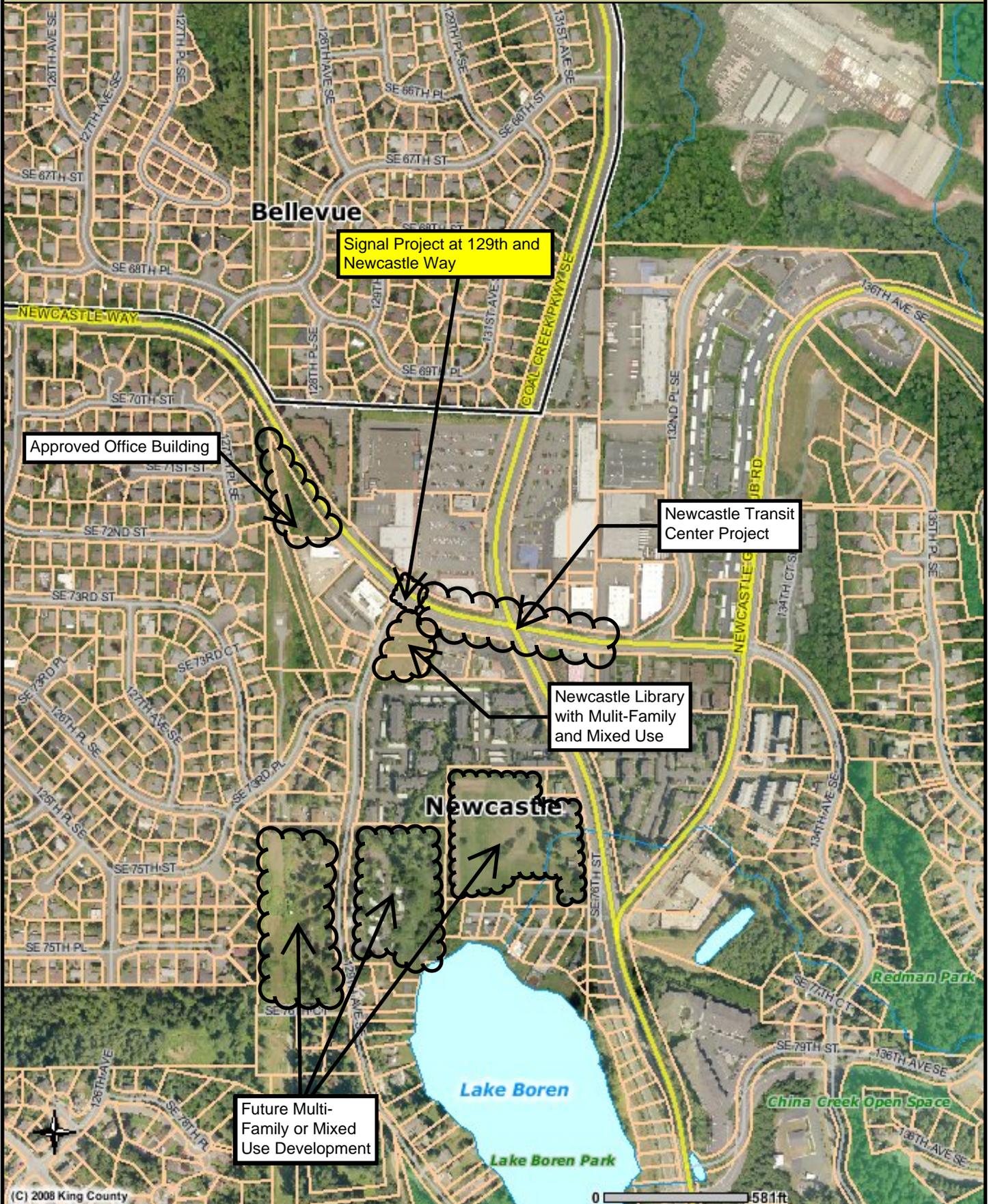
CN

F. If unable to completely fill out Table D (Total Project Cost and Schedule): Use the space below to explain the nature of any project for which the total project cost and/or schedule is presently unknown. For example, a project may study the merits/costs of various routes or construction techniques and, consequently, the total project costs won't be determined until the study is complete.

