

HIGHLINE COMMUNITIES EIS DRAFT

Action Sponsor & Lead Agency:

King County Department of Planning
and Community Development
Division of Planning
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Seattle, WA 98104

Responsible Official: Karen Rahm, Manager

The proposed action by King County is to adopt a Community Plan and Area Zoning for Highline. Upon adoption, it will become the official county policy directing land use, area zoning, capital improvements, County, State and Federal grant programs for housing and utilities, and continued planning and administrative programs for the Highline Communities Planning Area.

The boundaries of the Highline Communities Plan, (HCP), are generally between the western edge of the Green River Valley or I-5 and Puget Sound and the City of Seattle on the north and South 252 Street on the south. Portions of Kent and Tukwila and all of Des Moines and Normandy Park are within the HCP planning area for reasons of geographical continuity but are excluded jurisdictionally.

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License Required:

Adoption of Highline Communities Plan by King County
Adoption of Highline Area Zoning by King County

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King County Department of Planning and Community Development
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INTRODUCTION

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THE PROPOSAL:

Upon adoption, the Highline Communities Plan, (HCP), will become an element of the King County Comprehensive Plan and the basis for area zoning.

The HCP's major function is to provide the Highline area with an economic development and program policy guideline and area zoning guidelines.

Important elements of the plan consist of a policy text; recommendations on programs, capital improvements, area zoning guidelines; and an implementing schedule revealing priorities, estimated capital project costs and operating and maintenance expenses.

IMPACTS ON THE ENVIRONMENT:

The plan is expected to be generally beneficial to the existing and future natural environment.

Highlights of policy areas in the plan which will benefit Highline are noted below:

policies providing for....

- o safeguarding the abundant natural features of view, water and vegetation
- o the control of pollution and surface water flooding.
- o increased area economic stability through local capital improvements, human service programs, and decreased neighborhood housing uncertainties.
- o stabilizing and improving the retail trade centers, primarily Burien and White Center
- o providing for anticipated growth and expansion in an organized fashion
- o the improvement of surface transportation systems including pedestrian and bicycles
- o the increase of recreation opportunities while maximizing efficiency and minimizing new operation and maintenance costs.
- o the encouragement of local government units to recognize each other's existence and eliminate costly duplication of services
- o the encouragement of continued citizen involvement monitoring County activities.

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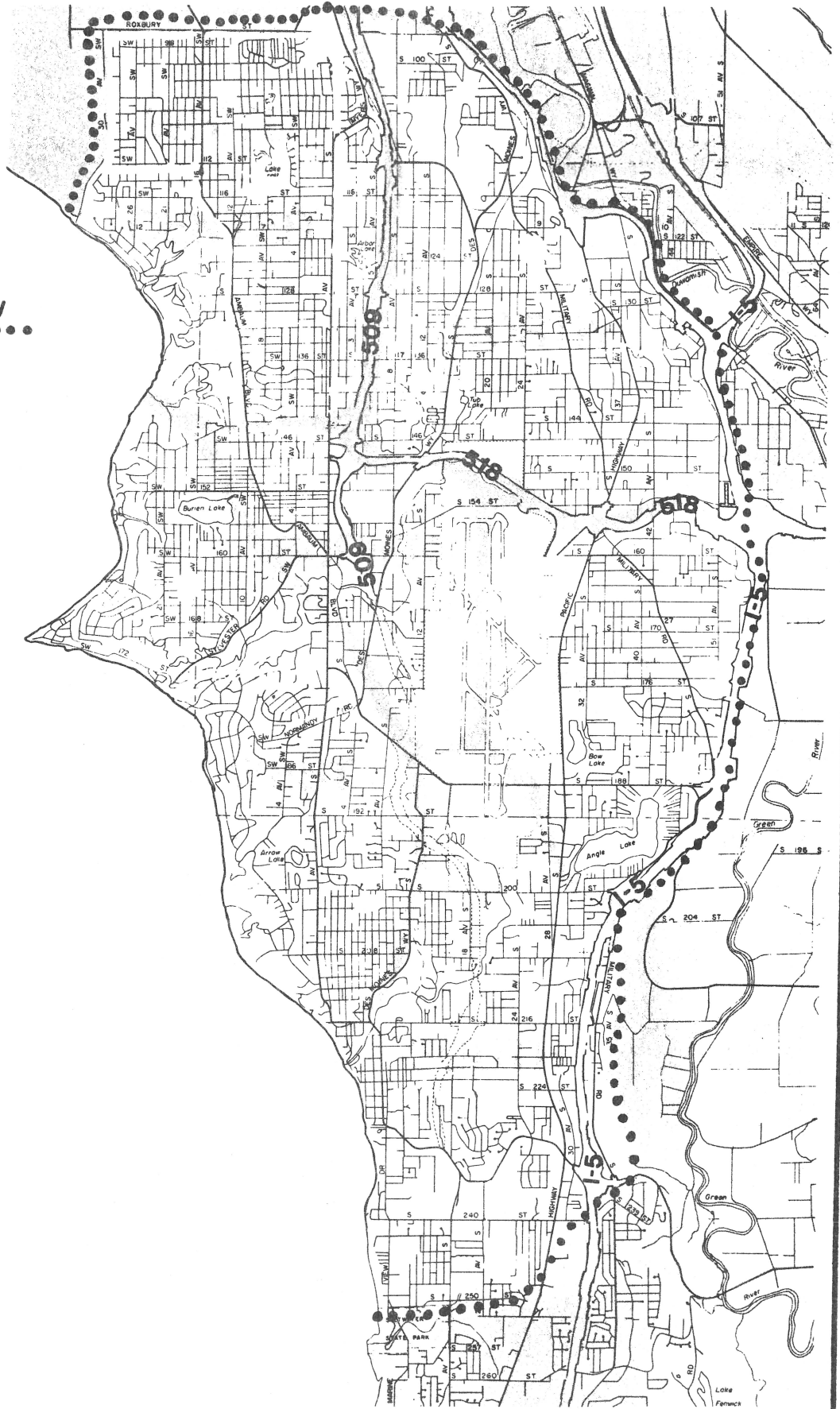
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highline communities plan

h.c.p. study area boundary



PLAN CONCEPT

The Highline Communities Plan, (HCP), is a community planning document that will guide future social and economic growth and development patterns within the Highline Community.

Three distinct elements have been combined to form this plan. The first element describes the basis for the plan and discusses the methodology used or the planning process. Included in the second section is a series of goal, objective, and policy statements reflecting the community issues, concerns, and ideas. The third and final section is a description of various recommended proposals including capital improvements which have been arranged by categories and priorities. This section also contains area zoning proposals designed to reflect the implementation of recommended land use proposals.

PLAN PROCESS

Staff:

The King County Planning Division was assigned the task of developing a community plan for Highline that would emphasize citizen involvement as a major information source. Citizen involvement became an integral part of the planning process. Data, plans, and material generated by the Sea-Tac Communities Plan, (STCP) were also useful to the Highline plan effort.

Several new studies were undertaken that advanced the understanding for: park/recreation financing and needs for new facilities,¹ economic market mechanisms for both Burien and White Center business areas,² and surface transportation.³ These studies supplied the planning staff with useful information relative to several aspects of the plan.

¹ Technical Report: Forward Thrust Projects in Highline Communities Planning Area, Planning Division, King County Department of Planning and Community Development, 1975.

Technical Report: Parks and Recreation Needs Assessment in the Highline Communities Planning Area, Planning Division, King County Department of Planning and Community Development, 1976.

² White Center Business Area: Economic Assessment, Planning Division, King County Department of Planning and Community Development, 1976.

Burien Market Support Study, Planning Division, King County Department of Planning and Community Development, 1976.

³ Burien Area Transportation Study, Planning Division, King County Department of Planning and Community Development, 1977.

In all, four citizen reviews were held during the duration of the plan's development. Each session served to reemphasize citizen concerns and enabled the plan to be as sensitive to these concerns as possible.

SUMMARY OF PLAN RECOMMENDATIONS BY SUB-AREAS

The following summaries are intended to highlight major features of the proposed Highline Communities Plan. Recommendations for land use, drainage, utilities, housing, parks and recreation and transportation are described for each of the six planning sub-areas. In addition to the physical improvements recommended, there are general or administrative proposals that relate to virtually all areas.

BURIEN:

The Burien proposals respond to community issues through programs aimed at maintaining existing residential neighborhoods, providing incentive for continued development and the redevelopment of the business area, and improving levels of services and facilities in order to meet the urban needs.

Land Use

Little change is proposed from the existing overall land use pattern. Encroachment of higher density use into single family neighborhoods will be discouraged. Recreation and transportation improvements are suggested as reinforcement programs. The area between the airport and 1st Ave. S. will remain predominantly single family residential. Multi-family residential uses will be encouraged to continue to develop along the edge of the business district. This multi-family zone will provide a transition area between the commercial and single family residential neighborhoods.

