

# highline

Community Plan

*Proposed*  
**Area Zoning**

  
King County  
Division of Planning  
January, 1980

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# INTRODUCTION

This Area Zoning report proposes adoption of new zoning maps for Highline. The proposed zoning maps will implement the land use policies, text and maps, of the Highline Communities Plan (HCP). The HCP was adopted by the County Council in December of 1977.

## Study Area Location

Highline is geographically defined as being south of the Seattle city limits, north of South 252nd Street, west of I-5 and east of Puget Sound. The cities of Normandy Park, Des Moines and portions of Kent and Tukwila are within Highline. However, as municipalities, each maintain their own zoning regulations and maps. This Area Zoning process applies to unincorporated King County only.

## Definition of Area Zoning

Area Zoning is defined by Ordinance No. 00263 as being synonymous with the terms of "rezoning or original zoning" as used in the King County charter. "Area Zoning" means: The procedures initiated by King County which result in the adoption or amendment of zoning maps on an area-wide basis. This procedure is characterized as being comprehensive in nature, deals with homogenous communities, distinctive geographic areas, and other types of districts having unified interests within the county.

Area zoning, unlike an individual reclassification, utilizes the entire range of zoning classifications available to the county to express the current land use policy in zoning map form.

## Area Zoning Process

This Area Zoning proposal was developed by the Planning Division to implement the adopted HCP. It translates HCP land use designations and policy guidelines into specific zoning classifications and conditions.

The HCP describes the community planning process on page 3 of the text. A discussion of the impacts associated with the adopted plan and proposed Area Zoning are highlighted on pages 27 and 28 of the Environmental Impact Statement.

The County Council will adopt the Area Zoning following community meetings and at least one public hearing. Both oral and written comment will receive consideration by the Council.

Notice of community meeting dates and the Council's hearing(s) will be mailed to all property owners of record. These same notices will be sent to local newspapers and papers of area wide circulation.

# READER ASSISTANCE

Included in this report are:

1. An Introduction

The introduction defines area zoning, describes its relationship to the Highline Communities Plan, and explains the adoption process.

2. Area Zoning Highlights

This section describes the topics of mixed use development, mobile home park development, the airport open use zone and landscaping guidelines. These ideas are the basis for various zoning proposals in the Area Zoning.

3. Proposed Area Zoning

A. An index to the zoning maps (see map between pages 8 and 9) depicting:

- 1) The sections, townships, and ranges for all land within the Highline Communities.
- 2) Page numbers of this report where specific half section zoning maps can be found.

B. Zoning maps, covering all of Highline, that display:

- 1) Existing zoning as of July, 1979.
- 2) Proposed zoning changes are displayed by an "X" through the existing zone, with the proposed zone shown nearby.

Each half section within Highline is shown on a separate page at a scale of 1" = 600'.

*NOTE: The maps reproduced in this report are copies of the official zoning map series which is adopted as a part of this Area Zoning. The official maps are at a scale of 1" = 200'.*

4. Explanations of proposed zoning changes:

A short series of descriptive paragraphs precedes each zoning map containing zoning proposals. These paragraphs describe the nature of the proposed zone change, indicates the plan logic, and notes various applicable community and comprehensive plan policies.



5. Appendix:

The appendix contains a synopsis of the zoning code which gives brief descriptions of each county zone.

Also contained in the appendix is the complete list of policies from the Highline Communities Plan and selected relevant policies from both the King County Comprehensive Plan and the Sea-Tac Communities Plan.

#### HOW TO FIND THE PROPOSED ZONING CHANGES

To determine if a zoning change is proposed for a specific parcel of land, turn to the index map (See map between pages 8 and 9) and find the half section-township-range within which the parcel is located. The page number of the detailed zoning map is given beside the section-township-range.

Turn to the detailed zoning map and locate the specific parcel. If a zoning change is proposed, the reasons for that zoning change will be given on the facing page.

## AREA ZONING HIGHLIGHTS

Contained in this section is a discussion of mixed use development, mobile home parks, airport open use zoning and landscaping guidelines.