F. Other Considerations (No Points)

21. Please describe any additional aspects of your project not previously addressed in the application that could be relevant to the final project recommendation and decision-making process, particularly those relating to the support of centers and connecting corridors. Note: no points will be given to this section.

iMAP - Vicinity Map, 129th Ave SE and Newcastle Way



(C) 2008 King County

0 581ft

The information included on this map has been compiled by King County staff from a variety of sources and is subject to change without notice. King County makes no representations or warranties, express or implied, as to accuracy, completeness, timeliness, or rights to the use of such information. This document is not intended for use as a survey product. King County shall not be liable for any general, special, indirect, incidental, or consequential damages including, but not limited to, lost revenues or lost profits resulting from the use or misuse of the information contained on this map. Any sale of this map or information on this map is prohibited except by written permission of King County.

Date: 5/12/2009

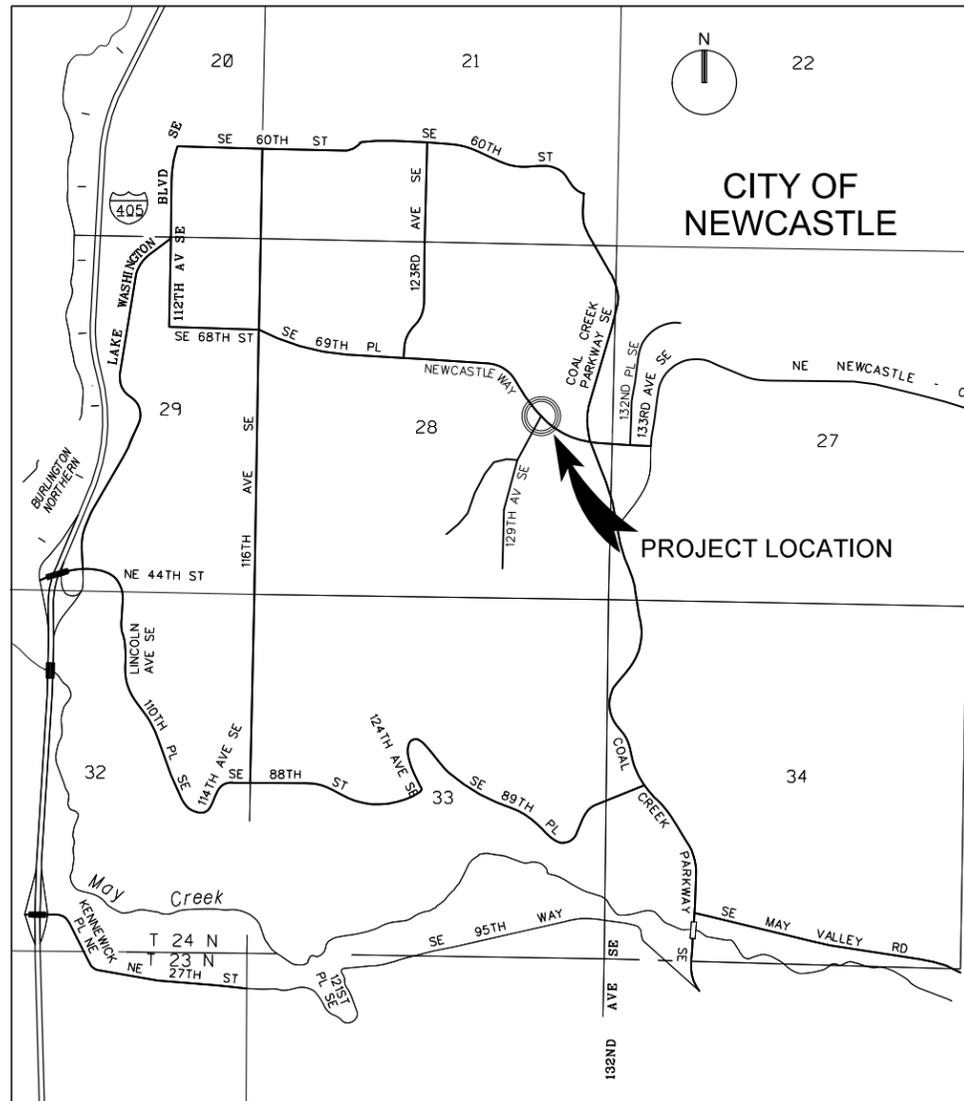
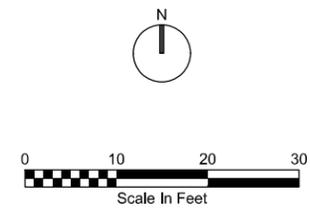
Source: King County iMAP - Property Information (<http://www.metrokc.gov/GIS/iMAP>)