Vacant property in Burien now zoned for business use will be adequate to meet population demands through the 1990's. Limiting the outward growth of the commercial area will encourage the development of vacant and underutilized commercial property creating a more compact shopping area.

Application of a new mixed use zone will provide additional uses and incentives for development of vacant property or redevelopment of older and obsolete commercial buildings. Transportation proposals will improve pedestrian, transit, and auto movement within the retail community as well as improving the visual appearance and identity. Establishment of a police precinct/court facility and a combination government center/cultural arts facility are proposed on sites within Burien. The police/court structure is slated for a 2.1 acre site adjacent to the existing Burien Library and park complex. The governmental center/cultural arts facility will locate at the former Chelsea Park Elementary School.

Traffic signal synchronization is proposed for 1st Ave. S. and Ambaum Blvd. Proposed improvements to S.W. 144th, S.W. 146th, and 14th S.W. emphasize the entrance to Seahurst Park and provide bicycle and pedestrian access to Seahurst Park and Seahurst Elementary School.

Metro Transit improvements in Burien include development of the park-n-ride lot, route signs, and two new transit shelters (S. 156th St. and 4th Ave. S.; Ambaum Blvd. and S.W. 144th St.). Operational improvements proposed as part of the Metro 1980 Transit Plan include express service to major employment areas south of Seattle and additional east-west service.

Proposed local transit improvements include more frequent service on routes 130, 132, 136 and 240, seasonal service to Seahurst Park, and peak hour service connecting Burien and the Kent Valley.

WHITE CENTER:

Bicycle and pedestrian facilities, road improvements, transit services, recreation facilities and drainage improvements are important concerns in White Center. Key features of the White Center element provide physical improvements to the business center, including solutions to the surface water drainage problems.

Land Use

The business area plan focuses on defining the acceptable limits of retail/commercial growth. This involves the development and redevelopment of existing buildings and vacant land.

Plan recommendations for the business area are to initially concentrate on redevelopment within the existing business district boundaries and place priorities upon street and storm water drainage improvements. In addition, the plan proposes some expansion of the high density residential and auto oriented commercial use to the west of 16th Ave. S.

Drainage

Recommendations for White Center include formulation of a Salmon Creek drainage improvement plan and completion of the Hermes Depression drainage project.

Utilities

It is proposed that King County financially assist in the development of sanitary sewers in the Beverly Park area, bounded by S.W. 100th on the north, 1st Ave. S.W. on the east, 4th Ave. S.W. on the west and S.W. 108th on the south. The proposal is to pay a portion of ULID assessments.

Housing

Housing repair assistance is proposed in the Beverly Park sewered area.

Drainage

A drainage plan for Miller Creek was established in the Sea-Tac Communities Plan and is continued in the Highline Communities Plan. Retention ponds are proposed in areas upstream from 1st Ave. S.

The proposed Miller Creek Trail from Puget Sound will connect with the pedestrian routes planned along Des Moines Way S. It will traverse the jurisdictions of King County and of Normandy Park.

Neighborhood parks are proposed between 21st Ave. S.W., Maplewild Dr. and S.W. 158th St and on vacant school property at the south end of Gregory Heights Elementary School. A passive neighborhood park is also proposed for eventual development near Manhattan Elementary School.

Discussion of the possibility of a strip park along County right-of-way at Three Tree Point (SW 172nd St.) has resulted in a proposal to research and answer ownership and legal questions surrounding future use of the road right-of-way.

Transportation

Des Moines Way S. is proposed for minor widening that will include pedestrian and bicycle lanes making it the major north-south pedestrian/bicycle route linking Burien and Des Moines.

Between S.W. 152nd St. and Sylvester Road, street paving, including a combination bicycle/pedestrian facility is proposed for 21st Ave. S.W., S.W. 164th St. and 19th Ave. S.W.

Normandy Park is planning to grade, pave and provide underground storm drainage and walkways on several arterials. Des Moines will add walkways along Marine View Drive, 16th Ave. S., 10th Ave. S. and 7th Ave. S. Transit service areas will remain relatively the same as existing service. However, six new transit shelters, route signs, and improved operating hours and frequencies on routes 130, 132 and 136 are proposed. The Metro 1980 Transit Plan calls for express service connections to Burien, Des Moines and Seattle.

NORTH:

Aircraft noise abatement stands out as the prime community issue, overriding all other considerations.

The Highline Communities Plan intends to augment the noise remedy programs of the Sea-Tac Communities Plan, (STCP), with other proposals aimed at neighborhood reinforcement. Increasing parks and recreation facilities, confining strip development and improving transportation facilities are key proposals in the North area.

Transportation

Proposed road projects would incorporate provisions for pedestrian and bicycle movement on Military Road S., Des Moines Way S., Glendale Way, S. 144th St. and S. 154th St.

Traffic signal synchronizations for S. 128th and S. 136th Sts. are operational project proposals.

S. 116th St. is proposed for reconstruction providing two uphill travel lanes and one downhill lane.

Transit improvements will provide service to previously unserved areas and will create additional east-west transit links. Recommended capital improvements in the area consist of five new transit shelters, route signs, and two flyer stops on SR-509 at S. 112th and S. 128th.

The Metro 1980 Transit Plan proposes connections between Des Moines, Sea-Tac, Burien, Southcenter and Seattle. Local transit improvements include the recently implemented #140 Riverton service, re-routing of the #240 to S. 136th or S. 128th, and improved operating hours/frequency on routes 132, 240 and 432.

SOUTH:

Concerns of south area residents include neighborhood stabilization, noise remedy programs, surface water drainage plans for Des Moines Creek, and the future use of land acquired by the Port of Seattle. Noise programs and drainage plans previously established by the Sea-Tac Communities Plan will be continued in the Highline Communities Plan.

Land Use

Apartment and mobile home development is planned for the area between 24th Ave. South, (the eastern limit of Port acquisition), and the Pacific Highway So. business strip south from S. 200th St. to S. 208th St. New and redevelopment of the Pacific Highway South commercial corridor will be encouraged.

Various parcels in the vicinity of Highline Community College and along Kent-Des Moines Road are proposed for medium and high density apartments. Single family residential neighborhood remain the primary land use in the south area.

Proposals within and adjacent to the City of Des Moines reflect their recently adopted Comprehensive Land Use Plan.

Drainage

The Sea-Tac Communities Plan established a holding pond scheme for the Des Moines Creek basin. That plan is reflected in the Highline Communities Plan and includes proposed ponds south of the Port of Seattle tank farm, near S. 200th St. and 20th Ave. s., near S. 208th St. and the SR-509 right-of-way and in the vicinity of Marine View Drive at Des Moines Way S.

frequency on routes 130, 132, and 432, and a revision of #130 Normandy Park routing to provide seasonal access to Saltwater Park. Currently under consideration by Metro is a proposed service linking Highline Community College and the Kent Valley.

EAST:

Concerns of land use, traffic encroachment and neighborhood circulation patterns are primary to the areas east of the Airport.

Land Use

The Sea-Tac Communities Plan policies limit commercial expansion of the "99 Strip."

Proposed changes of existing land use patterns near S. 170th St. and 31st Ave. S. by conversion to business and apartments are planned. Additional changes near S. 164th St. and Military Road S. to clinics and apartments are proposed.

Housing

Housing repair assistance is proposed for the McMicken Heights neighborhood between S. 164th St., Military Road, 32nd Ave. S. and S. 176th St.

Parks and Recreation

Improvements to Valley Ridge park and renovation of the dock and boat-house at Angle Lake park are recommended. New neighborhood parks near Crestview and Madrona School facilities are also planned.

Transportation

It is recommended that access be improved to the Tyee/Chinook school complex north of S. 188th and to the Angle Lake neighborhood by adding 2-way left turn lanes and traffic improvements on S. 188th and SR-99. A pedestrian overcrossing of S. 188th st. in the vicinity of 46th Ave. S. is recommended to link the Angle Lake neighborhood and the schools.

In addition to a new south airport access road along the 28th Ave. S. alignment, (Sea-Tac Communities Plan) auto, bicycle and pedestrian access to the airport is proposed to be improved through upgrading of S. 170th St. 31st Ave. S. is proposed to extend from S. 166th to S. 170th Streets with a controlled intersection at S. 170th.

Planned Military Road improvements include left turn lanes and landscaping.

Planned transit-related capital improvements include the development of a flyer stop at 24th Ave. S. and SR-518, three new transit shelters (two to be built within six months) and route signs. The METRO 1980 Transit Plan calls for the development of express transit linkages between Sea-Tac and the Seattle Central Business District, Burien, Renton, Southcenter, Bellevue and north. Local access would be available via SR-99. Local

Community Referral

The plan proposes to refer to the Highline Community Council, Burien Chamber of Commerce, White Center Chamber of Commerce and Des Moines-Midway Chamber of Commerce all conditional use permit, plat and rezone applications in Highline: environmental impact statements for projects in Highline, the proposed County program budget and the proposed County capital improvement program (CIP).

