



**King County**

Department of Permitting  
and Environmental Review

**Cedar River Sites Industrial Moratorium Study**

In response to  
Ordinance 18611



King County

## **Cedar River Sites Industrial Moratorium Study**

Response to Ordinance 18611 (Moratorium)

Department of Permitting and Environmental Review

### **BACKGROUND**

On November 13, 2017, the King County Council adopted Ordinance 18611, declaring a 6-month moratorium on acceptance of applications for development of rural industrial uses within a quarter mile of the Cedar River. This ordinance directed the Executive to study these rural industrial uses, and to:

1. Identify all parcels that meet the criteria for rural industrial uses in close proximity to the Cedar River in unincorporated King County;
2. Evaluate the land use and zoning for identified rural industrial parcels and determine its appropriateness and consistency with applicable laws, regulations, and adopted policies, and whether the land use and zoning adequately addresses the following impacts and concerns:
  - a) compatibility with surrounding communities, environment, and road network;
  - b) impacts on groundwater quality and potable water supplies;
  - c) impacts on aquatic habitat for endangered salmonid species;
3. Evaluate whether permitted uses in the Industrial zone adequately address the impacts and concerns identified in 2(a-c) above; and
4. Identify development regulations or map changes, or both, that would address the impacts and concerns identified in 2(a-c) above.

### **I. IDENTIFICATION OF PARCELS**

Section 3(B)(1) of Ordinance 18611 directs the Executive to identify impacted parcels, including: parcel number, acreage, land use designation, any associated development conditions, current owner, currently known property use and any pertinent historical property uses, a map of each parcel and surrounding area land use designation and zoning.

A geospatial analysis was conducted to determine which parcels met the criteria for this study. Three properties at two sites were identified:

Site 1: An approximately 25.4 acre Site located at 18825 SE Renton-Maple Valley Road (State Route 169). One parcel - ID# 1923069026.

Site 2: An Approximately 1.4 acre Site located at 18417 SE Renton-Maple Valley Road (State Route 169). Two parcels - ID# 3223069104 and 3223069098.

All three parcels are in the rural area and have an Industrial zoning classification. The parcel proposed for the asphalt processing plant (Site 1) has an Industrial land use designation, while the other two parcels (Site 2) have a Rural Area land use designation. The Site 2 parcels also have a property-specific development condition (“P-Suffix condition”) (TR-P-32) described further below.

The primary focus of this memo is Site 1, which has significant development potential and greater environmental constraints due to the presence of critical areas. Site 2 has a P-Suffix condition that limits development, prohibiting industrial uses and allowing only Regional Business uses on the Site.

#### Site 1:

This Site has been in some type of light industrial / heavy commercial use for at least 50 years. From 1927-1942 it was owned by Pacific Coast Coal and used for a variety of purposes. Available information indicates that portions of the Site may have been used for coal mining or exploration. King County Roads bought the property in 1942 and utilized the Site for operations, including equipment and vehicle storage and repair, materials storage, and associated uses. This use continued until the 1980s when the property was sold.

Throughout the 1980s and 1990s, the Site was owned by a few different entities (including Puget Sound Power and Light) and used for a variety of light industrial uses. It was bought by Sunset Materials (Goodnight Properties) in 1997, and has since been used for materials processing, including receiving, storage, processing and distributing rock, dirt, wood, vegetation, and related materials.

**Table 1. Parcel Information – Site 1**

Parcel Number	192306-9026
Parcel Size	1,105,988 square feet or 25.39 acres
Current Owner	Lakeside Industries
Current Use	Sunset Materials: Commercial landscape material (rock, dirt, soil, sand, wood and brush) import, processing, storage, stockpiling and export
Comprehensive Plan Designation	(I) Industrial
Zoning	(I) Industrial
Critical Areas	Potential Steep Slope Hazard, Landslide Hazard, Erosion Hazard, Coal Mine Hazard, Seismic Hazard, Wetlands, Stream, Shoreline (rural), Chinook Distribution, Wildlife Corridor, Critical Aquifer Recharge Area (Categories 1&2), sole source aquifer related to Cedar River basin.
Transportation Access	Abuts and has direct access to State Route 169 along the south and west side. State Route 169 is a State facility, designated a Highway of Statewide Significance (HSS) and is officially recognized as a freight corridor and serves as a commuter route. There are not any service levels or restrictions that would inhibit access of the Site and use of County roadways would be minimal. Both Sites fall within travel sheds that are passing concurrency and the State regulates access to their facility and system.
Surrounding Properties	Are zoned either RA-5 or RA-2.5. The Cedar River Natural Area lies across State Route 169 and the Cedar River Trail to the NE of the Site.
Distance to Cedar River	Across State Route 169 and the King County Cedar River Trail, distance is approximately 150 feet.
Code Enforcement Actions	The existing commercial materials processing use has not been properly permitted by the County and has verifiable nonconforming site alterations, uses and critical area encroachments. The Department has received code enforcement complaints related to unpermitted use(s), construction in critical areas, and an unpermitted office trailer. Code enforcement cases have been closed or deferred to permitting.
Permits	Permits for demolition of either unpermitted or decrepit buildings have been issued over the last 2 years.
Developable Area	It is noted that the estimated developable area of this Site is approximately 200 feet from properties to the east and west and 400 feet to properties to the south. Two residences are 750-800 feet away

	and another two residences are 800-900 feet away. Remaining residences are 1000 feet or greater away. Additionally, the Site developable area is topographically separated (lower) from adjacent residences by 290-350 vertical feet.
Sewer & Water	Falls within or near Cedar River Water and Sewer District boundaries. Site 1 has water through a Group B well system and would have to utilize an approved onsite septic (OSS) system for domestic / office use. Industrial waste discharges are not permitted in OSS. The lack of public water or sanitary sewer service limits the types and scale of industrial and commercial uses. Additionally, because these Sites are outside the urban growth area, it is unlikely they could ever be served with a public sanitary sewer service.

Site 2:

The use of this Site was established approximately 20 years ago and has continued in some manner until the present, though different owners may have been involved. Current use involves the sale, repair and servicing of trailers.