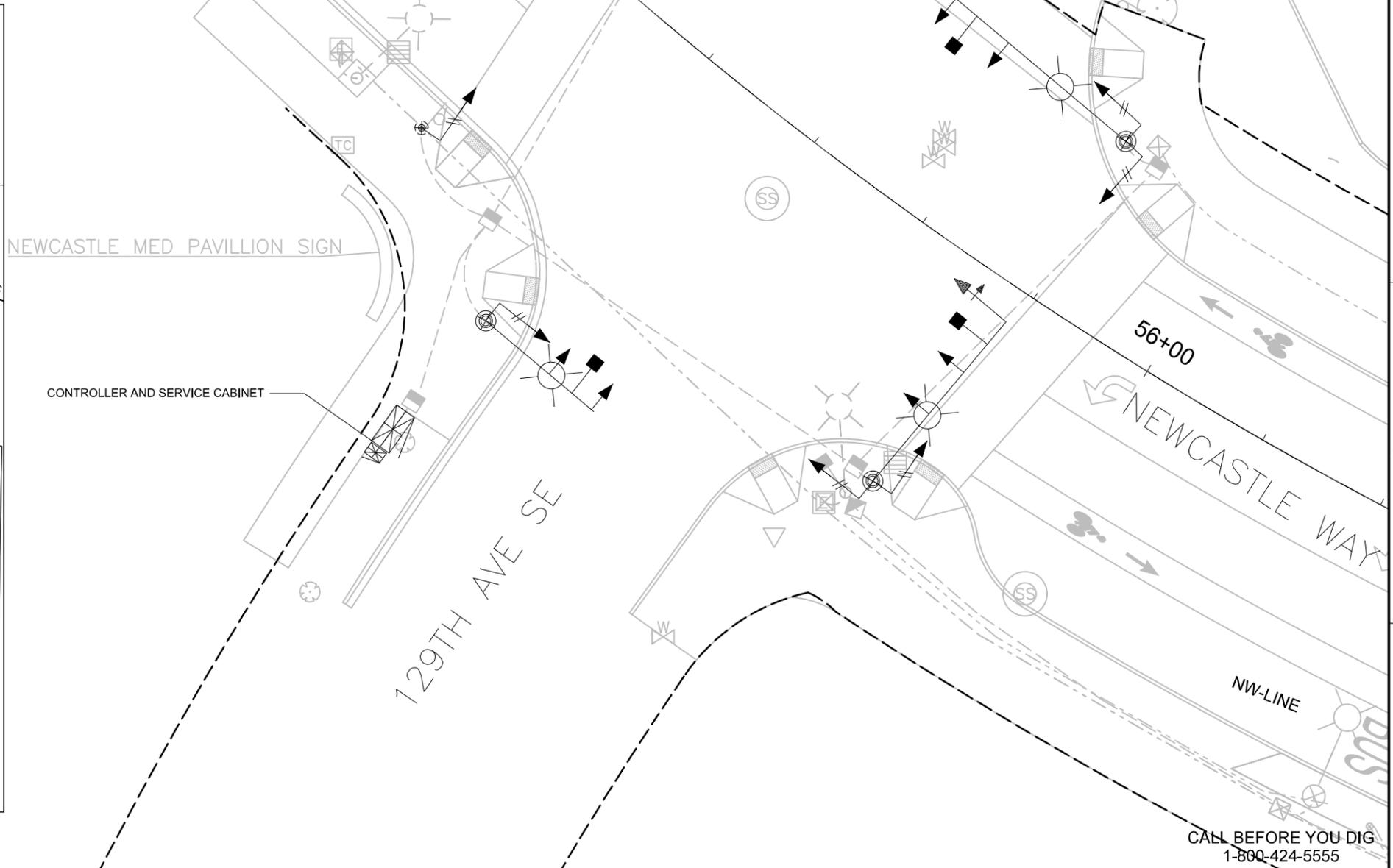
King County

LEGEND:

- RIGHT OF WAY
- - - EXISTING ILLUMINATION CONDUIT
- - - EXISTING SIGNAL CONDUIT
- OPTICAL PRE-EMPT SENSOR
- ☒ EXISTING JUNCTION BOX (TYPE 1, 2, 7)
- ☒ SIGNAL CONTROLLER
- ☒ ELECTRICAL SERVICE CABINET
- ⊃ PEDESTRIAN SIGNAL HEAD
- ▶ VEHICLE SIGNAL HEAD
- ⊃ VEHICLE SIGNAL HEAD W/ARROW INDICATOR
- ☉ MAST ARM SIGNAL POLE WITH LUMINAIRE



VICINITY MAP



CALL BEFORE YOU DIG
1-800-424-5555

DSGN					
DR					
CHK					
APVD	R. MASON	NO.	DATE	REVISION	BY
					APVD

VERIFY SCALE
BAR IS ONE INCH ON ORIGINAL DRAWING.
IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY.