### Mixed Use Development

The notion of mixed use development in King County began with the HCP. Merchants, landowners and area residents expressed a desire to attempt mixed retail/residential projects in Burien and White Center. It was thought that the potential for such projects would act as an incentive for developers to utilize vacant or underdeveloped properties on the fringe of the central retail districts. The additional, close-in residential population could add new vitality to the business districts. Zoning that would permit both retail and residential uses on the same site or in the same structure, could provide enough combined economic return to encourage new mixed use development. These same areas may otherwise produce insufficient revenue from singular projects, commercial or residential, to warrant large scale development. (See HCP page 30).

The proposed mixed use locations are on the fringe of the urban retail centers of Burien and White Center. Mixed use areas in Burien are designated at SW 153rd St. and SW 154th Street, from 1st Avenue South on the east to just beyond 6th Avenue SW on the west; between SW 148th St. and SW 150th St. and 6th Ave. SW to 8th Ave. SW; and generally between 10th and 12th Ave. SW between SW 150th St. to just south of SW 152nd St. The White Center locations are on both sides of 17th Ave. S. (to the half block), from SW 100th St. to SW 107th St; and just west of 16th Ave. SW, between SW 114th St. and SW 116th St.

Mixing residential and retail uses in the same development is not allowed under existing policies in the King County Comprehensive Plan or Zoning Code. The comprehensive plan and zoning code would have to be amended to permit this type of development.

The King County Department of Planning and Community Development has prepared draft ordinances which propose amendments to both the comprehensive plan and zoning code. These ordinances will be reviewed by the County Council at about the same time as, or in conjunction with, the review of this area zoning report.

## **Mobile Home Development**

One of the Highline Communities Plan objectives is to provide adequate variety and choice in housing. Although the growth in Highline has leveled off, the HCP still recognizes a need to allow for additional new housing aimed at a variety of tastes, lifestyles and incomes.

The HCP envisions mobile homes as a significant element of the housing market in Highline. It notes that as the cost of single family homes continues to rise, mobile homes increase in attractiveness for many families. Consequently, the plan suggests increasing the number of locations where mobile home parks would be permitted, by allowing them in more apartment zones (RM-1800 and RM-2400).

Presently, the County Code permits mobile home parks as an outright use in the C-G (general commercial) and RM-900 (maximum density multi-family) zones. C-G is primarily a heavy commercial and outdoor storage zone. The two primary uses of the RM-900 zone are for business and professional offices and maximum density apartments. Existing mobile home park development in Highline is found almost exclusively in RM-900 zoning. RM-900 zoned properties used for mobile home parks might create future land use conflicts if conversion to a more intensive use, allowed by the RM-900 zone, occurs.

Mobile home parks are also permitted in other residential zones under a planned unit development (PUD). At least two major disadvantages exist for mobile home park PUDs. The first is time. It takes approximately two years or longer to begin construction from the time of application for a typical PUD. The second drawback is that mobile home PUD's cannot take full advantage of the bonus credit system to achieve higher densities. This is due in part to rigid site design standards that apply to mobile home parks. The density of mobile home park developments rarely exceeds eight units per acre. The time factor, coupled with the inability to capitalize on the single major advantage of the PUD process (density bonuses) combine to practically eliminate mobile home parks in all residential zones except RM-900.

Benefits of allowing mobile home parks in the RM-2400 and RM-1800 zones are: 1) increasing the number of areas eligible for development of mobile home parks, and 2) allowing for rezones of existing mobile home parks to zones which still will permit the mobile homes, but will not permit business offices or maximum density apartments which could be incompatible with adjacent single family neighborhoods.



The Building and Land Development Division has prepared a draft mobile home ordinance which, if adopted by the Council, would permit mobile home park development in any multi-family zone. The proposal will also include specific site development standards. Adoption of such an ordinance will fulfill the Highline Plan recommendation to make more areas available for mobile home development.

Possible conflicts due to redevelopment of mobile home park properties, now zoned RM-900, is addressed in the Highline Area Zoning. The strategy is to rezone RM-900 zoned mobile home property to RM-1800 or

RM-2400. These zones, if amended by the Council to permit mobile home parks, will allow continuation of existing mobile home park uses; will permit apartment densities compatible with neighboring zones; but will preclude business offices and maximum density apartments.

If a zoning code amendment to permit mobile home parks in the RM-2400 and RM-1800 zones is not imminent by the time the Highline Area Zoning is nearing adoption, a P-Suffix condition should be applied to existing mobile homes properties (now zoned RM-900) to limit potential apartment density and to eliminate potential business office use.