The discussion of existing environmental conditions, as prescribed in WAC 197-10-440, paragraph 12(a) of the State Environmental Policy Act, (SEPA) guidelines, has been modified here in the interest of not repeating material concerning the subject which is already in print. The Sea-Tac Communities Plan, (STCP), Environmental Impact Statement, (EIS), published January 1976, describes existing environmental conditions for the same geographic area that is addressed in the Highline Communities Plan, (HCP). The List of Elements of the Environment, WAC 197-10-444 of SEPA is located at the end of this section. Individual subject discussions are identified by document and page number.

The topics which follow relate to various subjects on the list of Elements of the Environment, WAC 197-10-444, SEPA guidelines.

COMMUNITY CHARACTERISTICS AND LAND USE

Land Use:

As development occurred in Highline, many parcels were left unused or were skipped over. Certainly a partial cause for non-development was economic, however, there were many cases where limiting physical geological characteristics prohibited easy development.

Urbanization occurred more completely north of Burien including White Center than it did in the balance of Highline. Vacant land is somewhat scarce in these areas however the steeper slopes along the coast are basically undeveloped due to the topography. Usable sites are few, making proposals for new parks and other public facilities difficult to locate.

Extensive land acquisition by the Port of Seattle, (POS), both north and south of Sea-Tac will help absorb the needs for park and recreation land. A major disadvantage of these parcels (making them available in the first place) is the noise impact created by the airport.

The variety of community uses allowed in these high noise impact and safety hazard areas will be limited further by the Federal Aviation Administration, (FAA). Permanent structures, lights for night use and possibly the gathering of large crowds will be prohibited.

Land south of the airport, apart from parcels acquired by the Port of Seattle, is more available making the task of park siting less difficult.

Historic Background and Community Attitudes:

Highline's history reaches back to the 1850's. Many of the early names have remained, adorning various locations and structures of the region.

Where possible, the Highline Communities Plan (HCP), recommended certain actions to preserve the communities historic past. Increasing local awareness and providing legal mechanisms for historical preservation are key features of the HCP.

LIST OF ELEMENTS OF THE ENVIRONMENT

This reference table is organized so that the reader can skim subject headings of the Physical and Human Environments and quickly locate descriptions of individual elements. Many of the descriptions are contained in support documents in the Divisions' permanent working files.

EXISTING ENVIRONMENTAL CONDITIONS

| <u>ELEMENTS OF THE PHYSICAL ENVIRONMENT</u> | <u>DOCUMENT</u> | <u>PAGE NO.</u> |
|---|-----------------|-----------------|
| <u>Earth:</u> | | |
| (1) Geology | STCP EIS | 27 |
| (2) Soils | " | 27 |
| (3) Topography | " | 26 |
| (4) Unique Physical Features | " | 26 |
| (5) Erosion | " | 28 |
| (6) Accretion/Avulation | N/A | |
| <u>Air:</u> | | |
| (1) Air Quality | STCP EIS | 33-35 |
| (2) Odor | " | " |
| (3) Climate | " | 28 |
| <u>Water:</u> | | |
| (1) Surface Water Movement | STCP EIS | 35-38 |
| (2) Runoff/Absorption | " | " |
| (3) Floods | " | " |
| (4) Surface Water Quality | " | " |
| (5) Surface Water Quantity | " | " |
| (6) Ground Water Movement | " | |
| (7) Ground Water Quantity | N/A | |
| (8) Ground Water Quality | " | |
| (9) Public Water Supplies | STCP File Maps | |
| <u>Flora:</u> | | |
| (1) Number or Diversity of Species | N/A | |
| (2) Unique Species | " | |
| (3) Barriers and/or Corridors | " | |
| (4) Agricultural Crops | " | |
| <u>Fauna:</u> | | |
| (1) Numbers or Diversity of Species | STCP EIS | 37 |
| (2) Unique Species | " | " |

Energy:

- (1) Amount Required N/A
- (2) Source/Availability "

Utilities:

- (1) Energy N/A
- (2) Communications "
- (3) Water File Information & Maps
- (4) Sewer "
- (5) Storm Water STCP EIS 35-36
- (6) Solid Waste " "

Human Health (Including Mental Health):

Aesthetics: STCP - 6 month Report & Map Sup.

Recreation: HCP - 2 Tech. Reports, 10/75 & 4/76

Archeological/Historical: HCP, History of High-line 8/76, White Center Remembers, Knapp M., 9/76

ADDITIONAL ELEMENT

Additional Population Characteristics: STCP EIS 20-21

- (1) Distribution by Age, Sex, and Ethnic Characteristics

The Highline Communities Plan (HCP), is essentially a policy document amending the King County Comprehensive Plan. It will not, of itself, impose either beneficial or adverse impacts on the environment, however, various program and project recommendations, acting as policy implementing actions will impact the environment.

Specific HCP recommendations will each be required to comply with provisions of the State Environmental Policy Act (SEPA).

Impact discussions in this section will be limited to only those subjects which seem reasonable. Subjects not dealt with here are listed in "Appendix A".

ELEMENTS OF THE PHYSICAL ENVIRONMENT

Earth:

Future development in Highline requiring local government approval will be reviewed for consistency with plan policies H-1⁷, H-2⁸, H-3⁹, H-6¹⁰, and H-7¹¹, all pertaining to the natural environment. Achievement of any development will occur only after a more complete understanding of the existing physical conditions and natural systems has been accomplished. Past insensitivity of physical impacts caused by disruption of unique natural systems is less likely to occur.

The required approval process will include more stringent development controls for identified sensitive hazardous areas.¹² Future development will be less destructive to the natural slope, soil, and drainage systems.

By preserving these remaining natural systems, the usual expenses borne by tax payers to correct developers mistakes will be reduced. Typically, these expenses occur in the form of flooding, landslides, and their control and clean up. Extending urban services, such as roads, gas, water and sewer mains also will be accomplished in a more efficient manner.

Where as tax payers will benefit by maintaining the natural systems, thus eliminating the need for expensive man-made systems; the ultimate consumer of properties developed in hazardous areas must pay the higher

7 Highline Communities Plan, King County, 1977, p. 19.

8 Ibid, p. 24.

9 Ibid, p. 24.

10 Ibid, p. 26.

11 Ibid, p. 26.

12 Ibid, p. 102.

The Highline Communities Plan (HCP), surface water management proposal¹⁷ extends the concepts developed by the Sea-Tac Communities Plan for Des Moines and Miller Creek to Salmon Creek and Hermes Depression.

The immediate impact of the Salmon Creek proposal will require further study and analysis to determine the exact parameters of the problems and to evaluate solutions. This study has been funded for 1977.

The Hermes Depression proposal is considerably further along in the process of resolving the flooding problems. Engineering studies are complete and a statement of non-significance, per the State Environmental Policy Act, WAC 197-10-335, is on file in the King County Department of Public Works. Construction will take place in the summer of 1977.

Land Use:

Since World War II, Highline has experienced rapid urbanization. Today's population is approximately 125,000 residents and that figure is expected to grow in the next 15 years to about 147,000 people. Employment opportunities are also expected to increase dramatically from 22,700 jobs in 1970 to 37,800 jobs by the year 1990.¹⁸

In order to cope with the expected growth, the Highline Communities Plan (HCP), has developed detailed land use proposals for six sub-areas within the planning boundaries. The land use plans contain area zoning guideline recommendations. These recommendations will be employed both as a strategy to achieve ultimate land use through specific case by case zoning considerations and, (for those owners whose requests are on file), property area zoning action to follow adoption of the HCP.

Each sub-area will be reviewed separately to facilitate analysis of land use impacts. The discussion will be limited to general land use and possible zoning implications rather than a point-by-point evaluation of proposed projects, such as recreation and athletic uses within park and open space land use areas.

White Center

White Center is an area where development has occurred most completely as compared with the five other sub-areas in Highline. Salmon Creek makes up the majority of the remaining open and undeveloped land in the area.

Changes to land use over the next fifteen years in White Center will be primarily a process of refinement and consolidation. Major concerns are for an improved economic climate in the central business district between

¹⁷ Highline Communities Plan, op. cit., pp. 25-27, & 87-89.

¹⁸ Ibid, p. 9 & 10.

Single family neighborhoods have been maintained and strengthened to the maximum extent possible, especially where noise and pollution have already threatened further degradation. There are a number of HCP policies¹⁹ and programs²⁰ designed to achieve economic and social stability in these living environments.

Population:

The impact of the HCP on future populations increases in Highline can only be assessed in terms of attempting to direct it to locate near the urbanized centers of White Center, Burien and Manhattan.

New single family growth is possible in the South and East sub-areas; however, a majority of new Highline residents will have to live in apartments in the future.

Instead of attempting to encourage new population growth in Highline, the HCP recognizes existing growth trends and has addressed the question of where this growth should take place.