**Table 2. Parcel Information – Site 2**

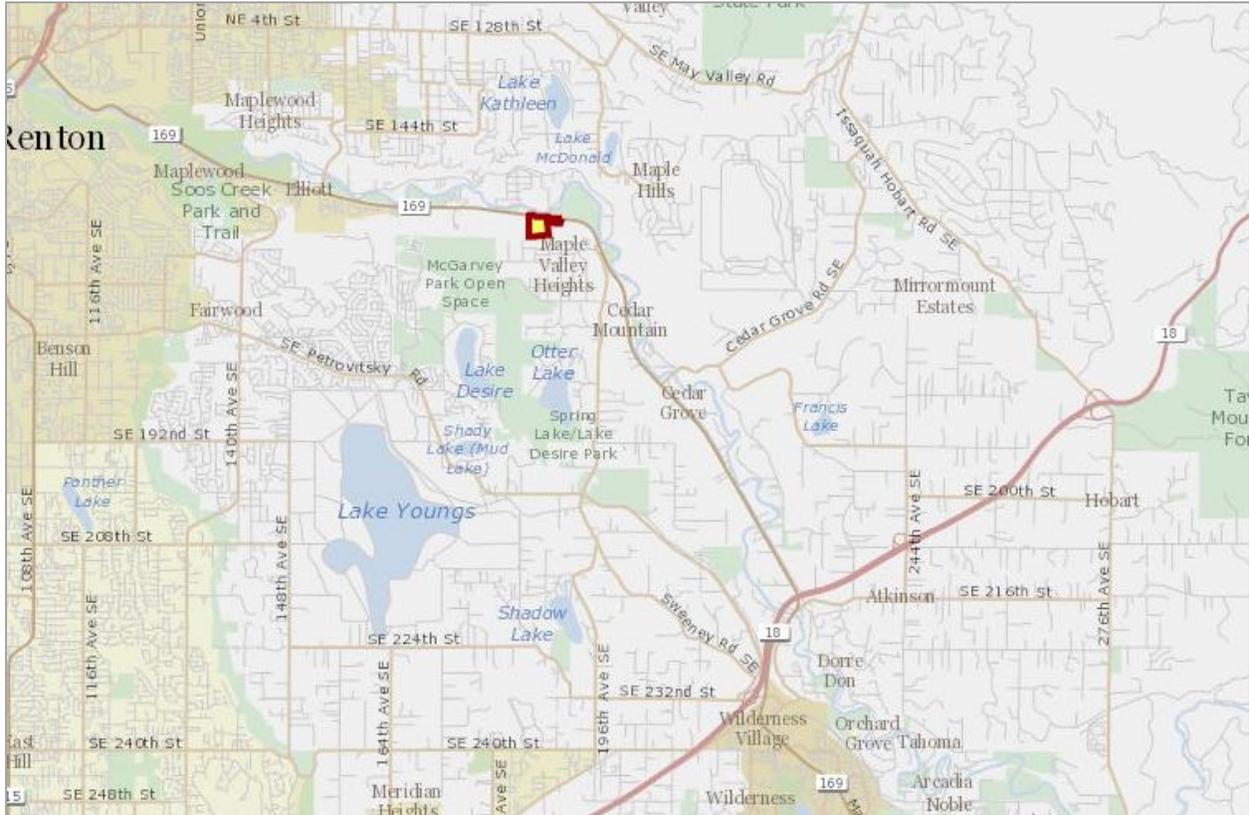
Parcel Numbers	322069098 and 3223069104
Parcel Size	36,800 square feet or .084 acres & 23,000 square feet or 0.53 acres. Combined: 59,800 square feet or 1.37 acres
Current Owner	DC Northwest, LLC has owned the parcels since 2003
Current Use	Trailer Northwest & Trucks Performance Northwest: sales of, and services related to, tow-behind trailers (e.g., utility, horse, flat bed, snowmobile, gooseneck, cargo, etc.)
Comprehensive Plan Designation	Rural Area (RA) 2.5-10 dwelling units per acre
Zoning	(I-P) Industrial with P-Suffix condition TR-P-32 restricting uses in following way: "Uses on the subject property shall be limited to any use permitted in the Regional Business classification, or vehicle interior refurbishing and re-upholstery."
Critical Areas	Erosion Hazard Area, Landslide Hazard Area (although this designation is likely due to uphill slopes located offsite to the west affecting the Site with buffers), Seismic Hazard Area, Class 1 Aquifer Recharge Area, Sole Source Aquifer related to Cedar River basin.
Transportation Access	Abuts and has direct access to State Route 169 along the south and west side. State Route 169 is a State facility, designated a Highway of

	Statewide Significance (HSS) and is officially recognized as a freight corridor and serves as a commuter route. There are not any service levels or restrictions that would inhibit access of the Sites and use of County roadways would be minimal. Both Sites fall within travel sheds that are passing concurrency and the State regulates access to their facility and system.
Topography	Site is relatively flat with slopes off site to the west
Surrounding Properties	Properties on both sides (to the NW and SE) along the highway are zoned Neighborhood Business and are developed with commercial uses.
Distance to Cedar River	Estimated to be 750 feet or more, placing it outside the Shoreline designation / jurisdiction, and outside the endangered Chinook habitat and wildlife network designations and channel migration zone. No reported flooding issues in the King County database.
Code Enforcement Actions	No reported complaints or violations in the King County database.
Sewer & Water	Falls within or near Cedar River Water and Sewer District boundaries. Site 2 water service is through a community well and sewer service is through an OSS. The lack of public water or sanitary sewer service limits the types and scale of industrial and commercial uses. Additionally, because these Sites are outside the urban growth area, it is unlikely they could ever be served with a public sanitary sewer service.

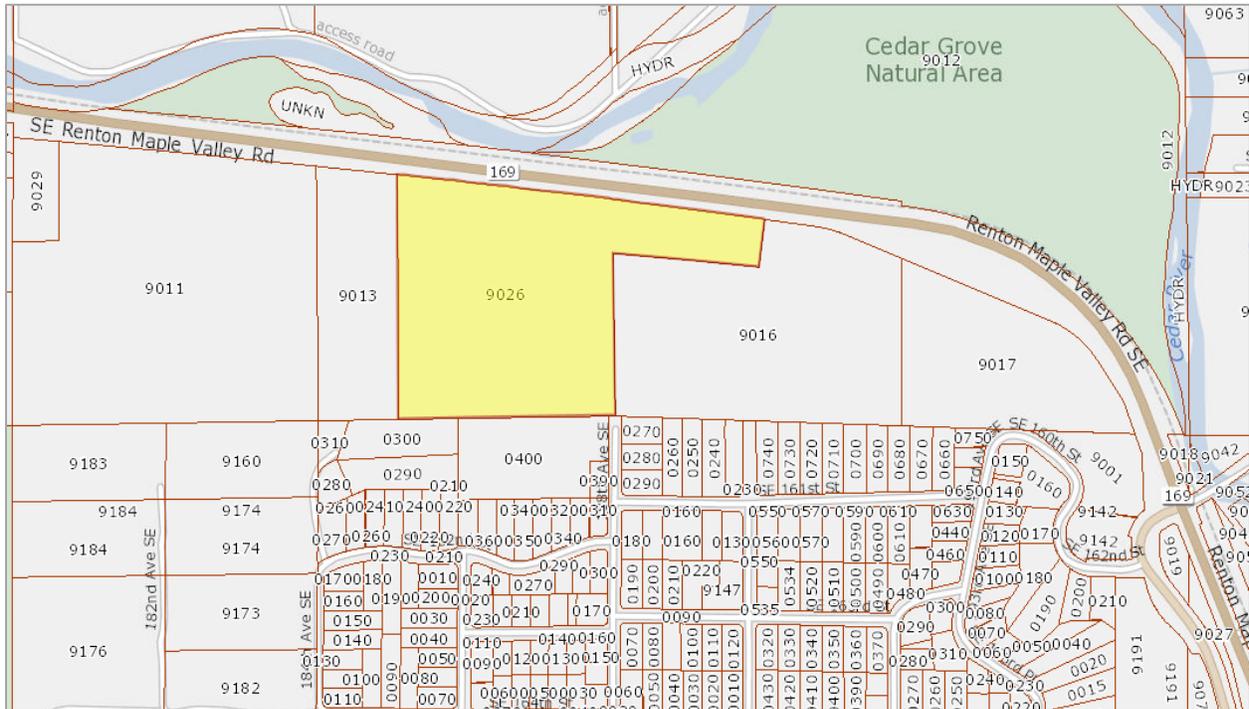
**Site Maps and Photos**

Shown below are vicinity, site, land use and zoning maps, as well as aerial and site photos. The information is displayed first for Site 1, followed by Site 2.