City of Newcastle
King County, Washington
NEWCASTLE WAY AND
129TH AVENUE SE TRAFFIC SIGNAL

NEWCASTLE WAY AND 129TH AVENUE SE TRAFFIC SIGNAL
129TH AVE SE & NEWCASTLE WAY
EXHIBIT 1

SHEET	
DWG	
DATE	JAN 2009
PROJ	

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Plans & Policies

Referenced in Question Eleven

Table TR-5: Transportation Facility Plan (2002-2022)

Project Description	Street Classification	Priority	Estimated Cost
Widen Coal Creek Parkway from Newcastle Way to May Creek Bridge to 4/5-lanes with pedestrian and bike facilities, curbs, gutters, and sidewalks. Signals are included at commercial driveway in the vicinity of NE 70th St., 133rd Avenue NE, SE 84th Way, SE 89th Place and SE May Valley Road. Replace May Creek Bridge. (Phase II and Phase III)	Principal Arterial	High Priority	\$14,800,000
Install a signal in the CCP commercial area for pedestrians	Principal Arterial	High Priority	\$250,000
Reconstruct 136th Avenue SE from SE 79th Place SE to 135th Avenue SE with a curb, gutter, and sidewalk on one side and shared bicycle facilities.	Neighborhood Collector	High Priority	\$3,900,000
Maintain the Pavement Management System (PMS) and provide street overlays.	City-wide	High Priority	\$4,900,000
Implement Neighborhood Traffic Control Plan.	City-wide	High Priority	\$400,000
Construct a new Transit Center in the vicinity of Coal Creek Parkway/Newcastle Way.	City-wide	High Priority	\$6,750,000
Install a signal at the intersection of Lake Washington Blvd. and 112th Avenue SE.	Minor Arterial	Medium Priority	\$150,000
Install a signal and add turn lanes at the Newcastle Way/116th Avenue SE intersection	Minor Arterial	Medium Priority	\$125,000
Install a signal at the Newcastle Way/129th Avenue SE intersection.	Minor Arterial	Medium Priority	\$125,000
Widen the east side shoulder on Lake Washington Boulevard from SE 64th Street to City limit for pedestrians and bicycles.	Minor Arterial	Medium Priority	\$500,000
Upgrade and widen 112th Avenue SE from SE 64th Street to Newcastle Way to three lanes and add curbs, gutters, sidewalks, and bicycle lanes on both sides of the road.	Minor Arterial	Medium Priority	\$1,600,000
Upgrade and widen Newcastle Way, from 112th Avenue SE to 129th Avenue SE to three lanes and add curbs, gutters, sidewalks, and bike lanes on both sides of the roadway.	Minor Arterial	Medium Priority	\$6,700,000
Upgrade 116th Avenue SE from SE 84th Street to SE 88th Street and 112th Place SE from the west city limit to 116th Avenue SE with bike lanes, curbs, gutters, and sidewalks. Add left turn lanes at key intersections.	Minor Arterial	Medium Priority	\$1,800,000

Table TR-3: Intersection Level of Service (2002)

Signalized Intersections	AM Peak Hour		PM Peak Hour		Note
	LOS	Delay (sec.)	LOS	Delay (sec.)	
Coal Creek Parkway SE & Newcastle Way	B	13	B	16	
Coal Creek Parkway SE & SE 79th Place	B	15	B	12	
Coal Creek Parkway SE & SE 84th Way	A	9	C	25	
Coal Creek Parkway SE & SE 91st Street	B	11	A	7	
Unsignalized Intersections (all-way stop controlled)					
116th Avenue SE & SE 76th Street	A	9	A	8	
116th Avenue SE & Newcastle Way	D	32	B	14	
116th Avenue SE & SE 88th Street	A	8	A	8	
Newcastle Golf Club Road & Newcastle Way	A	9	B	11	
134th Avenue SE & SE 79th Place	A	8	A	8	
Unsignalized Intersections (stop-controlled on minor approach only)¹					
112th Avenue SE & Lake Washington Blvd	F	>50	C	23	EB approach
	F	>50	B	12	WB approach
123rd Avenue SE (North of Newcastle Way) & Newcastle Way	B	15	B	16	NB approach
	B	14	C	25	SB approach
129th Avenue SE & Newcastle Way	C	16	B	15	NB approach
	C	19	F	>50	SB approach
Coal Creek Parkway & SE May Valley Road	F	>50	C	15	WB approach (SE May Valley Road is outside City of Newcastle)
Coal Creek Parkway & SE 89th Place	E	43	F	>50	EB approach
Bolded cells indicate the areas where LOS standard is not being met. ¹ The LOS shown is the LOS for minor approach movement(s) only.					