Housing:

The plan will effect housing in two significant ways. Housing assistance repair programs²¹ will allow older homes in need of repair to be fixed up, meeting minimum building codes.

New apartment development is being encouraged in several areas, especially adjacent to urban centers.

Transportation/Circulation:

The result of the transportation element of the Highline Communities Plan will be a safer, more efficient, low cost transportation system. The primary concept of the proposed system will be to improve to bicycle and pedestrian facilities, create a better balance between auto and transit users and generally, enhance the safety and quality of moving people and goods around Highline.

Public Services:

An important objective of the Highline Communities Plan is to increase the efficiency of public services above present levels.

For example, the plan proposes to:

maintain a closer working relationship with the local school districts in order that maximum use can be made from existing publicly-owned

19 Ibid, pp. 28-30 & 33-50.

20 Ibid, pp. 92-155.

21 Ibid, pp. 96-99.

recreation opportunities which could be lost due to non-recreation private development; and dollar costs for acquisition, development and maintenance.

Based upon the above criteria, HCP recommendations attempt to maximize as many low cost or free recreation options as possible while still offering quality recreation opportunities. Some examples of this policy include lighting many existing tennis and fieldsport facilities, thus satisfying demand without building expensive new facilities; attempting new facility development on existing public land thereby eliminating acquisition costs; grouping facilities that can share common maintenance operations; and requesting other providers of recreation, chiefly school districts, to coordinate and share facilities, hence gaining greater overall facilities utilization.

Benefits of HCP recreation policies and proposals are primarily social and economic. The public will ultimately receive a much greater level of recreation service for a reasonable level of added expense. Some of the added expense will also be borne by future users in the form of user fees.

The greatest adverse effect will be costs, considering that any additional tax expense is adverse. The average ratio of recreation use per dollar should be increased, however, due to the greater efficiency expected. Some users may disagree with user fees, however, the county can actually provide more facilities while minimizing costs to those people who don't use the recreation system.

Area Zoning Guidelines:

The ultimate implementing action for both the Sea-Tac Communities Plan (STCP), and Highline Communities Plan (HCP), land use proposals is area zoning.

All zoning issues contained in the HCP²² are directly related to specific portions of the land use map proposals. Each of the six sub-area maps display some zoning issues.

Zoning issues have been combined in the impact statement into major groups where similarities exist.

Environmental impacts, whether beneficial or adverse, will be discussed in terms of what kind of use the particular zone would allow. In most cases, the greatest possible impact is economic.

White Center and Burien Districts

Zoning proposals in these two sub-areas will impact the physical environment very little. Proposed zoning changes will not result in any greater total physical impact than what might be expected under the present zoning.

²² Highline Communities Plan, op. cit. pp. 57-83.

Adoption of the Highline Communities Plan (HCP) and implementation of its recommendations will generally enhance long-term growth as well as provide for environmental recovery and stability.

PERIOD OF GROWTH

A majority of Highline's population growth took place since 1940. 15,000 people lived in Highline at that time but by 1950, it was 45,000. Between 1950 and 1970, the population grew again to 120,000. A slight decline occurred during the economic slump of 1968 to 1973; however, the long range prediction is that by 1995, there will be 145,000 people residing in Highline.

As the population and economic growth developed, the condition of the physical environment changed. Flooding, pollution of lakes and streams and airport noise became issues of intense local interest. Residents became increasingly aware of environmental quality or lack of it. As a result, many of the plan's recommended proposals are directed at resolving problems of environmental quality.

IMPORTANT LEGISLATION

Since 1970, several new laws²³ have been enacted which attempt to control or reverse the apparent degradation of the natural environment. These statutes have and will continue to influence the growth and development of Highline to a significant degree.

Local governments and citizens alike are more sensitive to their physical surroundings and resultant impacts of development decisions.

COMMUNITY PLAN FUTURES

Both the Sea-Tac Communities Plan (STCP) and the Highline Communities Plan (HCP), are serious attempts at influencing and guiding Highline's future. The sensitivity and direction of that future has been, by in large, determined by local residents, as participants in the planning process.

Citizen concerns, issues, comments and ideas²⁴ formed the backbone of the HCP. Development of the HCP has been a process of, one, recognizing existing conditions, both physical and community attitudes, two, understanding future trends and estimating their probable impacts, and three, effectively designing a policy document with implementing recommendations which improves upon and enhances long-term productivity.

23
Open Space Taxation Act
Shoreline Management Act
State Environmental Policy Act
Air Pollution Act
Noise Pollution

24
Community Issues, Needs Concerns, and Ideas, op. cit.

Adoption of the Highline Communities Plan (HCP) represents a commitment by the King County Council and Executive Departments to implement plan policy objectives. Amendments and modifications can be made to the plan at any time adding to or reversing previous policy commitments.

The HCP does not in and of itself, commit resources for future capital projects. Implementing activities, such as development of new streets, parks, sewers, businesses, apartments and single family residences, all resulting from plan recommendations, would each be required to comply with the provisions of the State Environmental Policy Act.

Existing as well as future environmental impacts resulting from community growth are mitigated by design concept and by refining major project impacts to future environmental assessment. Environmental impacts identified will be evaluated in accordance with the SEPA guidelines.

The plan is a series of policy statements and recommended implementing proposals synthesized from identified community needs, issues, and concerns, rather than an accumulation of alternative choices.

By design, the planning process allowed a full range of topics to be advanced as legitimate subjects for discussion. As each topic was reviewed, analyzed and/or modified, a consensus between the ad-hoc citizen planning committee and the county planning staff was reached on a majority of issues, thus allowing earlier drafts or positions to be abandoned. Periodic public review was also held for the benefit of all citizen participants.

This reduction process was responsible for the eventual content of the final draft plan. Policy proposals that did not survive were generally contrary to the majority opinion, however, much of the discussion centered on not which policies to accept or reject, but instead on making improvements to them, thus providing usable policies.

A much larger part of the plan text and implementing proposals, alternatives exist only in the sense that as each topic area was brought forward and refined, various thoughts, not ultimately retained in the plan, can be considered as alternatives.

Copies of all existing meeting minutes of the Highline Communities Plan Citizen Committee meetings are attached as a partial record of the alternative selection process in "Appendix B".

Some issues were not satisfactorily resolved, leaving considerable disagreement among community groups. Recommendations on these issues do appear in the plan, however, lively debate is expected during the final adoption phase before the County Council.

The following paragraphs summarize these issues and existing alternatives.

The ultimate use of properties near the south end of the Sea-Tac Airport became an important issue for discussion. This issue was not new having been first debated during the formulation of the Sea-Tac Communities Plan (STCP). The STCP established policies attempting to maintain permanent residential neighborhoods adjacent to those areas acquired by the Port of Seattle, (POS).

The center of the controversy is over the (active All Terrain Vehicle or passive) use of County-owned property known as Des Moines Creek Park. The park will be surrounded by the POS acquisition and noise reduction programs. Policies in the STCP clearly direct that uses of land acquired by the POS be non-noise generating recreation uses. The STCP did not specifically address itself to the county property, however, the planning staff and some citizens have argued that the policies affecting adjacent parcels should also certainly apply to Des Moines Creek Park and therefore not allow All Terrain Vehicles uses. This view has been challenged by many citizens who want the site for motor cycles.

The Highline Communities Plan does not recommend the formation of an All Terrain Vehicle (ATV), park at this location.

There are no environmental impacts contemplated as a result of the plan that cannot be mitigated.

Individual projects recommended by the plan which may pose unavoidable adverse impacts shall be dealt with at the time they are scheduled for implementation.

Appendix A

WAC 197-10-444, LIST OF ELEMENTS OF THE ENVIRONMENT

The SEPA guideline stipulates that any item not discussed in the body of the text should be listed in an appendix with the symbol "N/A".

ELEMENTS OF THE PHYSICAL ENVIRONMENT

| | |
|--------------------------|-----|
| <u>Flora</u> | N/A |
| <u>Fauna</u> | N/A |
| <u>Noise</u> | N/A |
| <u>Light and Glare</u> | N/A |
| <u>Natural Resources</u> | N/A |

ELEMENTS OF THE HUMAN ENVIRONMENT

| | |
|---------------------------------|-----|
| <u>Energy</u> | N/A |
| <u>Human Health</u> | N/A |
| <u>Aesthetics</u> | N/A |
| <u>Archeological/Historical</u> | N/A |



STATE OF
WASHINGTON

Dixy Lee Ray
Governor

OFFICE OF COMMUNITY DEVELOPMENT

400 Capitol Center Building, Olympia, Washington 98504

June 3, 1977

Mr. Dave Baugh
King County Department of Planning
and Community Development
Division of Planning, W-217
King County Courthouse
Seattle, Washington 98104

Re: Draft EIS, Highline Communities Plan

Dear Mr. Baugh:

Thank you for the opportunity to review the above draft. I reviewed it as did Mrs. Donna O'Reilly and we both felt that it was quite complete in discussing the development of the sub-county plan and its potential impacts. Our tardiness in getting comments to you is largely due to some recent internal shuffling. We would be interested in reviewing other similar community plan EIS's.