## Airport Open Use Zone

The Airport Open Use zone was developed to help implement specific land use policies of the Sea-Tac Communities Plan (STCP). The STCP had stated that "The Airport acquisition areas should be primarily open space, put to community multiple use" (page 6.6.3-6).

The HCP, adopted later, builds upon the STCP land use policy for airport acquisition areas. "Park and Recreation" and "Airport and Open Space" land use designations in the HCP are used to refine the "Open Space" system called for in the STCP. The Parks and Recreation category denotes "Public and leisure parks, athletic and playfields... and indoor recreation centers." The Airport Open Space category designates "Passive buffer and landscape restoration areas around Sea-Tac Airport. Also included are some private properties within the noise impact area open space systems."

The principal purpose of the AOU zone is to permit economic uses and development of areas affected by major airports which are compatible with neighboring residential areas, designated open space areas, and airport clear zone requirements.

In this area zoning AOU is proposed for properties within the Sea-Tac Airport noise acquisition areas that are designated by the HCP as "Parks and Recreation" or "Airport Open Space", (not including land between S. 154th Way and S. 176th St., west of Sea-Tac Airport and east of 12th Avenue S.) *off 812 105*

# Landscaping Guidelines

In business and apartment developments, landscaping can perform three major functions. First, it visually divides the barren expanse of parking lots, making business centers or apartment development more attractive to users and more harmonious with surrounding uses. Second, landscaping helps provide a visual and physical buffer between areas of intensive use and abutting residential neighborhoods. Third, landscaping can be used to define entrances, exits, and parking lot circulation patterns. Landscaping can improve safety by aiding drivers in moving through parking lots and encouraging pedestrian-vehicular separation.

HCP landscaping guidelines apply to all new business and apartment development. The guidelines call for landscaping along certain property lines along street frontages and within parking lots. Three basic landscaping types are defined for use in all situations where landscaping would be required. Amounts of landscaping will vary depending upon the particular circumstance. HCP landscaping types and guidelines are shown below.

## Landscaping Types:

Type I Ornamental landscaping of low plantings and high plantings.

The minimum height of trees is 8 feet for evergreens and 10 feet for other species, with spacing a maximum of 25 feet on center and with branches eliminated to a height of 6 feet where necessary to prevent sight obstruction. A mixture of low plantings in bark or decorative rock should provide a total ground cover within 2 years.

Type II Mixed trees, shrubs and low plantings.

This planting strip should be designed with a mix of evergreen shrubs and trees, with trees spaced a maximum of 5 feet on center and with minimum height of 4 feet. The mixture of plantings and bark or decorative rock should provide a total ground cover within 2 years.

Type III Wall of Trees.

The living wall should be composed of conifer trees with such maturity and spacing as to form an effective visual barrier within 2 years. The trees should cover the full depth of the planting area. Minimum tree height is 6 feet.

Landscaping requirements will apply in addition to the screening requirements specified in the County Zoning Code.



MINIMUM LANDSCAPING ALONG SIDE AND REAR PROPERTY LINES  
NOT ABUTTING STREETS

- (a) "RM" developing adjacent to "RS" or "S": Type II planting strip, 15 feet in width;
- (b) RM-900 developing adjacent to RM-1800 and RM-2400: Type II planting strip, 5 feet in width;
- (c) RM-900 developing adjacent to RD-3600: Type II planting strip, 10 feet in width;
- (d) BN, BC and CG developing adjacent to "RM" or "RD": Type II planting strip, 10 feet in width;
- (e) BN, BC and CG developing adjacent to "RS" or "S": Type III planting strip, 20 feet in width;
- (f) Industrial developing adjacent to business or commercial: Type II planting strip, 10 feet in width;
- (g) Industrial developing adjacent to "R" or "S": Type III planting strip, 20 feet in width;
- (h) "RM" developing adjacent to business, commercial or industrial: Type II planting strip, 10 feet in width.

Parking Lot Guidelines:

- (a) Parking areas fronting on a street right-of-way should provide a Type I planting strip along the entire street frontage, except for driveways.
- (b) A portion of total area devoted to parking (including aisles), should be in landscaping, exclusive of landscaping along the street frontage and along property lines:
  - (1) To achieve the desired effect, landscaping areas should not be too small in area, or too narrow.
  - (2) Trees should be a part of parking lot landscaping.
  - (3) Landscaping should be dispersed throughout the parking area.