Transit

King County Metro (KCM) provides public transportation services in the City. Three routes 114, 219 and 240, serve the residential areas. Route 240 provides local service on Coal Creek Parkway connecting Bellevue with Renton. Route 219 is a community circulator connecting the communities of Factoria, Somerset, Newport Hills, and Newcastle. **Figure TR-4** shows the transit routes and frequencies. Approximately half of the City is within the Route 925 Dial-A-Ride-Transit (DART) service area. To use this service, a passenger must make a reservation at least two hours before the trip time.

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, 219, 247, 280, 342, 925, 952, and 560 serves this lot.

the capacity of I-405 is expanded, the level of service on Coal Creek Parkway will improve further.

Outside the Coal Creek Parkway corridor, several unsignalized intersections will operate under unsatisfactory level of service conditions by 2022. These intersections are as follows:

- 116th Avenue SE & Newcastle Way
- Newcastle Golf Club Road & Newcastle Way
- 112th Avenue SE & Lake Washington Boulevard
- 123rd Avenue SE & Newcastle Way
- 129th Avenue SE & Newcastle Way

Transportation Facility Plan (2002 – 2022)

Based on the 2022 traffic forecasts and the level of service analysis and standards, the Transportation Facility Plan for 2002 – 2022 was developed. The transportation improvements in the Facility Plan are described in **Table TR-5**.

Transportation Goals

- TR-G1 The City of Newcastle 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 of Newcastle should establish and maintain transportation levels of service that support the adopted regional and City plan visions.
- TR-G3 The City of Newcastle should work with King County Metro 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 of Newcastle should establish a safe and convenient pedestrian and bicycle circulation system linking residential communities with key destinations.
- TR-G5 The City of Newcastle 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 of Newcastle should coordinate with Local, Regional, State, and Federal agencies in the development and operation of the transportation system.
- TR-G7 The City of Newcastle should adequately 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 of Newcastle shall utilize existing opportunities and endeavor to create new and equitable means of financing the costs of maintenance and preservation of its transportation systems.

Transportation Policies

Street Network Policies

- TR-P1 The City of Newcastle shall maintain a street network plan for the entire City.
- TR-P2 Traffic forecasts and Levels of Service (LOS) analysis on all arterials in the Transportation Element shall be periodically updated.
- TR-P3 The City of Newcastle shall 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 of Newcastle shall designate Principal Arterials as truck routes and direct trucks to use arterials.
- TR-P5 Coal Creek Parkway shall be developed as a gateway to the City.
- TR-P6 The City of Newcastle shall maintain a system of arterials and local access streets that form an interconnected network for vehicular circulation.
- TR-P7 Develop the local street system to ensure maximum connectivity between adjacent developments, and provide connections to arterials from neighborhood collectors.

- TR-P8 Existing non-through streets shall be linked together whenever practical.
- TR-P9 The City of Newcastle shall 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 circulation options between neighborhoods.
- TR-P10 The use of Local streets by non-local traffic shall be discouraged. New Residential streets shall be designed to discourage cut-through traffic while maintaining the connectivity of the transportation system.
- TR-P11 The City of Newcastle shall 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 of Newcastle shall provide connections from Local access streets to at least two locations on Neighborhood collectors or Collector arterials.

Street Classification Policies

- TR-P13 The City of Newcastle 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.
- TR-P14 The City of Newcastle shall classify streets according to Federal, State, and Regional guidelines.
- TR-P15 The City of Newcastle shall limit the maximum number of residences served on a dead end and cul-de-sac streets.