Sincerely,

A handwritten signature in dark ink, appearing to read "Joseph E. La Tourette".

Joseph E. La Tourette
Local Government Services

JEL:ib

Washington State Office of Community Development:

Thank you for your consideration and comments on the draft HCP EIS.



DEPARTMENT OF FISHERIES

ROOM 115, GENERAL ADMINISTRATION BLDG.
OLYMPIA, WASHINGTON 98504

Phone: 753-6600

May 27, 1977

10

XXXXXXXXXX
DIXY LEE RAY
GOVERNOR

XXXXXXXXXXXXX
XXXXXX

Dixy Lee Ray
Governor

Frank Haw
Acting Director

King County Planning Division
West 217 King County Courthouse
516 - Third Avenue
Seattle, Washington 98104

Attention Irving Berteig, Acting Manager

Gentlemen:

Draft Environmental Impact Statement
Highline Communities Plan WRIA B-09

This letter is in response to your request to review and comment on the above-referenced document. We heartily endorse the intent of the plan as being "beneficial to the existing and future natural environment".

Our main interest in this area is preservation of the spawning and rearing habitat of salmon in Miller Creek and Des Moines Creek. The control of pollution erosion and storm-water runoff, along with preserving or creating greenbelts, will do much in maintaining the integrity of these streams. As correctly stated in the DEIS, these concerns have been addressed in the Sea-Tac Communities Plan. Implementation of these policies involving future development will be very helpful in protecting the fisheries resource.

Thank you for the opportunity to review this document.

Sincerely,

Gene Deschamps, Environmental Coordinator
Fisheries Natural Production Division

Washington State Department of Fisheries:

Thank you for your comments concerning the preservation and rehabilitation of Des Moines and Miller Creeks.



STATE OF
WASHINGTON

Dixy Lee Ray
Governor

DEPARTMENT OF ECOLOGY

Olympia, Washington 98504

206/753-2800

May 25, 1977

Mr. Irving Berteig
King County, Division of Planning
Room W-217, Courthouse
Seattle, Washington 98104

Subject: Highline Communities Plan --
Draft Environmental Impact Statement

Dear Mr. Berteig:

Thank you for the opportunity to review your impact statement on the proposed communities plan. The regional staff and I appreciate the chance to comment.

At the present time we do not have any substantive comments to offer. However, we will retain your EIS in our files for possible future reference should the need arise.

If you have any questions, I may be reached at 753-6890.

Very truly yours,

Peter R. Haskin
Environmental Review

PRH:bjw

Washington State Department of Ecology:

Thank you for your consideration and comment on the draft HCP EIS.

GOVERNOR
DIXY LEE RAY
COMMISSIONERS
JEFF D. DOMASKIN
ROBERT W. DOWNING
KAY GREEN
JOE D. HAUSSLER
DON E. HODGES
RALPH E. MACKEY
EUSTACE VYNNE
DIRECTOR
CHARLES H. ODEGAARD



WASHINGTON STATE
PARKS & RECREATION COMMISSION

LOCATION: THURSTON AIRINDUSTRIAL CENTER

PHONE 753-5755

P. O. BOX 1128

OLYMPIA, WASHINGTON 98504

May 16, 1977

IN REPLY REFER TO:

35-2650-1820

Draft EIS -
Highline Communities
Plan

(E-859)

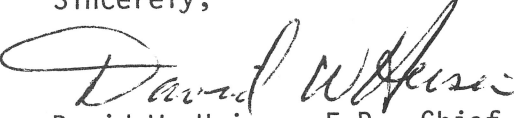
Mr. Irving Berteig, Manager
Planning Division
W 217 King County Courthouse
516 3rd Avenue
Seattle, Washington 98104

Dear Mr. Berteig:

The Washington State Parks and Recreation Commission has reviewed the above-noted document and does not wish to make any comment.

Thank you for the opportunity to review and comment.

Sincerely,


David W. Heiser, E.P., Chief
Environmental Coordination

sg

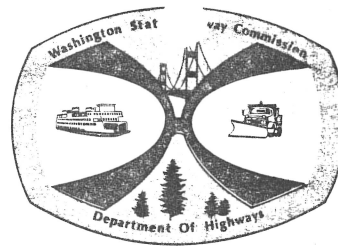
Washington State Parks and Recreation Commission:

Thank you for your consideration and comments on the draft HCP EIS.

WASHINGTON STATE

HIGHWAY COMMISSION

DEPARTMENT OF HIGHWAYS



Dixy Lee Ray - Governor
W. A. Bulley - Director

Highway Administration Building
Olympia, Washington 98504 (206) 753-6005

May 17, 1977

Mr. Irving Berteig, Manager
King County Department of Planning
and Community Development
Division of Planning, Rm. W-217
King County Courthouse
Seattle, Washington 98104

King County
Highline Communities Plan
Draft Environmental Impact Statement

Dear Mr. Berteig:

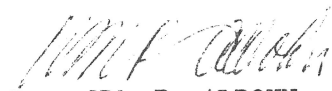
We have completed our review of the Draft Environmental Impact Statement for the above project.

The proposal does not appear to conflict with existing or planned highway facilities in the area.

Thank you for the opportunity to review this information.

Sincerely,

RUSSELL ALBERT
Assistant Director for
Planning and Research

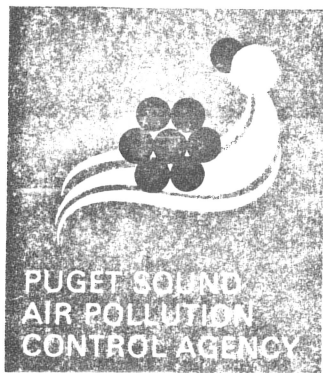

By: WM. P. ALBOHN
Environmental Planner

RA:ds
WPA/WBH

cc: Bogart
Ashford

Washington State Department of Highways:

Thank you for your consideration and comments on the draft HCP EIS.



410 West Harrison Street, P.O. Box 9863 (206) 344-7330
Seattle, Washington 98109

May 24, 1977

Mr. Irving Berteig, Manager
Planning Division
King County Department of
Planning & Community Development
Room W-217, King County Courthouse
516 Third Avenue
Seattle, Washington 98104

Subject: Highline Communities Plan

Dear Mr. Berteig:

Thank you for forwarding a copy of the Draft Environmental Impact Statement for the proposed Highline Communities Plan.

We note that you have elected to utilize the air quality discussion in the Environmental Impact Statement for the Sea-Tac Communities Plan to cover that impact due to implementation of the Highline Communities Plan. We have, accordingly, attached a copy of our statement to Mr. Edward B. Sand which was sent in response to the Sea-Tac Communities Draft EIS.

A brief review of the proposals in the plan leads us to the conclusion that the air quality impact resulting from implementation and use of the plan would be less than that resulting from uncontrolled growth. METRO Transit improvements such as Park/Ride Lots, shelters, bicycle and pedestrian facilities, transit flyer stops, improved signalization, and improved bus service to outlying areas seem to be a large part of the plan. Such improvements are going to be necessary to attempt to offset natural increase in air pollution due to growth.

SERVING:

KING COUNTY
410 West Harrison St.
P. O. Box 9863
Seattle, 98109
(206) 344-7330

KITSAP COUNTY
Dial Operator for Toll
Free Number Zenith 8385
Bainbridge Island, 98110
Dial 344-7330

PIERCE COUNTY
213 Hess Building
Tacoma, 98402
(206) 383-5851


SNOHOMISH COUNTY
506 Medical-Dental Bldg.
Everett, 98201
(206) 259-0288

fh

Enc

Very truly yours,

A. R. Dammkoehler
Air Pollution Control Officer


By: James R. Pearson
Senior Air Pollution Engineer

BOARD OF DIRECTORS

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Robert C. Anderson, Mayor Everett;
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James B. Haines, Commissioner Snohomish County;
Wes Uhlman, Mayor Seattle;

VICE CHAIRMAN: Gordon N. Johnston, Mayor Tacoma;
Glenn K. Jarstad, Mayor Bremerton;
A. R. Dammkoehler, Air Pollution Control Officer.

J R Damkoehler

December 17, 1975

Mr. Edward B. Sand
Director
King County, Land Use Management Division
W. 217 King County Court House
Seattle, Washington 98104

Subject: Draft Environmental Impact Statement
Sea-Tac Communities Plan

Dear Mr. Sand:

As you have requested, we have reviewed the draft environmental impact statement for the proposed Sea-Tac Communities Plan.

Our emission inventory shows the Seattle-Tacoma International Airport to be a major point source (500 tons/year or greater) in nitrogen dioxide, non-methane hydrocarbons and carbon monoxide. This information should be included in the "Air Quality" section of the final statement as it could govern what uses should be assigned to land adjacent to the facility.