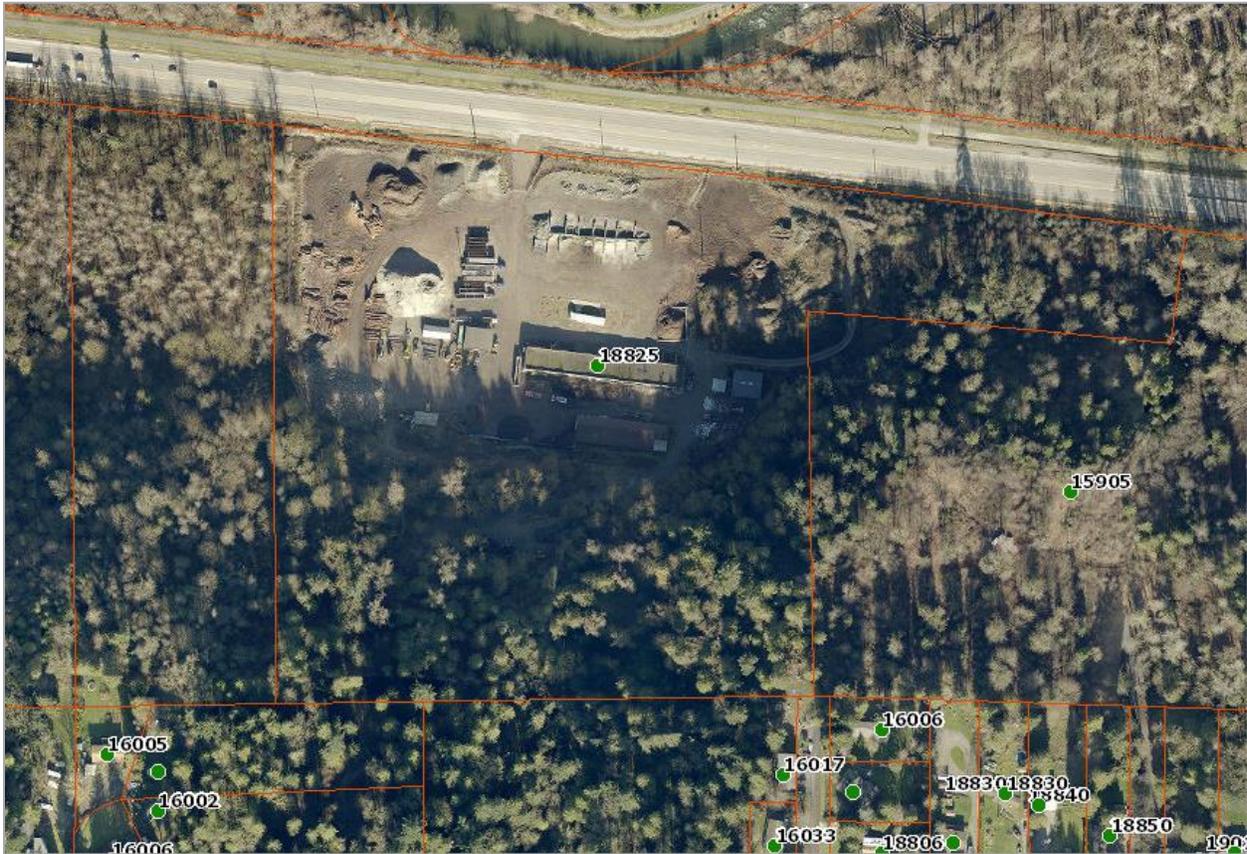
**Site 1 Vicinity Map**



# Site 1 Parcel Map



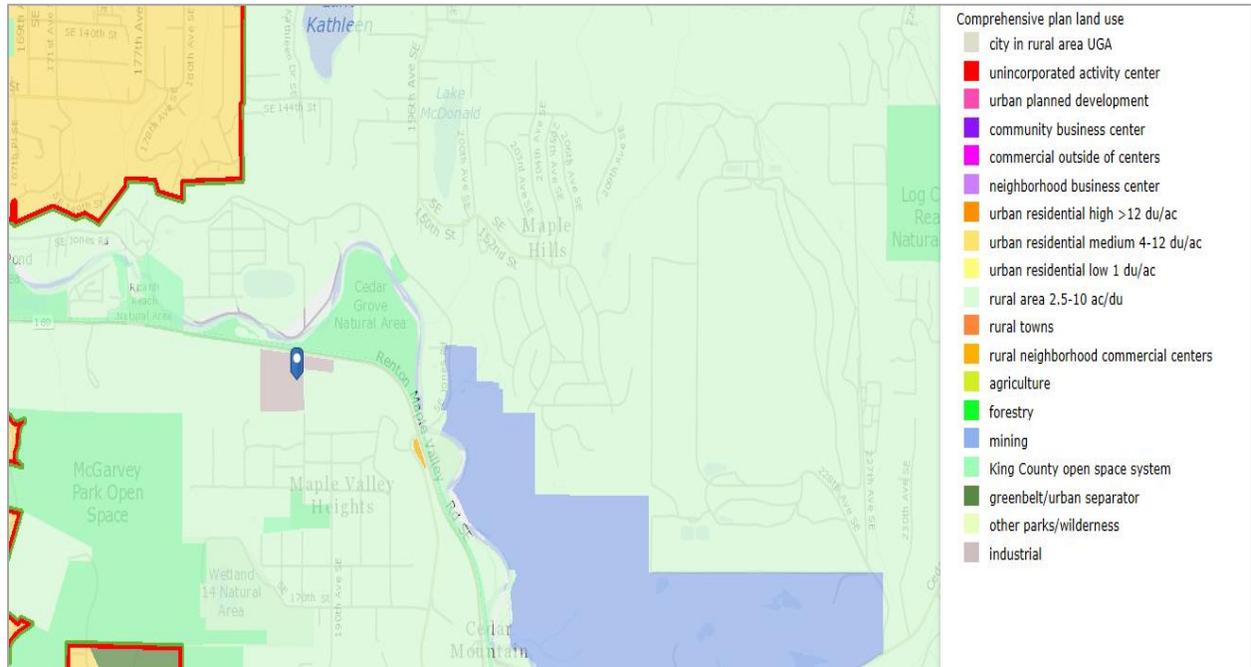
Site 1 Aerial Photo



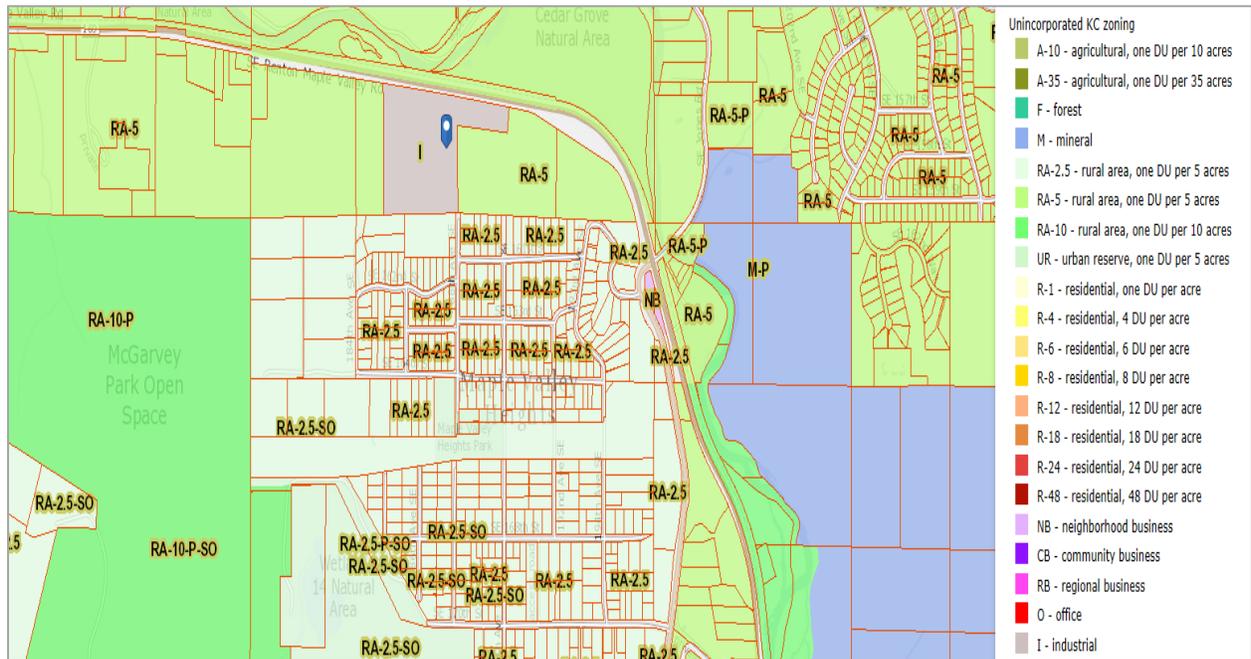
Site 1 Street Photos (taken January 2018)