DEVELOPMENT SCHEDULE: LANDSCAPING IN PARKING

LOTS

Land Use	(a) Frontage Strip	(b) % of Parking Area	(b1) Trees	(b3) Landscaping Location
Apartment	5'	10'	One tree for every 10 spaces, if trees with	no parking stall should be more
Office	5'	5'	a mature spread of 50' are used (min. 15' tall	than 70' from some landscaped
Business/ Commercial	5'	5'	when planted). One tree for every five spaces, if trees with	area. Landscaping considered as achieving the
Industrial	10'	10'	a mature spread of less 50' are used (8' tall when planted)	desired effect must be located between the parking stalls, at the end of parking columns, or between parking stalls and property line.

Implementation of Landscaping Guidelines

The landscaping guidelines can be implemented in three possible ways:

The first would be to require site plan review for specific properties through the area zoning. A P-Suffix could be applied to all the commercial, manufacturing and multi-family zones conditioning approval of building, subdivision and other development permits on conformance to the landscaping guidelines.

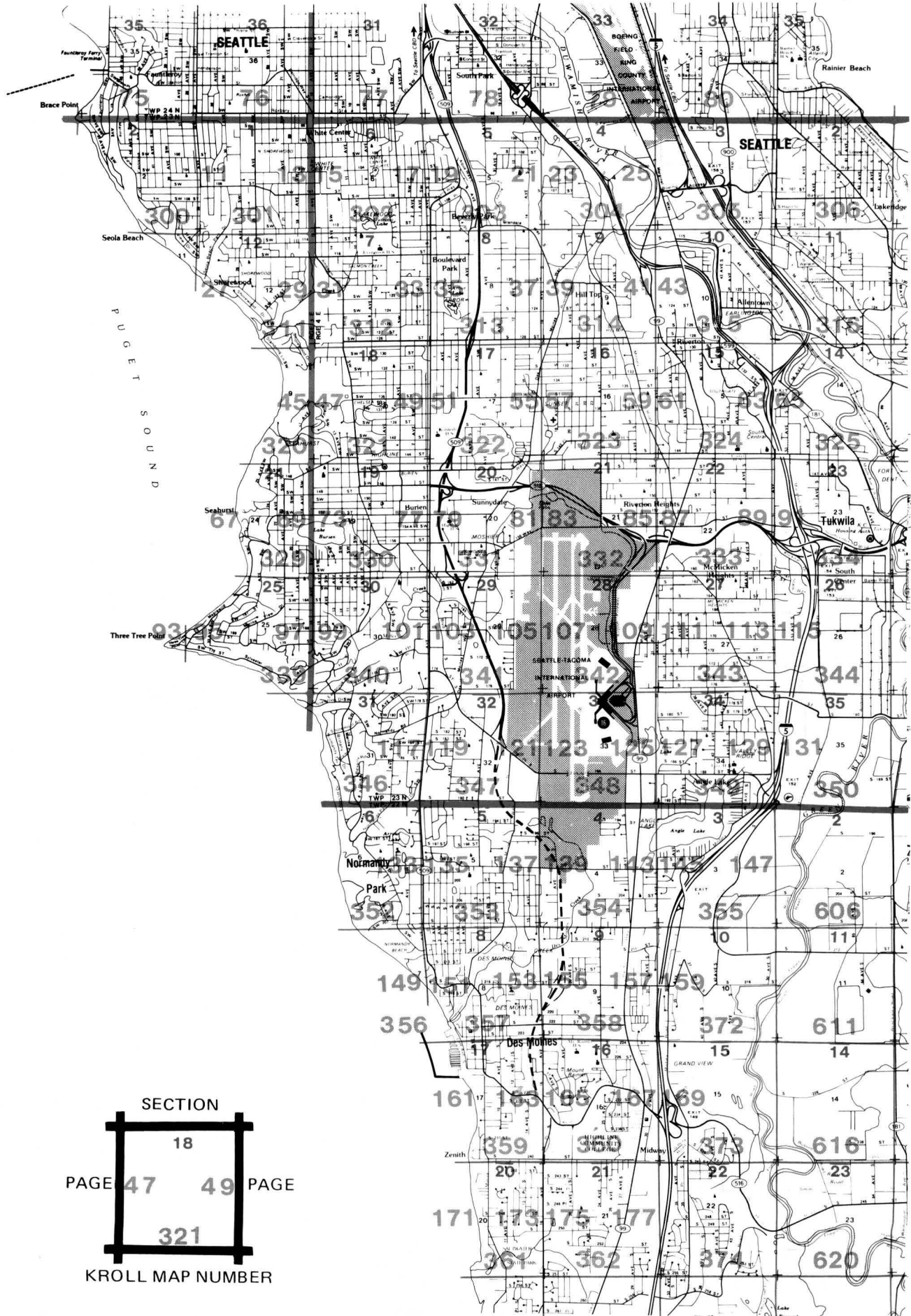
The second method would be to adopt a separate ordinance designating the entire Highline study area for site plan review requiring landscaping where appropriate to all building, subdivision or other developments permits.