As no future expansion of the airport is indicated, implementation of the Sea-Tac Communities Plan probably would not result in any significant adverse impact on ambient air quality or prevent attainment of ambient air quality standards.

Thank you for the opportunity to comment.

Yours very truly,

A. R. Dammkoehler
Air Pollution Control Officer

ARD:fn

bcc: Chief - Eng.
Chief-Tech. Services
Supv. Inspector - King County
Engineering Aide - Hammond

Puget Sound Air Pollution Control Agency:

Thank you for your consideration and comment on the draft HCP EIS.

Office Of The Mayor
City of Seattle

Wes Uhlman, Mayor



May 13, 1977

Mr. Irving Berteig, Acting Manager
King County Planning Division
W217 King County Courthouse
516 - 3rd Avenue
Seattle, WA 98104

Dear Mr. Berteig:

I appreciate the opportunity you have given to the City of Seattle to extend comments on the Draft Environmental Impact Statement for the proposed Highline Communities Plan.

The Department of Community Development has the general responsibility for coordinating such comment activities for the City of Seattle. I am enclosing for you a copy of the response developed by the Department.

Sincerely yours,


Wes Uhlman
Mayor

WU:fn

encl.

Mayor of Seattle:

Thank you for your consideration and comments on the draft HCP EIS.

Your
Seattle
Community Development



Paul E. S. Schell, Director
Wes Uhlman, Mayor

May 13, 1977

The Honorable Wes Uhlman
Mayor
City of Seattle

Dear Mayor Uhlman:

We have completed our review of the Draft EIS prepared by King County for the proposed Highline Communities Plan.

As part of this review, our staff contacted other City departments with a potential interest in the proposal. All of these departments agreed that a substantive response to the Draft EIS was not necessary.

Our staff found the Draft EIS to contain an adequate discussion of the proposal, its potential impacts, and possible alternatives.

Very truly yours,

James Hornell
James Hornell
Director

JH:TE:fn

City of Seattle - Office of Community Development:

Thank you for your consideration and comment on the draft HCP EIS.

PORT OF SEATTLE

SEA-TAC INTERNATIONAL AIRPORT
P.O. BOX 68727 / SEATTLE, WASHINGTON 98188

May 4, 1977

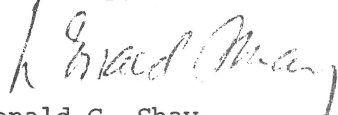
Mr. Irving Berteig
Manager, Planning Division
Department of Planning &
Community Development
W217 King County Courthouse
516 Third Avenue
Seattle, WA 98104

Dear Mr. Berteig:

This will refer to your letter of April 29, 1977 transmitting a copy of the Draft EIS for the Highline Community Plan for comment. Inasmuch as several copies have been sent to individual staff members at the Port of Seattle, it seems appropriate that one person be designated as the responding representative. Therefore, Mr. Arthur H. Yoshioka, Director of Planning & Research, will respond on behalf of the Port of Seattle.

Thank you for the opportunity of commenting on the Draft EIS.

Sincerely,



Donald G. Shay
Director of Aviation

DGS/se

cc: A. H. Yoshioka
V. Ljungren
D. Warmuth

77
105

PORT OF SEATTLE

P. O. BOX 1209 / SEATTLE, WASHINGTON 98111

June 10, 1977

Mr. Irving Berteig, Manager
Planning Division
Department of Planning & Community Development
Room 217W, King County Courthouse
Seattle, Washington 98104

Dear Irv:

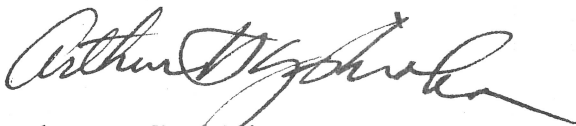
Thank you for the opportunity to review and comment on the Draft Environmental Impact Statement for the proposed Highline Community Plan. As co-sponsor of the Sea-Tac/Communities Plan, we have a definite interest in what happens in the neighborhoods surrounding Sea-Tac. Several Port departments reviewed the draft document, hence the delay. All comments are contained herein.

Many of the Sea-Tac/Communities Plan programs have been made more specific in the Highline Plan. However, the current area of controversy, the "Hilltop area" on the west side of Sea-Tac, has not been addressed. Retained single-family residential land use is an important part of citizen, Port and county planning in the area. The Weyerhaeuser Corporate Aviation Facility, Boeing Headquarters Building and the landscaping proposals for the west side of the airport have emerged subsequent to the issuance of the draft EIS. The relationships of that development to retain residential land use should be covered in the final Environmental Impact Statement.

Bike paths in the terminal area are proposed in the Highline Communities Plan. The draft EIS does not address the impacts of cost, reduced traffic flow and necessary traffic revisions that should be required to construct said bike path (see page 25 of the draft EIS...transportation/circulation).

Thank you for the opportunity to comment on the Highline Communities Plan.

Sincerely,



Arthur H. Yoshioka
Director of Planning & Research

EP/24/01

cc: Ljungren, Shay, Warmuth--Port of Seattle

Port of Seattle:

The Sea-Tac and Highline Communities Plans support the continuation of single family development on the airport's "westside".

The relationship between retained single family development and the proposed corporation facilities is not certain at this time. Environmental impact statements are being prepared for both the Boeing and Weyerhaeuser corporate facilities. These documents should address the physical, economic, and social issues rising from development of the "westside".

Establishing a pedestrian/bicycle circulation system near and around the airport terminal is still dependent upon feasibility analysis.

The proposed bicycle and walkway systems in Highline must undergo extensive engineering, traffic and cost analysis prior to a decision to move ahead with construction.

Office of
DEPARTMENT OF PUBLIC WORKS
SOLID WASTE DIVISION

MEMORANDUM

Irving Berteig, Manager
TO Planning Division DATE May 23, 1977
FROM Richard A. Southworth, Manager, Solid Waste Division *RAS*
SUBJECT: Draft EIS for Highline Communities Plan

The Solid Waste Division has reviewed the subject draft EIS. Our review indicates that neither the plan nor the draft EIS discuss the solid waste issues of the Highline Community. Of particular concern is the lack of reference to the King County Solid Waste Management Plan which has recently been adopted by the King County Council and by all the municipalities within the Highline area. The key recommendation of the Solid Waste Management Plan, as it affects capital improvements of the Highline Communities Planning area, is the Bow Lake Transfer Station. The service this transfer station provides and the need for a new facility to replace it should be addressed in the Highline Communities Plan either through direct reference to the project or to the more encompassing recommendations of the King County Solid Waste Management Plan.

Thank you for the opportunity to comment on the draft EIS.

RAS:RGP:jhv

King County - Solid Waste Division:

Solid waste management was not of particular concern to the residents of Highline, unlike their concerns for parks, roads, land use etc. By ignoring lesser demanding issues, the HCP was able to address higher priority community concerns in more detail. The existence of a Solid Waste Plan for King County makes the job of re-addressing that issue in the HCP unnecessary.



King County State of Washington
John D. Spellman, County Executive


Department of Public Works
Jean L. DeSpain, Director
900 King County Administration Building
Seattle, Washington 98104

June 2, 1977

Mr. Irving Berteig
Manager, Division of Planning
C O U R T H O U S E

RE: Draft E. I. S. - Highline Communities Plan

This department has been an exofficio member of the team effort in compiling data and information for the subject report. We wish to compliment you on the format used in the presentation.


D. R. HOREY, P. E.
County Road Engineer

DRH/OHR:pe

King County - County Road Engineer:

Thank you for your consideration and review of the draft HCP EIS.

CIP Parks

M E M O R A N D U M

date: May 27, 1977

to: Dave Baugh, Planning Division

from: Tom Eksten, *Tom* Outdoor Recreation Planner, CIP, Parks Division

subject: Response to Highline Communities Plan Draft EIS

Please include the following statement in the Parks Division response to the Highline Communities Plan Draft EIS:

The Draft EIS statement on Page 32 relating to the proposed ATV use south of Sea-Tac should be rewritten. The statement does not reflect the nature of controversy surrounding the ATV proposal.

To our knowledge, no one has questioned whether or not the STCP applies to County owned property as stated in the draft EIS. We assume that it does apply. The controversy is whether or not the ATV proposal would conflict with the STCP.

We believe that the statement developed by the Community Development Committee of the Policy Development Commission is a concise and accurate statement of the ATV controversy. It should be substituted for the statement now in the draft EIS.

The CDC statement reads as follows:

"ATV Site at S. 200th St. and 18th Ave. S.

The Highline Communities Plan Committee recommends that the ATV proposal be allowed at the stated site. The Planning staff disagrees with the recommendation. The Sea-Tac Communities Plan Open Space Policy states:

King County - Parks Division:

The all terrain vehicle (ATV) issue, which was debated in the community during the formulation of the HCP, never was proposed as a park project in the plan. All references to the ATV proposal and its debate have been removed from the plan as suggested by the County Council Planning and Community Development Committee.