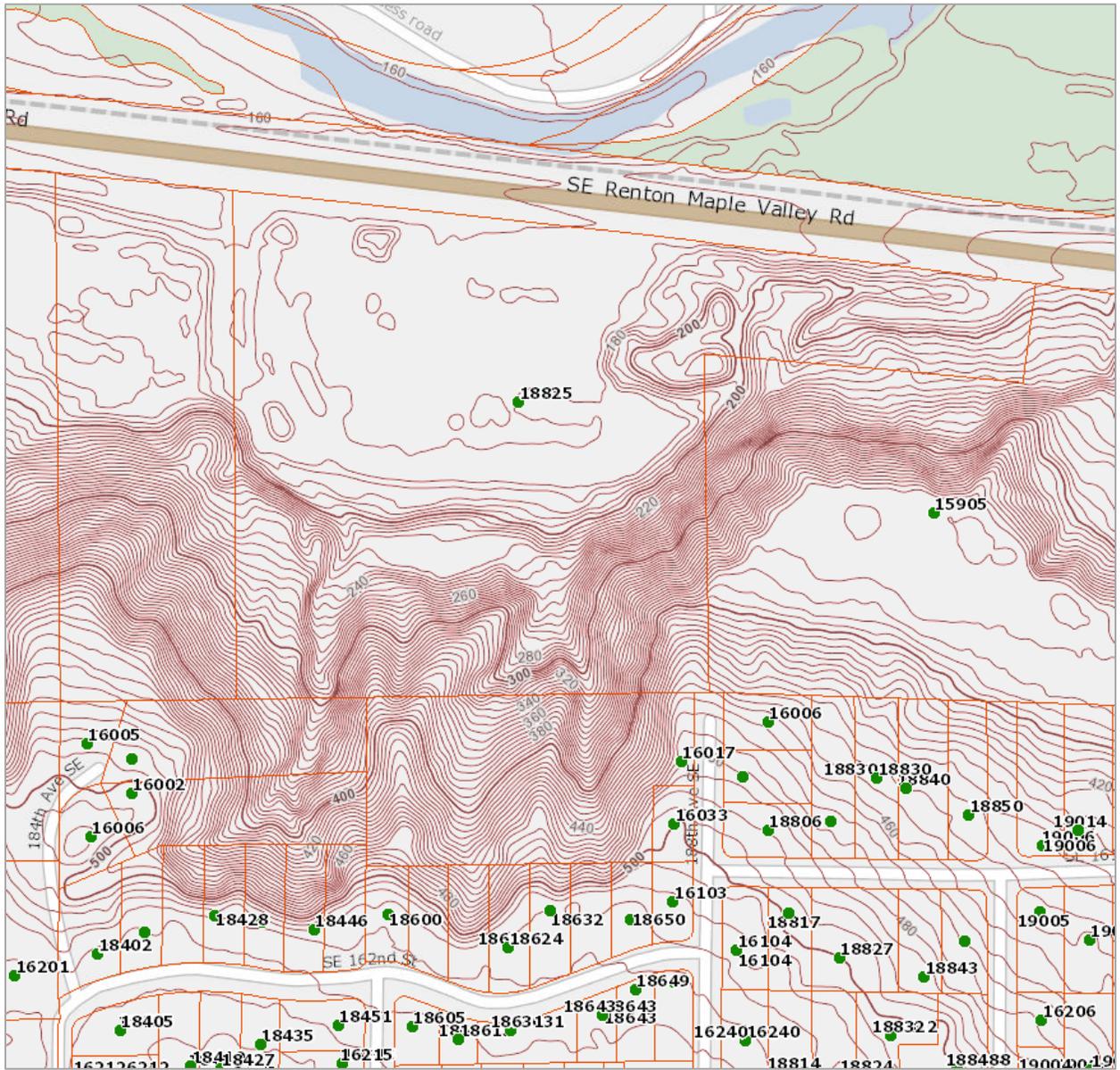
## Site 1 Comprehensive Plan Land Use



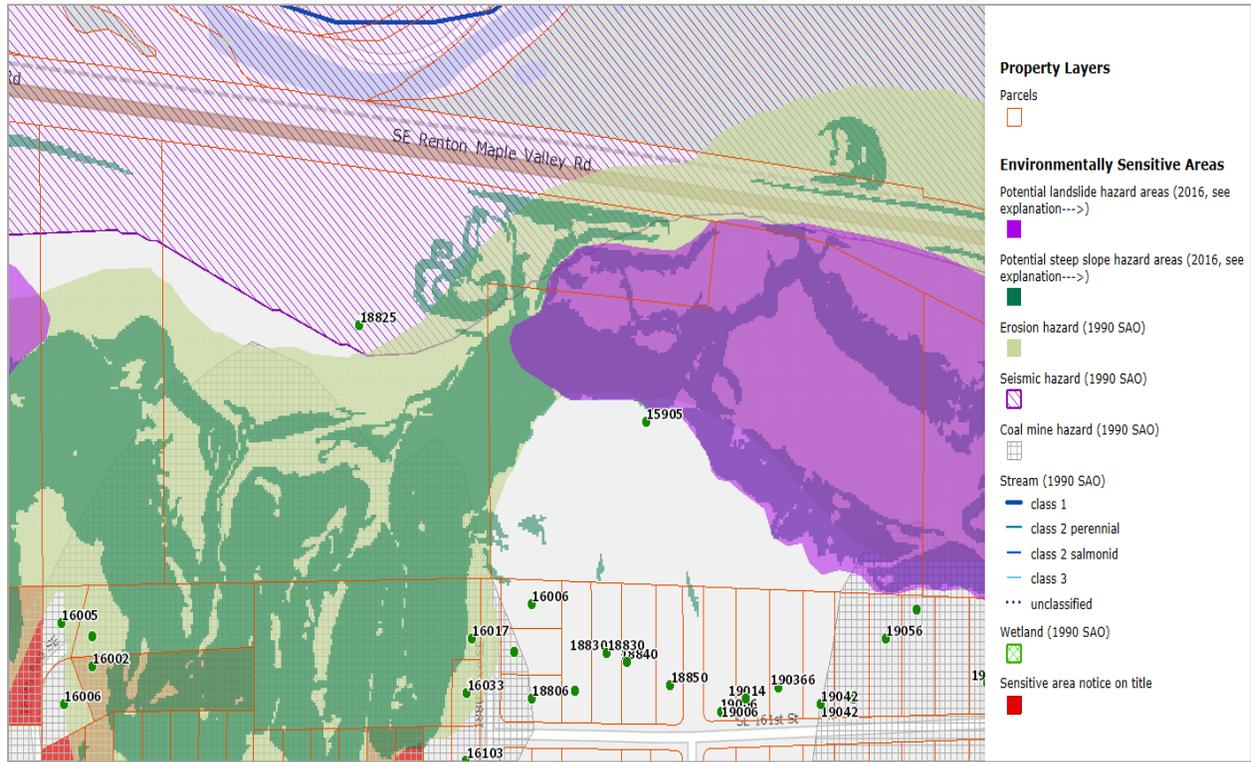
## Site 1 Zoning



# Site 1 Topography

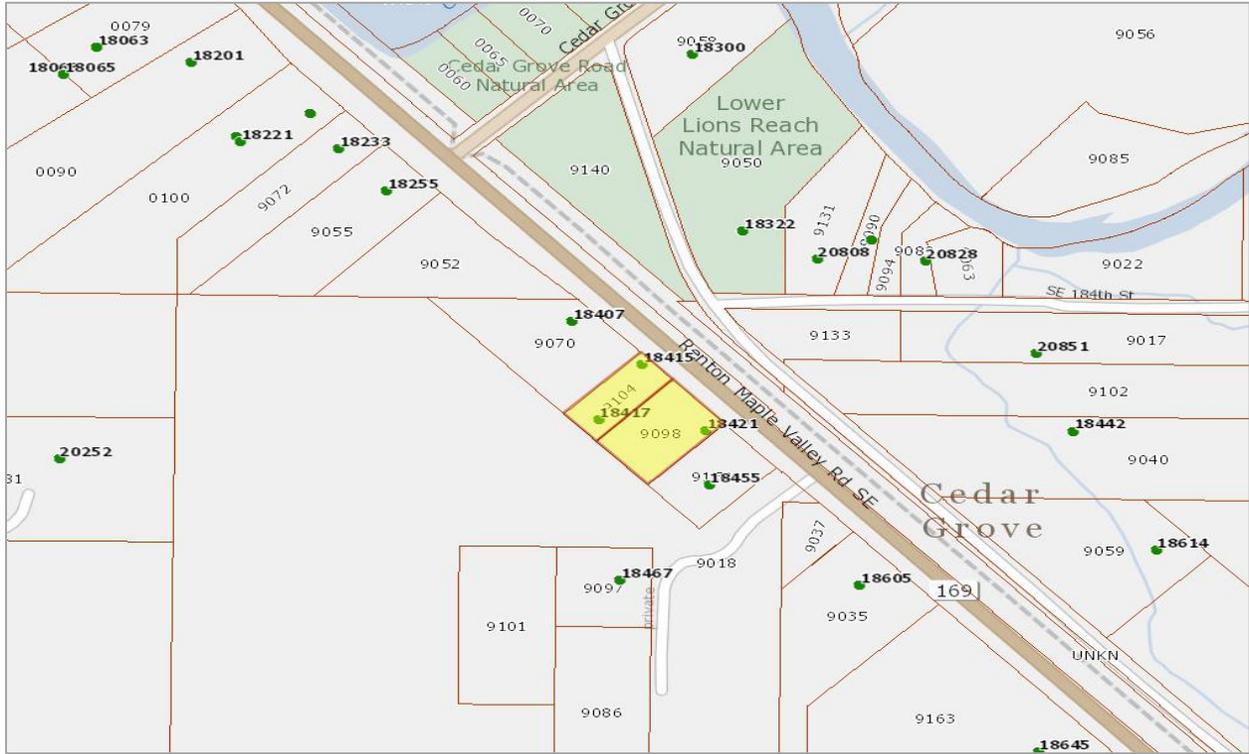