Street Design Standard Policies

- TR-P16 The City of Newcastle's Public Works Standards shall be revised to reflect the goals of the transportation policies.
- TR-P17 The City of Newcastle shall design streets to fit the character of areas through which they pass.
- TR-P18 The City of Newcastle shall 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 of Newcastle shall adopt standards for Arterials requiring landscape buffers between sidewalks and curbs where there is no parking.
- TR-P20 The City of Newcastle shall provide standards for narrower lane widths as necessary to accommodate on-street parking, slow the speed of vehicles on local streets, improve pedestrian safety and allow for landscaping.
- TR-P21 The City of Newcastle shall maximize and maintain the capacity of arterial streets through the provision of turn lanes and other auxiliary lanes in preference to adding capacity through major street widening projects.
- TR-P22 Curb cuts along Principal and Minor Arterials shall be minimized to increase safety, capacity, and operational efficiency.
- TR-P23 The City of Newcastle shall encourage shared use of driveways on arterials.
- TR-P24 The City of Newcastle shall require safe, sidewalks on all streets.

Economic Development Goals

- ED-G1 The City of Newcastle should support economic growth through business retention, expansion, and formation consistent with the Comprehensive Plan vision and the other elements.
- ED-G2 The City of Newcastle should promote the creation of family-wage jobs that will serve the residents of Newcastle.
- ED-G3 The City of Newcastle 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 of Newcastle should create public-private partnerships that will nurture entrepreneurship, innovation, and business growth.
- ED-G5 The City of Newcastle 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 “intellectual infrastructure” 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 of Newcastle shall prepare and maintain an assessment of Newcastle’s business strengths, weaknesses, opportunities, and threats (SWOT).
- ED-P2 The City of Newcastle should consider a community economic development advisory body with staff support, responsible for implementing a business development plan.
- ED-P3 The City of Newcastle should maintain a marketing and information program in support of business recruitment and retention activities.

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-P4 The City of Newcastle shall coordinate City investment in capital facilities projects with related business, employment, and economic development opportunities.

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.

IV. Plan Vision and Strategy

A. Community Business Center

Vision

Figure 5 presents 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.

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.

Table 2.1: Sidewalk Segments Remaining to Be Scheduled and Funded (With Ranking and Conceptual Cost Estimates)