A third method would be to adopt a county-wide landscaping ordinance. Requirements would be implemented through the zoning code and would apply to all new apartment, business and industrial development and major remodelling too. Such an ordinance is now being reviewed by a committee of the County Council. It is anticipated that some form of the pending county-wide guidelines will be adopted by the County Council.

This area zoning report, therefore, does not propose either of the first two alternatives: 1) applying P-suffix to the affected properties; or 2) a separate ordinance to implement landscaping guidelines within the Highline community planning area. However, if the proposed county-wide landscaping ordinance is not adopted by the time the Highline Area



highline  
**AREA ZONING**  
Index to Zoning Maps



SECTION  
18  
PAGE 47 49 PAGE  
321  
KROLL MAP NUMBER

W 1-23-3

No changes are proposed.



W 1-23-3 ZONING AS OF FEBRUARY, 1979

REFERENCE TO HCP  
LAND USE PROPOSALS  
AND ZONING GUIDELINES

E 1-23-3

WC#1 RM-1800 to RM-1800 (Potential RM-900)  
WC#2 RS-7200 to RS-7200 (Potential RM-900)

Would provide for more apartments adjacent to the business district. Emphasis is on development of high density residential support in and around retail centers. Applicable policies are:

Highline Communities Plan -- H-10, H-14 and H-18  
Comprehensive Plan -- D-12, D-13 and D-16

(See appendix page 183, 184 and 189 for complete policies)