# Site 1 Critical Areas





# Site 2 Parcel Map



Site 2 Aerial Photo

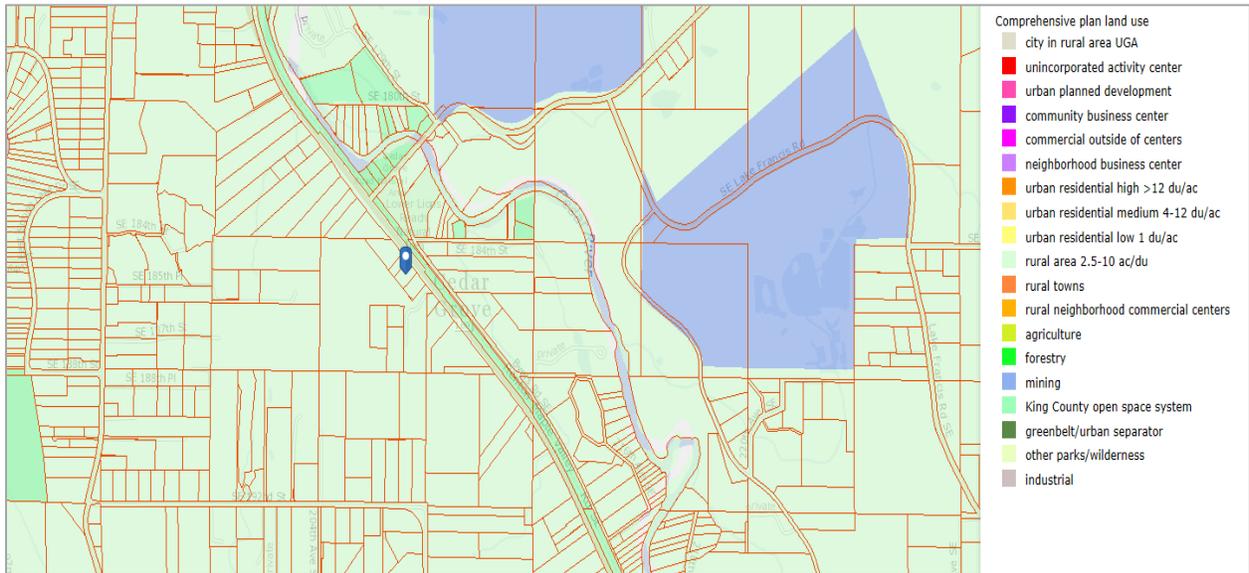


Site 2 Street Photos (taken January 2018)