Sidewalk Improvements																
List #	Seg. #	Status	Investment Route Classification	Segment Name	Segment Length (Ft./Mi.) Approx.	Improvement Length (Ft./Mi.) Approx.	Categories					Total Score	Rank	Total Estimated Construction Cost	Total Estimated Project Cost ³ (In 2007 dollars)	
							Safety Concerns	Destination / Proximity	Connectivity	Usage	Critical Area Avoidance					
1*	S9A*	Proposed	Citywide	Newcastle Golf Club Rd from Coal Creek Pkwy to just east of 136th Ave	3,326 0.63	6,652 1.25	3	3	4	5	5	20	1	\$1,601,714	\$2,642,829* (see footnote)	
2	S1	Proposed	Citywide	116th Ave SE, from Newcastle Way to SE 88th St.	6,336 1.2	9,507 1.8	3	3	4	5	3	18	2	\$1,476,912	\$2,436,906	
	S2	Scheduled	Citywide	C. C. Pkwy from Newc. Way to SE 89	1.1				See Table 2.1.2					3	See Table 2.1.2	See Table 2.1.2
3	S8	Proposed	Citywide	112th PL SE from SE 86th PL to 114th Ave SE, 114th Ave SE from 112th PL SE to SE 88th ST, SE 88th ST from 114th Ave SE to SE 88th PL and SE 88th PL from SE 88th ST to 124th Ave SE	6,336 1.2	12,672 2.4	3	2	3	5	3	16	4	\$1,968,595	\$3,248,182	
4	S6	Proposed	Citywide	New. Way from 112th to New. Glf. Rd.	6,336 1.2	8,448 1.6	0	4	2	5	5	16	5	\$1,971,341	\$3,252,712	
5	S25	Proposed	Neighborhood	129th Ave from Newcastle Wy to end	2,006 0.38	3,696 0.7	3	4	2	3	3	15	6	\$862,462	\$1,423,062	
6	S30	Proposed	Neighborhood	From 123rd Ave SE to 129th Ave SE that includes SE 74th St, 125th Pl SE, SE 75th St, 127th Pl SE and SE 73rd Pl	2,957 0.56	5,914 1.12	3	4	2	3	3	15	7	\$918,740	\$1,515,921	
7	S31	Proposed	Neighborhood	144th Pl. SE, from 136th Ave to SE 87th St	3,168 0.6	6,336 1.2	3	3	2	4	3	15	8	\$984,298	\$1,624,091	
8	S21	Proposed	Neighborhood	From Coal Creek Pkwy, through SE 79th St, 136th Ave SE to Newcastle Golf Club Road	4,699 0.89	4,699 0.89	2	3	2	3	5	15	9	\$1,096,512	\$1,809,244	
9	S12	Proposed	Neighborhood	123rd Ave SE from Newcastle Way to SE 74th St	2,112 0.4	4,224 0.8	3	2	2	2	5	14	10	\$985,670	\$1,626,356	
	S3	Scheduled	Citywide	C. C. Pkwy from 89 th to 95th					See Table 2.1.2					11	See Table 2.1.2	See Table 2.1.2
	S11	Scheduled	Citywide	SE 77 th from 116 th to 122 nd , w/ addn'l					See Table 2.1.2					12	See Table 2.1.2	See Table 2.1.2
10	S27	Proposed	Neighborhood	125th Ave SE from Newcastle Way to SE 74th St	2,059 0.39	2,059 0.39	3	2	2	1	5	13	13	\$320,021	\$528,035	
11	S7	Proposed	Citywide	From Coal Creek Pkwy through SE 89th Place into 124th Ave SE terminating at intrscn of 124th Ave SE and SE 88th.	5,808 1.1	11,616 2.2	3	2	3	5	0	13	14	\$1,804,546	\$2,977,500	
12	S9B	Proposed	Citywide	Newcastle Golf Club Rd from just east of 136th Ave SE to 155th Ave SE	6,230 1.18	12,460 2.35	0	2	3	3	5	13	15	\$2,858,538	\$4,716,587	
13	S10	Proposed	Neighborhood	SE 76th St from 116th Ave SE to City's west Boundary	2,270 0.43	4,541 0.86	0	2	2	3	3	10	16	\$1,059,642	\$1,748,410	
14	S5	Proposed	Citywide	112th Ave SE from SE 64th St to Newcastle Way	1,848 0.35	2,112 0.4	0	0	2	2	5	9	17	\$492,835	\$813,178	
15	S26	Proposed	Neighborhood	SE 91st St. and 121st Ave SE between SE 91st St. and SE 88th Pl.	2,218 0.42	4,436 0.84	3	2	0	1	3	9	18	\$1,035,141	\$1,707,982	
16	S4	Proposed	Citywide	Lake Washington Blvd from SE 64th St. to SE 73rd St.	3,168 0.6	6,336 1.2	0	2	2	2	3	9	19	\$1,478,506	\$2,439,534	
17	S17 ³	Proposed	Neighborhood	From 116th Ave SE, along SE 84th St., cut through to SE 89th pl.	2,851 0.54	5,702 1.08	2	2	2	2	0	8		\$0 ³	\$0 ³	
Total Proposed Miles Remaining					12.07¹	20.54¹ (108,559 feet)									Total Est. Cost²	\$34,510,529

* Project (S9A) is most feasible under a regional effort. Further cooperation and coordination is needed with the City of Bellevue.

Average Cost Per Square Foot \$63.57

Highest Priority High Priority Priority

¹ Does not include the mileage of the "scheduled" projects in Table 2.1.2 nor the mileage from Project S17.

² The dollar amount is the cost estimate from KPFF Transportation Consultants (See Appendix C)

³ Street corresponding to Project Segment is currently unimproved (unpaved). Street improvements (w/sidewalks) are expected to occur as part of a pending subdivision development.