Dennis L. Robertson
Tukwila-McMicken Action Committee
16038 48th Avenue South
Seattle, Washington 98188
May 22, 1977

Irving Berteig
King County Department of Planning
and Community Development
Division of Planning
Room W-217
King County Courthouse
Seattle, Washington 98104

Gentlemen,

The Tukwila-McMicken Action Committee, a newly formed group patterned after the Seattle Community Councils, would like to comment on the Highline Communities Plan. The geographic area we represent, the area entitled East sub area in your Plan, does have the problems you identified in your EIS. Land Use and traffic encroachment are our major concerns.

Land Use is becoming a very important issue with the single family residences being threatened by commercial and apartment developments. Also, automobile and aircraft traffic are major problems contributing far more noise, pollution, and safety problems than are desirable for a residential area. Your plan identified the problems--but instead of providing solutions to them it contributes to them in several areas. Your plan appears to have carried its concept of increasing the intensity of land use to prevent economic stagnation in the Burien and White Center areas to our area.

The area east of the airport does not need stimulation for increased economic growth. Nor is higher density housing necessary to provide extra economic stimulation to the commercial concerns in our area. Our area is a single family residential area sandwiched between the growing commercial/industrial park near Southcenter and the ever growing airport and its commercial neighbors. We need protection-- but buffer zones do not help if you take the land for them out of existing single

ERNEST ONORATI
5102 163RD PLACE
SEATTLE, WASHINGTON
98188

MAY 20 1977

IRVING PECTER
KING COUNTY DEPT OF PLANNING AND
COMMUNITY DEVELOPMENT
DIVISION OF PLANNING
ROOM W-217
KING COUNTY COURTHOUSE
SEATTLE, WASHINGTON 98104

GENTLEMEN;

HOW DOES THE HIGHLINE COMMUNITIES
PLAN PROTECTED THE SINGLE RESIDENTIAL OWNER
AT MEETINGS THAT WERE HELD IN THE McMICKEN
AREA FOR EAST (PAGE 13 OF E IS FOR HIGHLINE
COMMUNITIES PLAN. THE CITIZEN OF THE
EAST AREA VOICED THEIR OPINION THAT
THIS EAST AREA WOULD REMAIN SINGLE
FAMILY RESIDENTIAL AREA ONLY.

I REQUEST THAT YOU CHANGE THE
HIGHLINE COMMUNITIES PLAN TO SHOW
TO SHOW ALL AREA IN EAST AS
SINGLE FAMILY RESIDENTIAL ONLY.

NO APARTMENT — APARTMENT WILL
BRING NOISE, POLLUTION, CRIME, AND
TRAFFIC CONGESTION AND WILL LOWER
PROPERTY VALUES.

AGAIN I ASK HOW DOES HIGHLINE
COMMUNITIES PLAN PROTECTED
THE SINGLE FAMILY OWNER?

SINCERELY:

ERNEST ONORATI
Ernest Onorati

Tukwila-McMicken Action Committee (Dennis Robertson & Ernest Onorati):

The comment from the Tukwila-McMicken Action Committee addresses HCP issues rather than potential deficiencies of the EIS. Modification of the HCP was accomplished per the Tukwila-McMicken Action Committee's request, during meetings of the Councyl Council's Planning and Community Development Committee.

May 29, 1977

Gentlemen:

We are responding to the recently issued Environmental Impact Statement on the Highline Communities Plan. We find a number of discrepancies which we hope can be discussed and resolved at an early date.

We believe the E.I.S. does not reflect the considerable input of active members of the Highline Community. For example, the idea expressed in the E.I.S. of a "Governmental-Community Center" does not conform with the desires of area residents as outlined in meetings with county officials.

In addition, the Task Force appointed by the Highline Community Council to make recommendations concerning the closed Chelsea Park Elementary School reported an entirely different proposal from that expressed in the Communities Plan. That report, presented to Paul Barden, John Spellman, the Community Council and Burien Chamber of Commerce, recommended the school become the Art School, as an adjunct to the Museum and Little Theatre to be built on the 2.1 acres next to the Burien Regional Library.

It was also reported erroneously in the E.I.S. that the property was purchased for the development of the Police-Court-Jail. The County Council stated to reporters and community leaders before they voted to purchase the property that this building would include a Museum and Little Theatre. An account of this statement appeared in the Seattle Times in a story by Lou Corsaletti.

Dorothy Harper:

Comments contained in Mrs. Harper's letter are directed at the HCP rather than the EIS. The projects mentioned have been continually discussed by various factions within the community throughout the planning process. Since the time this letter was received, the old Meyer's property has been set aside as a future location for a cultural arts facility. Modifications supporting this concept have been made to the HCP text.

Other issues were addressed in a July 5, 1977 reply to Mrs. Harper's letter from the Director of the Planning and Community Development Department, Jack Lynch. A copy of that letter is attached here for reference.



PLANNING DIVISION
IRVING BERTEIG, MANAGER
W217 King County Courthouse
516 - 3rd Avenue
Seattle, Washington 98104
206 - 344 - 4218

July 5, 1977

Mrs. Dorothy Harper, Chairman
Burien Arts Association
1626 S. W. 156th Street
Seattle WA 98166

Dear Mrs. Harper:

This letter is in response to points raised by you in the Highline Times and in a letter to King County (dated May 29, 1977 and received by King County on June 15, 1977), which discusses the Highline Communities Plan and the Draft Environmental Impact Statement.

1. Governmental/Community Center Facilities

King County's current plan for development of the Meyers' property should not be viewed as the district courts/police precinct versus a cultural arts center. Corollary to that project is the proposal to remodel Chelsea Elementary School as a community center to include a performing arts component. Cost would be about 1/7 that of a new cultural center.

Community opinion is mixed on the priorities involved in this issue. We recognize that there are some active proponents for the idea of developing the Meyers' property as a little theater. There are also opinions somewhat documented by the 1975-1976 County Council budget survey which would indicate that a performing arts center is not a priority item of the area.

Last summer the Planning Division considered whether additional opinion research would help toward reaching consensus on this issue. Most citizens advised against it, including the Highline Communities Plan Committee.

The differences of opinion that do exist have been considered in making recommendations. In this instance, the County Council

access to the park along with providing improvements for auto from Ambaum Boulevard S.W., a major arterial. Proposals for bicycle and pedestrian improvements on S.W. 146th St. and 14th Ave. S.W. and S.W. 152nd St. are also included in the plan, which would increase the ease of access to Seahurst Park from the Lake Burien area. A major emphasis of the plan is the development of a system of bicycle and pedestrian pathways to connect major activity areas, which includes Seahurst Park. The majority of concerns expressed at public meetings was to minimize new arterial construction and to emphasize improving existing arterials through operational and minor widening projects, thus minimizing financial and environmental impacts. Improvement to the signals along Ambaum Boulevard S.W. illustrates this point.

The final recommendation for improving access to Seahurst Park involves extending transit service. The King County Planning Division has recently requested Metro to investigate the feasibility of including service to Seahurst Park on Route 136 during seasonal off peak times. This service would provide non-transfer service to the park for five elderly, handicapped group housing facilities and one transfer service for most of the remaining group housing facilities in the study area.

3. Nodes and Linkages - Burien Bicentennial Program

A comparison of the Burien Bicentennial Program and the proposed Highline Communities Plan shows that the elements are basically the same, even though differences exist in the ways selected to achieve the overall concept. Since you served as a member of the Highline Communities Plan Committee, we continue to be surprised that you do not recognize the extent to which the Highline Communities Plan will implement the Bicentennial Program proposals.

Burien Bicentennial Program

1. "Burien also is planning a major acquisition of land and reassignment of facilities to develop a complex to include a civic center, local government offices, cultural facilities, a Town Forest, and improvements to sports facilities at Moshier Athletic Center."

Highline Communities Plan

1. Civic Center - Library, police/court facility, governmental/community center at Chelsea School (described earlier in this letter).
Local Government Offices - Chelsea School (described earlier in this letter)
Cultural Facilities - Chelsea School, including proposed

Burien Bicentennial Program

4. "...restoration of the historic house at 154th St."

Highline Communities Plan

S. 144th St. (Si 17) to reduce accident problems at the intersection and to provide a safe pedestrian crossing connecting residential areas west of Des Moines Way to the open space and recreational areas existing and planned north of the airport.

Implement the recommendations of the Citizens Des Moines Way Task Force to provide improvements for bicycle and pedestrian travel along the corridor. These improvements will provide access to the open space and recreational areas in the north acquisition area, Moshier Field, and Sunnydale Elementary School. Access is also provided to Highline School, and the Burien Business District.