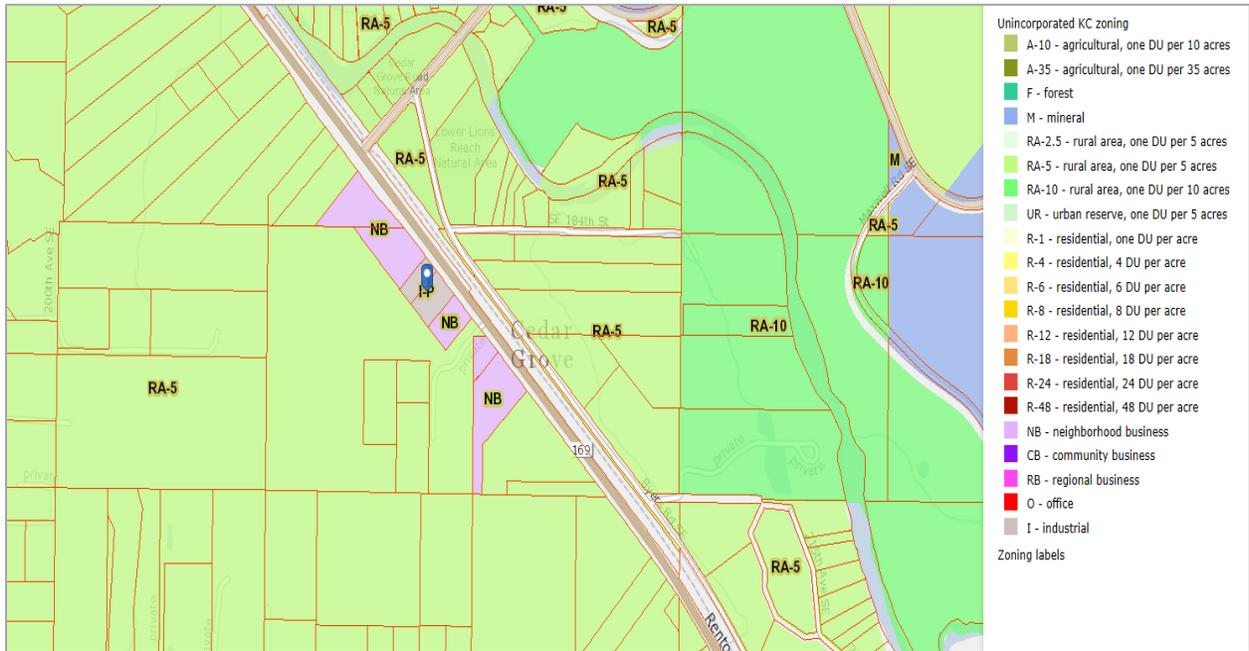




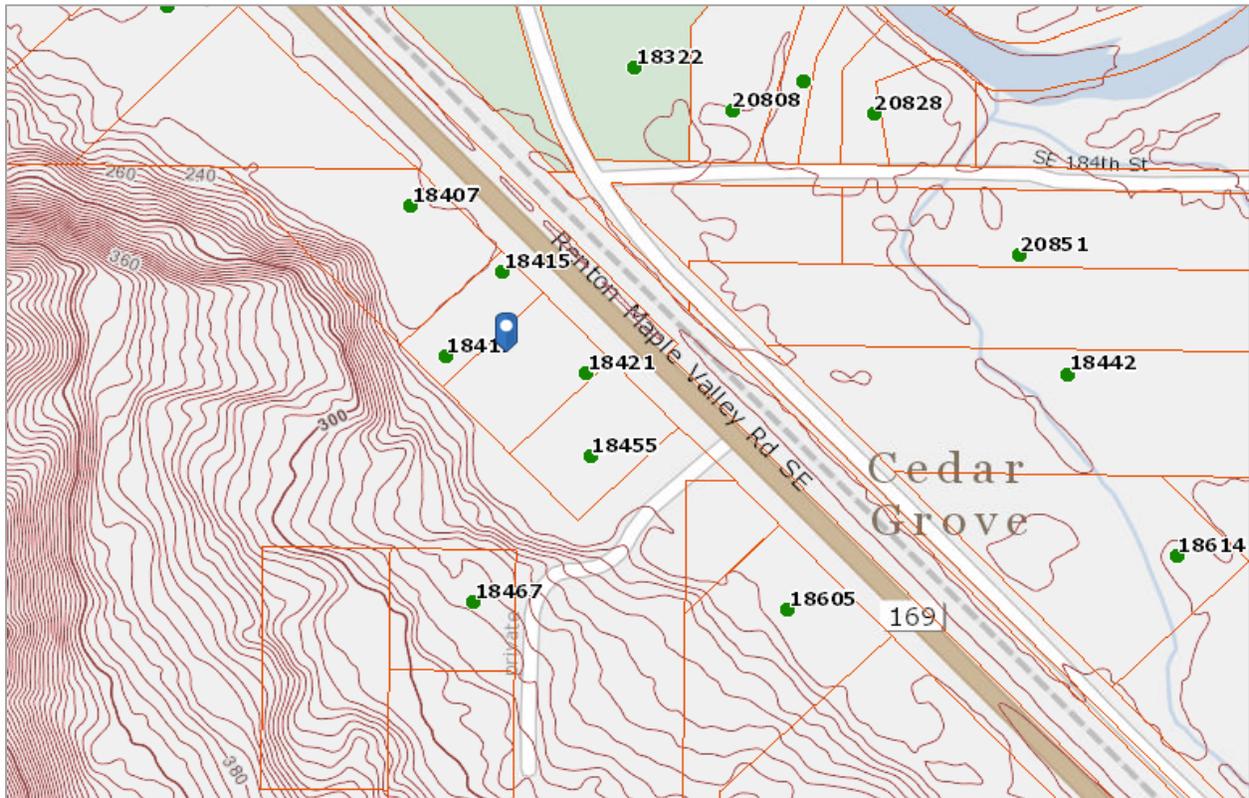
Site 2 Comprehensive Plan Land Use



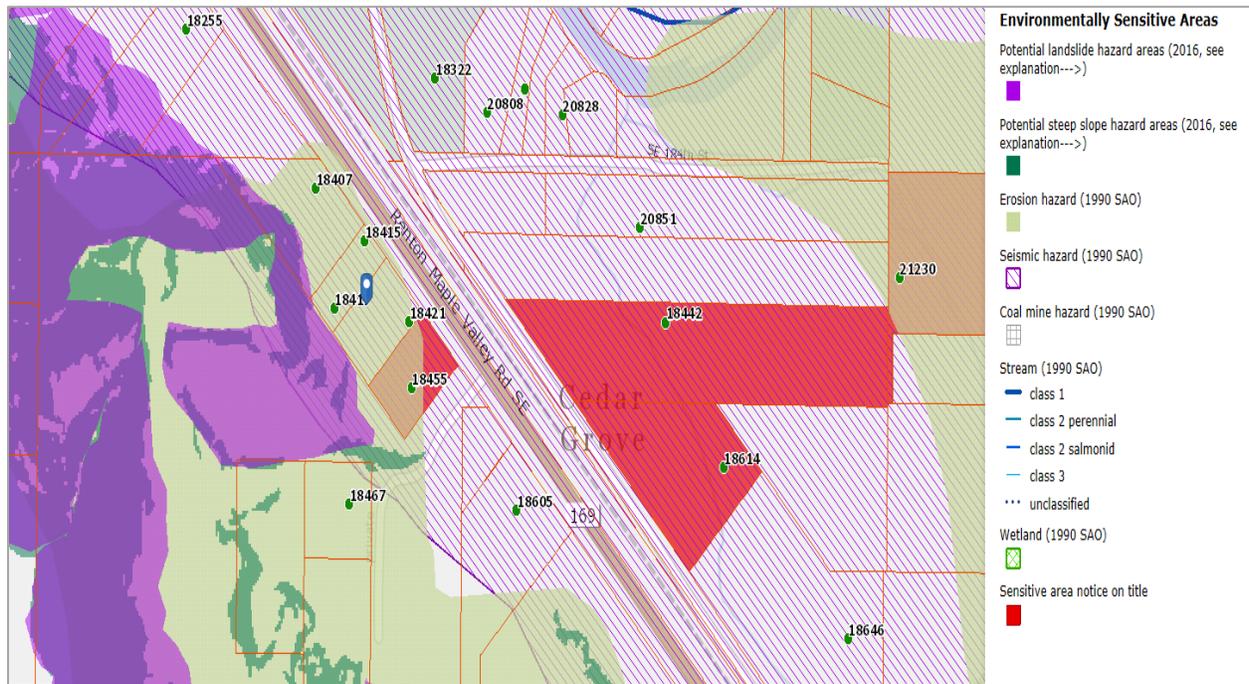
## Site 2 Zoning



## Site 2 Topography



## Site 2 Critical Areas



## II. LAND USE and ZONING

Section B(3)(2) of Ordinance 18611 requests an evaluation of whether the land use designation and zoning for identified rural industrial land use parcels is still appropriate and consistent with applicable laws, regulations, and adopted policies and adequately addresses the impacts and concerns identified in the Ordinance.

In order to evaluate the land use and zoning, the following policy history and context is provided.

### Policy History and Context

This section addresses policies in the 2017 King County Comprehensive Plan that are relevant to industrial uses in the Rural Area. It focuses on existing policies as well as the relevant history of policy changes in this section of the Comprehensive Plan.

### Legislative History of Land Use, Zoning and Policy Amendments

Since 1994, the King County Comprehensive Plan (Comprehensive Plan) has included a section with policies related to "Non-Resource Industrial Uses and Development Standards in the Rural Area." These policies, along with their supporting text, have sought to recognize pre-existing uses, to limit their expansion, to limit creation of new industrial development, and to condition and scale any development or redevelopment to maintain and protect rural area character and the environment.

In the 2000 Comprehensive Plan, these policies addressed two areas (the Preston Industrial Area, and Rural Towns); in 2008, the parcel proposed for the asphalt processing plant was added as a third site. Linked to the policy change was a land use change on parcel 1923069026 from Rural Residential to Industrial, and a zoning change from Rural Area 5 to Industrial. The change was included by the Council's Growth Management and Natural Resources Committee on August 5, 2008, and was adopted by the County Council in the 2008 Comprehensive Plan on October 6, 2008. No site-specific development conditions were included when this action was taken.