Table 2.1.3: Ranked Trail Segments Remaining to be Scheduled and Funded

List #	Segment #	Comp. Plan ID #	Status	Investment Route Classification	Segment Name	Segment Length (MI) Approx.	Improvement Length (mi.) Approx.	Categories					Total Score	Rank	Total Estimated Construction Cost	Total Estimated Project Cost ² in 2007 dollars
								Safety Concerns	Destination / Proximity	Connectivity	Usage	Critical Area Avoidance				
1	T13	1	Proposed	Citywide	East Cross Town Trail	1.1	1.1	3	3	3	5	5	19	1	\$224,609	\$370,605
2	T12	2	Proposed	Citywide	Waterline Trail	0.88	0.88	3	3	3	3	5	17	2	\$132,876	\$219,245
	T15	16	Scheduled		Terrace Trail	0.32	0.32							3	See Appendix D.3	See Appendix D.3
3	T8	12	Proposed	Citywide	Meadowview trail	0.85	0.85	3	2	3	3	5	16	4	\$23,338	\$38,507
4	T5	15	Proposed	Neighborhood	Mile Post Trail	0.69	0.69	3	3	2	3	5	16	5	\$104,190	\$171,913
5	T20	8	Proposed	Neighborhood	Olympus Trail	0.63	0.63	3	2	3	3	5	16	6	\$153,624	\$253,479
6	T18	14	Proposed	Neighborhood	Lake Boren Trail	1.2	1.2	3	3	2	5	3	16	7	\$181,120	\$298,996
7	T14	10	Proposed	Neighborhood	China Creek Trail	1.54	1.54	3	2	3	5	3	16	8	\$349,547	\$576,752
8	T10	19	Proposed	Citywide	Hazelwood Trail	0.26	0.26	3	2	2	3	5	15	9	\$7,140	\$11,780
9	T16	18	Proposed	Citywide	Thomas Rouse Trail	0.5	0.5	3	2	2	3	5	15	10	\$75,504	\$124,582
10	T11	5	Proposed	Citywide	Horse Trail	1.1	1.1	3	2	3	3	3	14	11	\$224,609	\$370,605
11	T2	6	Proposed	Neighborhood	84th Street Trail	0.35	0.35	3	2	2	3	3	13	12	\$126,610	\$208,906
12	T17	17	Proposed	Neighborhood	Equestrian Trail	0.51	0.51	0	2	2	3	5	12	13	\$77,020	\$127,083
13	T3	3	Proposed	Citywide	May Creek Trail	1.52	1.52	0	2	2	5	3	12	14	\$158,735	\$261,913
14	T19	7	Proposed	Neighborhood	Sylvan Creek Trail	0.53	0.53	0	2	2	3	3	10	15	\$14,550	\$24,007
Total Proposed Miles Remaining						11.66¹	11.66¹ (61,564 feet)								Total Est. Cost²	\$3,058,373

Average Cost Per Square Foot \$49.96

Highest Priority High Priority Priority

¹ Does not include the mileage of the "scheduled" projects.
² The dollar amount is the cost estimate provided by KPFF Transportation Consultants (See Appendix C)

Table 2.1.4: Ranked Bicycle Segments Remaining to be Scheduled and Funded

List #	Seg. #	Status	Investment Route Classification	Segment Name	Segment Length (Ft./Mi.) Approx.	Improvement Length (Ft./Mi.) Approx.	Categories					Total Score	Rank	Total Estimated Construction Cost	Total Estimated Project Cost ² in 2007 dollars	
							Safety Concern	Destination / Proximity	Connectivity	Usage	Critical Area Avoidance					
1	B1	Proposed	Citywide	116th Ave SE from Newcastle Way to SE 88th St.	1.2	2.4	3	3	4	5	3	18	1	\$1,186,099	\$1,957,064	
2	B8	Proposed	Citywide	From NE 40th, through Monterey Pl. NE, 112th PI SE, 114th Ave SE, SE 88th St. to 124th Ave	1.1	2.2	3	2	3	5	3	16	2	\$558,730	\$921,904	
3	B6	Proposed	Citywide	Newcastle Way from 112th Ave SE to Newcastle Golf Club Rd	1.2	2.4	0	4	2	5	5	16	3	\$609,523	\$1,005,713	
4	B9	Proposed	Citywide	Newcastle Glf Clb Rd from Coal Creek Pkwy to 155th Ave SE	2.4	4.8	0	3	3	4	5	15	4	\$1,219,046	\$2,011,427	
5	B7 ¹	Proposed	Neighborhood	SE 89th Pl from 124th Ave SE to Coal Creek Pkwy SE including small portion of 124th Ave. SE	1.1	2.2	3	2	2	3	3	13	5	\$558,730	\$921,904	
6	B5	Proposed	Citywide	112th Ave SE from SE 64th St to Newcastle Way	0.3	0.6	0	0	2	2	5	9	6	\$152,381	\$251,428	
7	B4	Proposed	Citywide	Lake Washington Blvd from SE 64th St. to NE 51st St.	0.6	1.2	0	2	2	2	3	9	7	\$304,762	\$502,857	
Total Proposed Miles Remaining					7.9	15.8 (83,424 feet)									Total Est. Cost²	\$7,572,296.16

Average Cost Per Square Foot \$18.50

Highest Priority High Priority Priority

¹ Project is scheduled in 2008-2013 CIP to receive **evaluation** in 2008, for possible construction in 2009.
² The dollar amount is the cost estimate provided by KPFF Consultants (See Appendix C)