Underground or relocating utility lines is desirable; more specific evaluation is needed to determine feasibility. Implement the recommendation of the Citizens Task Force with regard to preservation of existing trees and supplemental planting of additional street trees. Additional historic park sites should be reviewed and acquired as part of the restoration of Des Moines Way, with special attention given to the triangle at S. 152nd St./8th Avenue S/Des Moines Way."

4. Historic House - The plan proposes project Ps6, Morasch House Historical Park, to renovate the Morasch House on the Roy Kurosu property, as an additional segment of the Moshier Park Expansion, Pc6. The home could be used as an historical museum to display pioneer artifacts and crafts of the Highline area.

Proposed Transportation Improvements (Cont'd)

Sm8 6th Ave. S.W.

From S.W. 148th St.

To S.W. 156th St.

Development of a pedestrian mall and park within the 6th Ave. S.W. corridor between S.W. 148th Street and S.W. 152nd Street. Closing this portion of 6th Ave. S.W. to auto traffic would be a necessary part of this development.

At S.W. 148th St. this pedestrian corridor would link up with the library, police/court, park, art gallery and governmental/community/cultural center facilities between S.W. 146th and S.W. 148th Sts.

Between S.W. 150th St. and S.W. 152nd St. development would be the responsibility of the property owners. 20-foot minimum sidewalk between S.W. 148th St. and S.W. 150th St. Where there are streets, construct 8-foot sidewalks on the east side and 5-foot sidewalks on the west side between S.W. 152nd St. and S.W. 156th St. Landscaping along the entire route on both sides. Benches on the 20-foot and 8-foot sidewalks.

Sm11 S.W. 160th St.

From 4th Ave. S.W.

To Des Moines Way S

Perform minor improvements along route to improve pedestrian movements. Rebuild sidewalk which is being undermined. Build up prior to bridge abutments to provide easy transition. Provide curb cuts where necessary.

Sm14 S.W. 156th St.

From 1st Ave. S.

To Des Moines Way

Improve crosswalk markings with special emphasis on the crossing in the vicinity of Moshier Field.

Sm17 S. 152nd St.

From 1st Ave. S.

To 2nd Ave. S.W.

Construct sidewalks. Provide street trees.

HIGHLINE COMMUNITY COUNCIL

P. O. Box 66320

Seattle, Washington 98166

July 29, 1977

King County Department of Planning
and Community Development
Division of Planning
Room W-217
King County Courthouse
Seattle, Washington 98104

Attention: Mr. Dave Baugh

Subject: Comments on Highline Communities Plan
Environmental Impact Statement

Following are comments on the Highline Communities Plan Environmental Impact Statement submitted by the Highline Community Council:

Pgs. 24-25 - Population

Single family growth is mentioned as being possible for the South and East sub-areas but not for the area immediately west of the airport. Mention should be made here of the substantial amounts of undeveloped land in this area as cited in Chapter 6.6.1 of the Sea-Tac Communities Plan which can be used for new construction for single-family dwellings.

Pg. 28 - Area Zoning Guidelines

We feel that the comments regarding the impact due to concentrations of population, i.e., high density apartments, do not adequately address the potential problems of crime, additional service requirements, transient populations, complacency on community activities, higher school levies needed to educate additional children, and other social problems. We strongly recommend that more thorough consideration be given to these social impacts in community planning

Pg. 28 - North, East, South and West Districts

These two paragraphs are very misleading as they give the reader the impression that down-zoning is a substantial part of the zoning guidelines, when in fact, the reverse is true. We recommend that this paragraph be changed to reflect the true situation.

Pg. 30

A statement needs to be added outlining how amendments and modifications can be changed.

Highline Community Council:

Several points have been raised by the Highline Community Council, which will be addressed in the sequence they appear in their letter.

Population - The area with the greatest potential for new single family growth is the south area however a number of undeveloped parcels throughout Highline should also be expected to develop in the next ten years. One region with several large undeveloped tracts is the area immediately west of Sea-Tac Airport. One critical factor controlling growth in this area is the absence of sewers. Development should not be expected in a large scale until sewers are extended to this area.

Area Zoning Guidelines -

The "Area Zoning Guidelines" as used in the context of the HCP, imply a methodology for implementation of the proposed land use plan. Where as social impacts, both positive and negative, might occur if the ultimate land use plan is achieved, the HCP attempts to deal with these impacts in a policy sense acting as a guide for new development. The plan's objective is to direct new growth in Highline in a least cost way to the environment, attempting improvements to surface water quality and quantity control, providing a range of housing opportunities for all income levels, striving to repair and improve the existing housing stock, establishing rigid landscape guidelines for new development, protecting and enhancing historic sites, increasing transportation opportunities, both vehicular and pedestrian, and increasing human services including park and recreation functions, employment and job training and crime prevention and control.

Each of the objectives mentioned above relate to social impacts. The intention of the plan is to ultimately improve the quality of life for the citizens of Highline.

North, East, South, and West Districts -

There are approximately 190 proposed zoning guidelines in the HCP. Of these, roughly 60 are down zone proposals. In many cases, the proposal amounts to removing or reducing potential apartment zones in areas where if developed, they would act as a negative factor in the continuing stability of single family neighborhoods. Many of the zoning proposals either increasing apartment densities or changing to a higher economic use, are situated near community business centers where increase economic support is viewed as a positive benefit.

Plan Modifications -

Modifying the HCP will require County Council action by Ordinance and can be proposed by citizens or county staff when and if such changes seem warranted.

July 28, 1977
16035 - 12th Avenue So.
Seattle, Washington 98148

Mr. Dave Baugh
King County Department of Planning
and Community Development
Division of Planning
Room W-217
King County Courthouse
Seattle, Washington 98104

Subject: Comments on Highline Communities Plan
 Environmental Impact Statement

Upon receiving this EIS, I was very surprised to see that the makeup of the Highline Communities Plan Committee was still done incorrectly: In the listing of the committee in the back of the book, once again three active committee members have been deleted - Dottie Harper, Alice Wetzel and myself. Also in the text on page 4, first paragraph, the wording is exclusive of these three persons. The PDC Commission directed that all committee members be listed, with no discrimination as to who was appointed by whom. The EIS certainly should be corrected. (Upon receiving the latest draft of the Highline Communities Plan, I note that the listing of the committee has been done correctly.) I still do not understand why the EIS was written this way.

From what transpired at HCP Committee meetings and then with the PDC Commission meetings, any item that was of a controversial nature (that is, any area where the HCP Committee members as a group were in disagreement with the Staff on an issue) was to be written up in the text with both points of view fully explained, leaving the final decision on that particular issue up to the King County Council when the plan is adopted. The EIS only states the Staff's decision on items such as the Police Precinct/Courthouse facility and the ATV site. Both points of view should be presented in the text, absent the editorializing, which has no place in an EIS.

There are three sewer proposals, all of which were discussed as being possible applicants to receive H&CD Block Grant funds to help with the cost. In the text, whenever these are referred to, there is a discrepancy as to the matter of referral. With two of the proposals, it states: "It is proposed that King County financially assist in the development of . . . sewers". The Sunnydale proposal is referred to as specifying: "H&CD Block Grant funds". Why the differential treatment? In committee discussions, they were all discussed comparably, why the variance now?

On Page 25, under Population: "New single family growth is possible in the south and east sub-areas . . ." No reference is made to the west side (near the airport). I was of the impression that the west was also to be a residential area, and one of the major topics of discussion had been the possibility of new residential development on the west to fill in the open spaces.


Pauline J. Conradi

Adverse Impacts which may be mitigated -

The statement on page 31 in the EIS reflects the position that the plan document will act as a check and balance system on itself and actions that may be spawned as a result of the plan, are also subject to the review and comment system contained in the plan. These check and review systems depend heavily upon the participation of the community.

Unavoidable Adverse Impacts -

We agree, there will be unavoidable adverse impacts as a result of this plan however, as we stated, there should be sufficient review and joint participation with community interests to allow for the mitigation of the most undesirable aspects of any adverse impact.

Alternatives -

A new site has been located for the Burien police/court facility thus leaving the property at 4th Ave. SW and SW 148th St available for other community uses. The HCP suggests that the county assist private interests

Appendix B -

Appendix B is not being reprinted in the final EIS, however, the total known quantity of notes taken at meetings during the deliberation of the HCP is contained in the draft HCP EIS appendix B.

Pauline J. Conradi:

Appendix B, including the names of Citizen Committee members is not being reprinted in the final. The intention of appendix B in the draft was to reflect or verify various aspects of the planning process. New committee member names were inadvertently left off the draft list.

The draft HCP EIS was written prior to the PDC Commission meetings and adequately reflects the existing points of view at the time of its writing.

New language regarding sewers for the Sunnydale area was added to the plan during deliberation of the Council Planning and Community Development meetings this fall. The effect of the new revision is to study the funding question more closely, together with determining the feasibility of adding housing units to the area on vacant lots as they become available during the Port of Seattle's acquisition program. in developing a cultural facility at this site.