In 2012, text related to this Site in Chapter 3: Rural Areas and Natural Resource Lands was again changed, and language was deleted that posited that conversion to residential was highly unlikely. (*deleted text underlined*)

In 2016, a related policy in Chapter 3 that addresses the scale and intensity of industrial development in the rural area (policy R-514) was amended to state that industrial uses requiring substantial investments in infrastructure such as water, sewers or transportation facilities, or facilities that generate substantial volumes of heavy gross weight truck trips, shall be reduced in size to avoid the need for public funding of the infrastructure. (*new text underlined*) There were no other site-specific land use changes or text or policies changes.

In summary, the proposed asphalt processing plant site was added to the policy in 2008 and no other major changes have been made since the 2000 Comprehensive plan.

Regarding Site 2 (parcels 3223069104 and 3223069098), in August 1997, the County Council adopted Ordinance 12824 which completed the zoning code conversion from pre-Growth Management Act standards, consistent with the 1994 Comprehensive Plan. This Ordinance contained a list of P-Suffix conditions. For the Site 2 parcels, the zoning was adopted as I-P, and the P-Suffix condition TR-P-32 stated that "Uses on the subject property shall be limited any use permitted in the Regional Business classification, or vehicle interior refurbishing and re-upholstery." The condition applies only to these two properties and it has not changed since that time.

### **Current Policy Context**

The following policy, which was added in 2008, still exists and has not been substantively modified since that time. This policy specifically referenced and supported the land use and zoning amendment for this new industrial zoned parcel.

**R-512 The creation of new Industrial-zoned lands in the Rural Area shall be limited to those that have long been used for industrial purposes, do not have potential for conversion to residential use due to a historic designation and that may be accessed directly from State Route 169.**

The next policy is intended to guide development regulations so that new industrial development (including those not previously constructed or vested) would harmonize with rural character and the environment. As noted previously, sub-section f. was modified in 2016 to address truck trips.

**R-514 Development regulations for new industrial development in the Rural Area shall require the following:**

- a. Greater setbacks, and reduced building height, floor/lot ratios, and maximum impervious surface percentage standards in comparison to standards for urban industrial development;**
- b. Maximum protection of sensitive natural features, especially salmonid habitat and water quality;**
- c. Building and landscape design that respects the aesthetic qualities and character of the Rural Area, and provides substantial buffering from the adjoining uses and scenic vistas;**
- d. Building colors and materials that are muted, signs that are not internally illuminated, and Site and building lighting that is held to the minimum necessary for safety;**
- e. Heavier industrial uses, new industrial uses producing substantial waste byproducts or wastewater discharge, or new paper, chemical and allied products manufacturing uses in the urban industrial zone shall be prohibited; and**
- f. Industrial uses requiring substantial investments in infrastructure such as water, sewers or transportation**

**facilities, or facilities that generate substantial volumes of heavy-gross weight truck trips, shall be reduced in size to avoid the need for public funding of the infrastructure.**

Policy R-515 seeks to prevent expansion of isolated industrial uses in the Rural Area. The policy addresses existing, isolated industrial sites in the Rural Area that are not appropriate for new industrial zoning (and not currently zoned Industrial), and states that the use may continue and the zoning be changed to Rural Residential (now called Rural Area). This policy was amended in 2008 to specifically reference Site 1, thereby excluding it (along with the other 2 referenced areas – Rural Towns and the industrial area adjacent to Preston) from this policy. By referencing these three sites, and because the zoning on this is already Industrial, this policy would therefore not apply to them.

**R-515 Existing industrial uses in the Rural Area outside of Rural Towns, the industrial area on the King County-designated historic Site along State Route 169 or the designated industrial area adjacent to the Rural Neighborhood Commercial Center of Preston shall be zoned rural residential but may continue if they qualify as legal, nonconforming uses.**

Policy R-324 is found in the "Non-Residential Uses" section of Chapter 3: Rural Areas and Natural Resources. The policy allows natural resource-based industries in rural areas. As noted in this Study, the existing use of Site 1 is for materials processing – this is an allowed use in Rural Area and Industrial zones, per the zoning code, Title 21A.08.080 Manufacturing Land Uses. The proposed use of Site 1 is for Asphalt/Concrete Mixtures and Block – this is an allowed in Industrial zones, per Title 21A.08.090 Resource land uses. Consistent with this policy, the King County Code defines the existing and proposed uses on parcel 1923069026 as resource-based industries, and are therefore allowed activities.

**R-324 Nonresidential uses in the Rural Area shall be limited to those that:**

- a. Provide convenient local products and services for nearby residents;**
- b. Require location in a Rural Area;**

- c. **Support natural resource-based industries;**
- d. **Provide adaptive reuse of significant historic resources;**  
**or**
- e. **Provide recreational and tourism opportunities that are compatible with the surrounding Rural Area.**

**These uses shall be Sited, sized and landscaped to complement rural character as defined in policy R-101 and R-201, prevent impacts to the environment and function with rural services including on-Site wastewater disposal.**

Taken collectively, the County’s policies recognize and allow industrial uses on industrial zoned parcels in the rural area, limit the establishment of new industrial zoned parcels, and seek to harmonize industrial uses on these parcels with rural area character and the surrounding environment.

### **III. PERMITTED USES**

Section 3(B)(4) of Ordinance 18611 requests an evaluation of whether the permitted uses in the Industrial zone adequately address the impacts and concerns identified in Section 1 of the Ordinance. The type of uses allowed and regulatory limitations on uses are described in the section below.

### **IV. DEVELOPMENT REGULATIONS**

Section 3(B)(4) of Ordinance 18611 requests an examination of the County’s development regulations to determine whether changes are needed to address the impacts and concerns identified in Section 1 of the Ordinance. Below is a discussion of the regulatory framework at the local, state and federal level that governs development in unincorporated King County, and the suite of regulatory tools that are available to evaluate and mitigate development proposals. The analysis is largely applicable to Site 1, as it has the most restrictive conditions and is the only site that may allow industrial uses. This section focuses on both land use regulations as well as critical area regulations.

#### Land use regulations

King County’s land use regulations are implemented largely through zoning; when critical areas exist, land uses may be further restricted. In the County’s permitted use tables contained in King County Code 21A.08, Industrial-zoned land allows for a variety of land uses, however, many of

those potentially more impactful land uses are allowed only through a Conditional Use Permit, and many are not allowed in the Rural Area.

The regulations contained in King County Code 21A.24 (Critical Areas) add additional protections and processes. Certain land uses are prohibited in Critical Aquifer Recharge Areas or may be conditionally approved if following certain state and local regulations. For instance, wood treatment facilities and wrecking yards, otherwise allowable in Industrial zones, are prohibited. Another example is that above ground storage tanks may be allowed, but only after complying with requirements for primary, secondary and/or tertiary containment, depending on circumstances. Additionally, for wetlands, buffers near industrial uses (defined as high impact) require greater distance than those buffers near residences (defined as a moderate impact use).

Lastly, a relatively small area along the northern property line of the Site 1 is within the Rural Shoreline Designation associated with the Cedar River. The Rural Area designation (within 200 feet) does not allow Industrial land uses.

To provide context, the following table lists the range of uses allowed on Rural Industrial Zones. However, it is important to recognize that many uses would be prohibited or significantly restricted because the Site does not have public water or sewer and therefore could not address industrial waste or fire suppression needs. Also, it is important to recognize that some uses require special use or conditional use permits; this provides for additional process and engagement with the community.

**Table 3. Uses allowed in Rural Industrial Zones**

<b>RECREATIONAL USES</b>
Shooting Range (indoor only)
Indoor Paintball Range
Trails
Bowling Center
<b>GENERAL SERVICES USES</b>
General Personal Service (beauty and barber shops only)
Dry cleaning Plants
Industrial Launderers
Veterinary Clinic
Automotive Repair
Automotive Service
Miscellaneous Repair

Animal specialty services
Artist Studios
Interim Recycling Facility
Dog training facility
Office/Outpatient Clinic
Medical/Dental Lab
Vocational School
Specialized Instruction School
School District Support Facility (limited to those serving primarily rural areas)
<b>GOVERNMENT / BUSINESS USES</b>
Public agency or utility yard
Public agency archives
Police Facility
Fire Facility
Utility Facility (except petroleum transmission pipelines)
Commuter Parking Lot
Vactor Waste Receiving Facility
Construction and Trade
Individual Transportation and Taxi
Trucking and Courier Service
Warehousing and Wholesale Trade
Self-service Storage
Farm Product Warehousing, Refrigeration and Storage
Log Storage
Transportation Service
Freight and Cargo Service
Communication Offices
Telegraph and other Communications
Outdoor Advertising Service
Miscellaneous Equipment Rental
Automotive Rental and Leasing
Automotive Parking
Research, Development and Testing
Heavy Equipment and Truck Repair
Helistop (Conditional Use)

<b>RETAIL USES</b>
Food Stores
Farmers Market
Motor Vehicle and Boat Dealers
Auto Supply Stores
Gasoline Service Stations
Eating and Drinking Places
Fuel Dealers
Auction Houses
Livestock Sales
<b>MANUFACTURING USES</b>
Food and Kindred Products
Winery/Brewery /Distillery
Materials Processing Facility – <b>this is the current use of the Site</b>
Wood Products, except furniture
Furniture and Fixtures
Printing and Publishing
Marijuana Processor II
Leather and Leather Goods
Stone, Clay, Glass and Concrete Products
Fabricated Metal Products
Industrial and Commercial Machinery
Computer and Office Equipment
Electronic and other Electric Equipment
Measuring and Controlling Instruments
Miscellaneous Light Manufacturing
Tire Retreading
Movie Production/Distribution
<b>RESOURCE USES</b>
Growing and Harvesting Crops
Raising Livestock and Small Animals
Marijuana producer
Growing & Harvesting Forest Production
Forest Research
Hatchery/Fish Preserve

Aquaculture
Asphalt/Concrete Mixtures and Block – <b>this is the proposed use of the Site</b>
<b>REGIONAL USES</b>
Public Agency Animal Control Facility
Communication Facility
Earth Station
Transfer Station
Wastewater Treatment Facility
Transit Bus Base
School Bus Base
Racetrack
Regional Motor Sports Facility
College/University

Critical Areas & Environmental Regulation

As noted above, Site 1 contains multiple critical areas. King County’s critical area regulations have been deemed compliant with the Growth Management Act and are based upon best available science. The County’s buffer requirements for certain types of ecological critical areas are larger for industrial uses, recognizing the potential for greater impact. Some buffers, such as those associated with steep slopes, may be reduced if geotechnical engineering shows that a buffer reduction would have no impacts. Other buffers may be averaged or altered in circumstances where it can be shown that such allowances would improve - or at least not harm - ecological functions.

Taking the above into account, based upon very preliminary analysis by the Department of Permitting and Environmental Review of the sensitive areas on the Site and their associated buffers, it is estimated that a maximum of approximately 7-8 acres of the 25.4 acre Site, or 30%, may be developed after a range of applicable buffers are required. This area would be centered in the northern half of the property due to slope, landslide, wetland, stream, and wildlife corridor requirements.

**Shoreline Designation.** The northern portions of the Site are also within the Shoreline jurisdiction associated with the Cedar River. The shoreline designation is “rural”, and does not permit industrial uses within the 200 foot shoreline jurisdiction. This further restricts the industrial use of the Site along portions of the northern property line ranging from 0-50 feet east. Site development and alterations of this Shoreline area is subject to the shoreline regulatory, review and permitting process.

**Critical Aquifer Recharge Area.** The Site is also subject to Critical Aquifer Recharge Area regulations. In addition to restrictions on land use types, certain activities and development mitigations are required. These include regulations on certain substances, practices, septic drain fields and stormwater treatment and infiltration. A recent (and ongoing) SEPA review of a proposed industrial use (asphalt plant) at this Site by King County hydrologists determined that based upon the type of use, the requirements and standards of the King County Code and Washington State Department of Ecology under the Clean Water Act permitting would not pose a risk to ground water or surface water quality. Many industrial uses must obtain or operate under National Pollutant Discharge Elimination System (NPDES) permits. An example of this is the current “General Permit” issued for sand and gravel operations – including hot batch asphalt plants – a 67-page permit containing development standards and conditions. Among these are: construction requirements, water quality and quantity monitoring and testing, a Stormwater Pollution Prevention Plan (SWPPP), Spill Control and Response Plan (SCRPP) and containment areas.

**Sole Source Aquifer Designation.** A Sole Source Aquifer designation affects the Site. This is largely a designation by the federal Environmental Protection Agency (EPA) and in this case has chiefly to do with the upper Cedar River Basin being utilized as a water source for 70% of the City of Seattle. This designation likely will not affect use of the Site, as it is significantly downstream from where the water source originates and is diverted into the water supply.

**Erosion Hazard area Designation.** An Erosion Hazard Area designation affecting the Site may limit certain construction activities to certain times of the year; enhanced erosion control or best management practices (BMPs) are required.

**Surface Water Design Manual.** The Site must comply with the King County Surface Water Design Manual (SWDM), which regulates building and development in unincorporated King County. The SWDM has extensive stormwater modeling, design, treatment, and discharge requirements that have been determined to meet or exceed Clean Water Act standards implemented through the Washington State Department of Ecology (DOE). Compliance with the SWDM would also likely demonstrate compliance for a (SWPPP) mentioned above as part of the NPDES General Permit.

**Puget Sound Clean Air Agency.** Many industrial uses may also be regulated by the Puget Sound Clean Air Agency (PSCAA) for odors and emissions. King County coordinates with PSCAA where applicable to confirm permitting and review by PSCAA.

**King County Noise Code.** King County has adopted noise standards that specify certain decibel levels and types of noise limitations. These regulations cover both nighttime and daytime levels. They also specify noise levels for different uses and zones from the uses and zones that are subject to the noise. For example, an industrial use on an industrial-zoned Site must comply with standards specific to the use and zone of adjacent properties. An industrial site must comply with the more restrictive noise levels adjoining a residential or rural site, as compared to another commercial site.

#### Zoning and development regulations

King County's development regulations address general aspects of development including parking, building setbacks, landscaping, signage, light and glare, height, and lot coverage. Many of these regulations are specific to each zoning classification. For instance, an industrial use that is adjacent to a residential or rural use would have greater building setbacks and denser landscaping requirements than one that is adjacent to another industrial use, or to a commercial use.

Recognizing that rural industrial development may have impacts that differ from urban industrial development, the King County Code contains specific regulations (KCC 21A.14.280 - Rural Industry Development Standards) addressing issues such as those listed above, as well as additional issues such as building design, increased landscaping, setbacks, and decreased lighting.

#### State Environmental Policy Act (SEPA)

Finally, if there is gap in County regulations or in instances where regulations are insufficient to mitigate impacts to the environment, King County may use the SEPA process to impose additional mitigation measures or conditions.

## **IV. CONCLUSIONS & RECOMMENDATIONS**

Based on the review directed in Ordinance 18611 and on the above analysis, this study concludes that the land use designation and zoning for the study parcels are still appropriate, that the permitted uses in the Industrial zone adequately address identified impacts and concerns, and that sufficient County, State and Federal regulations, mitigations and processes are in place to sufficiently minimize, mitigate or otherwise address land use and environmental impacts that may occur as result of the potential proposed development of industrial uses of these sites.

Given this, there are no recommended changes to the County's adopted land use or zoning regulations, or to associated development regulations.