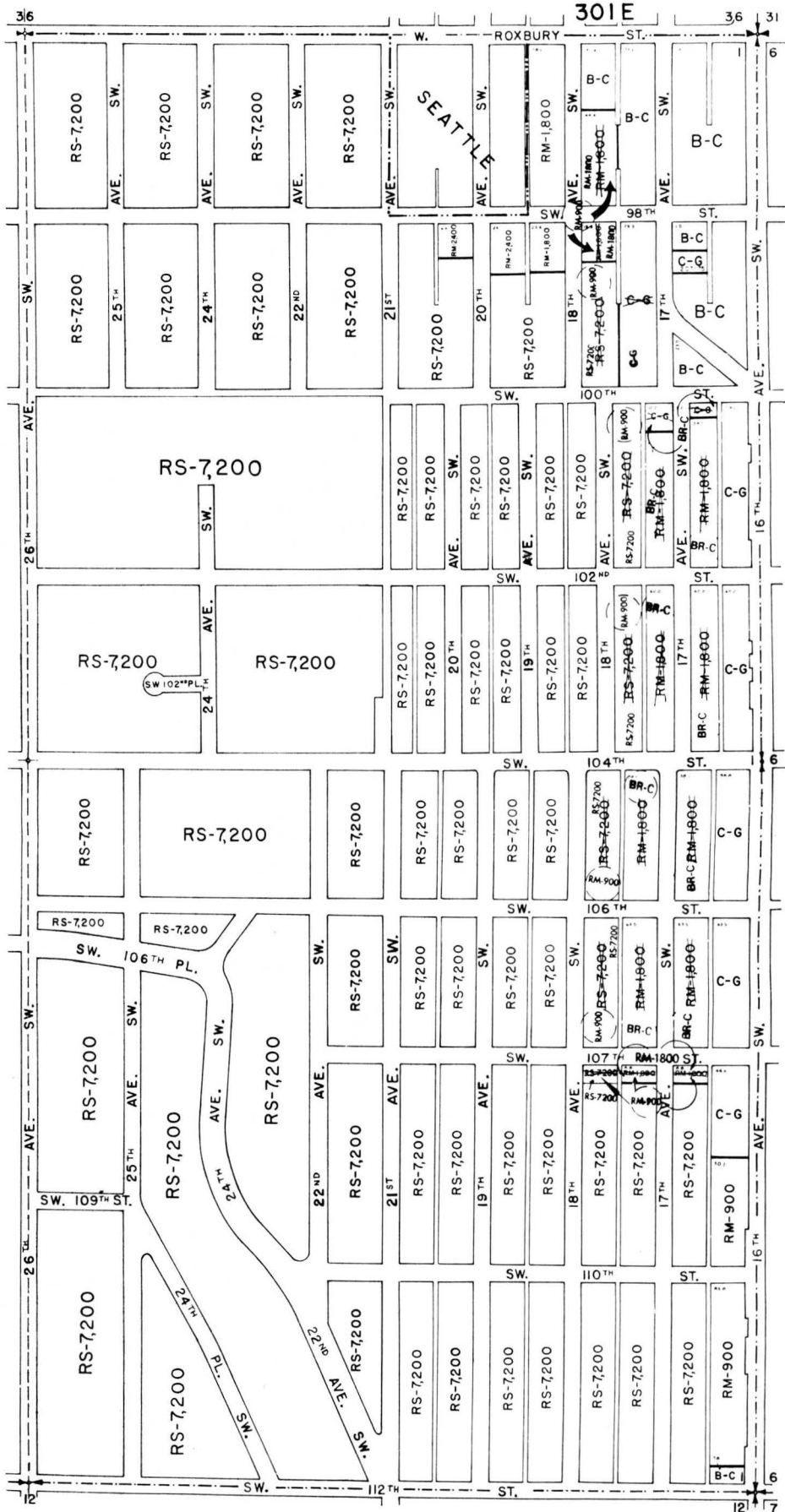
WC#3 RM-1800 to BR-C  
WC#4 C-G to BR-C

Establishes a mixed use area adjacent to the White Center retail business center. Encourages maximum use flexibility, i.e., retail/multi-family/office combinations. (See page \_\_\_ for discussion of proposals to amend the Comprehensive Plan and Zoning Code to permit mixed use). Applicable policy is:

Highline Communities Plan -- H-14  
Comprehensive Plan -- N/A (To be revised)

(See appendix page 183 for complete policy)





ZONING AS OF FEBRUARY, 1979 E - I-23-3

REFERENCE TO HCP LAND  
USE PROPOSALS AND  
ZONING GUIDELINES

W 6-23-4

WC#5 B-C to B-C (Potential C-G)

Would reinforce the general commercial/highway oriented business area by expanding use to a full block and providing a transition to adjacent light industry. Applicable policy is:

Highline Communities Plan -- H-14

(See appendix page 183 for complete policy)

WC#6 RS-7200 (Potential RM-2400) to RS-7200 (Potential RM-1800)  
WC#7 RM-2400 to RM-2400 (Potential RM-1800)

Would provide for more apartments adjacent to the business district. Emphasizes development of higher density residential support in and around existing retail center. Applicable policies are:

Highline Communities Plan -- H-10 and H-14  
Comprehensive Plan -- D-12, D-13 and D-16

(See appendix pages 183 and 189 for complete policies)

WC#8 RM-2400 to RM-2400 (Potential M-L)  
WC#9 C-G to C-G (Potential M-L)

Would provide a small amount of manufacturing zoning expansion at this location. Consolidation of industrial uses here reduces the tendency to allow scattered intermingling of those uses through the White Center retail center. Applicable policies are:

Highline Communities Plan -- H-14 and H-15  
Comprehensive Plan -- B-36 and C-5

(See appendix pages 183 and 189 for complete policies)

WC#11 RM-1800 to RM-1800 (Potential C-G)  
WC#12 RS-7200 (Potential RM-1800) to RS-7200 (Potential C-G)

Would complete existing zoning pattern (one block in depth). Applicable policy is:

Highline Communities Plan -- H-14

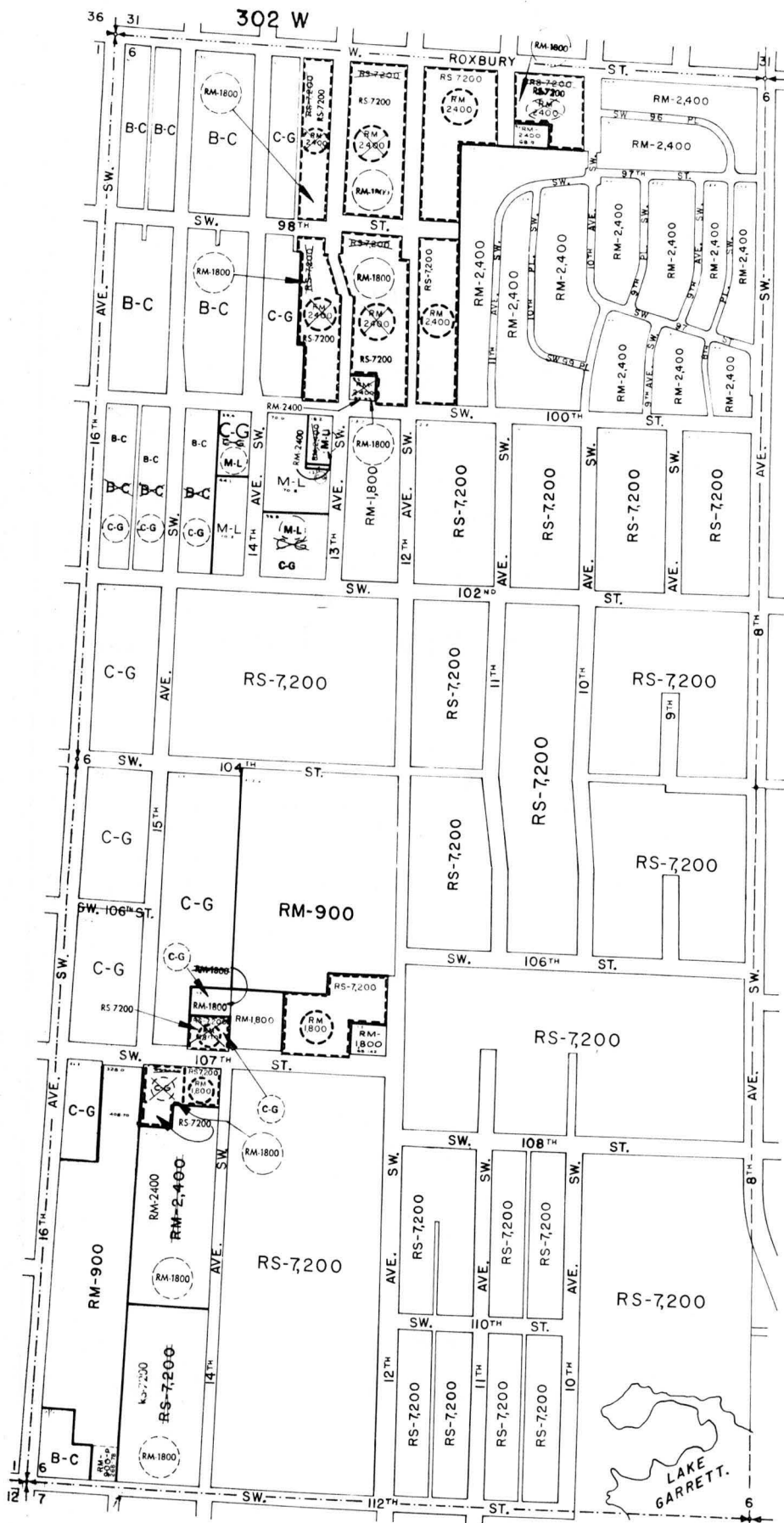
(See appendix page 183 for complete policy)

WC#13 RS-7200 (Potential C-G) to RS-7200 (Potential RM-1800)  
WC#21k RM-2400 to RM-2400 (Potential RM-1800)  
RS-7200 to RS-7200 (Potential RM-1800)

Would provide high density living areas near business district and accomplishes transition from commercial to less dense residential uses further east. Applicable policies are:

Highline Communities Plan -- H-10 and H-14  
Comprehensive Plan -- D-12, D-13 and D-16

(See appendix pages 183 and 189 for complete policies)



W 6-23-4 ZONING AS OF FEBRUARY, 1979

E 6-23-4

RS-7200 (Potential RM-2400) to RS-7200

Redesignates area from medium density multi-family apartments to single family. Applicable policies are:

Highline Communities Plan -- H-18  
Comprehensive Plan -- D-11

(See appendix pages 184 and 189 for complete policies)

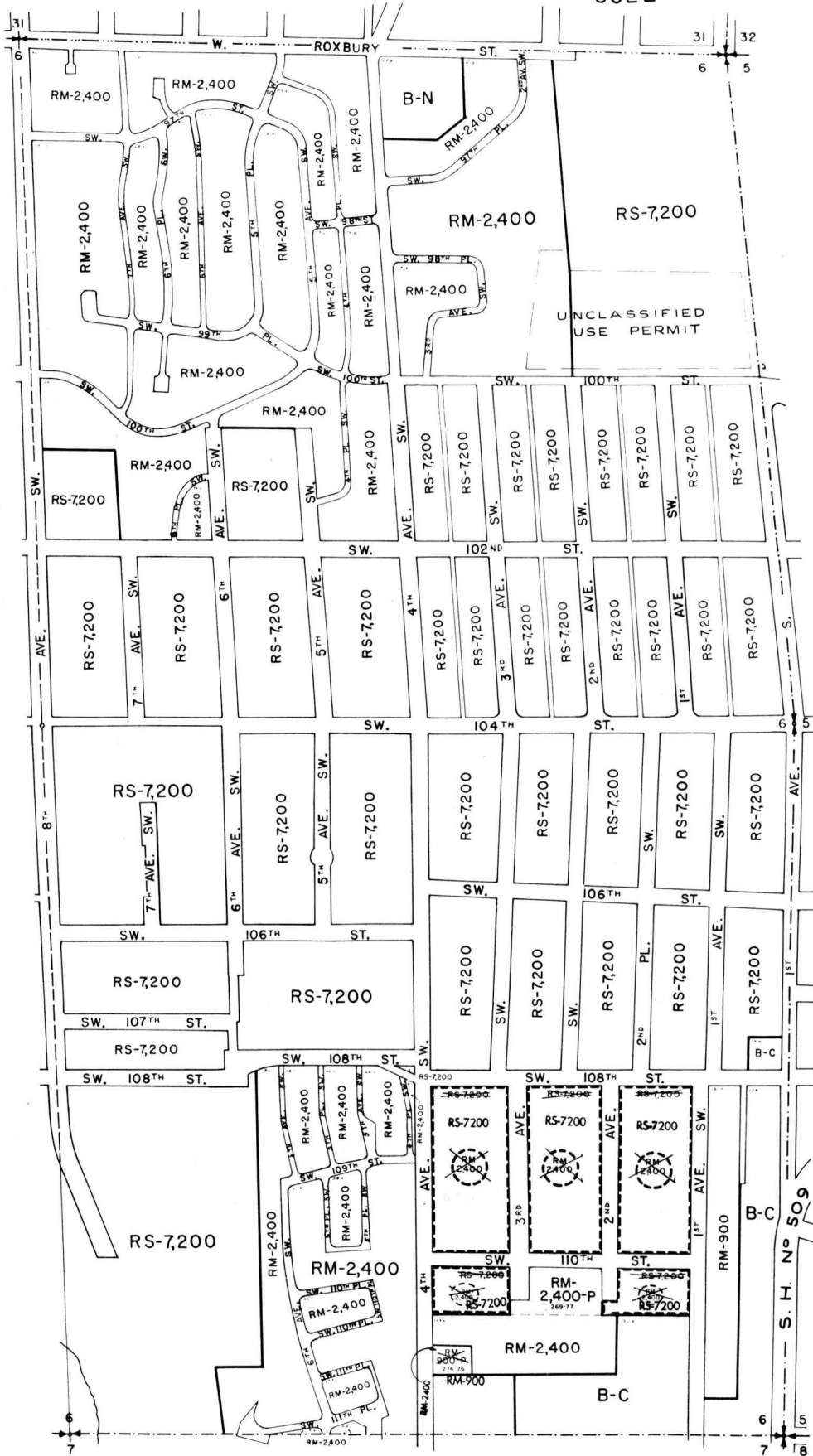
RM-900-P to RM-2400

Provides transition to medium density apartment uses from maximum density to the south. Applicable policies are:

Highline Communities Plan -- H-10  
Comprehensive Plan -- D-17, D-18 and D-19

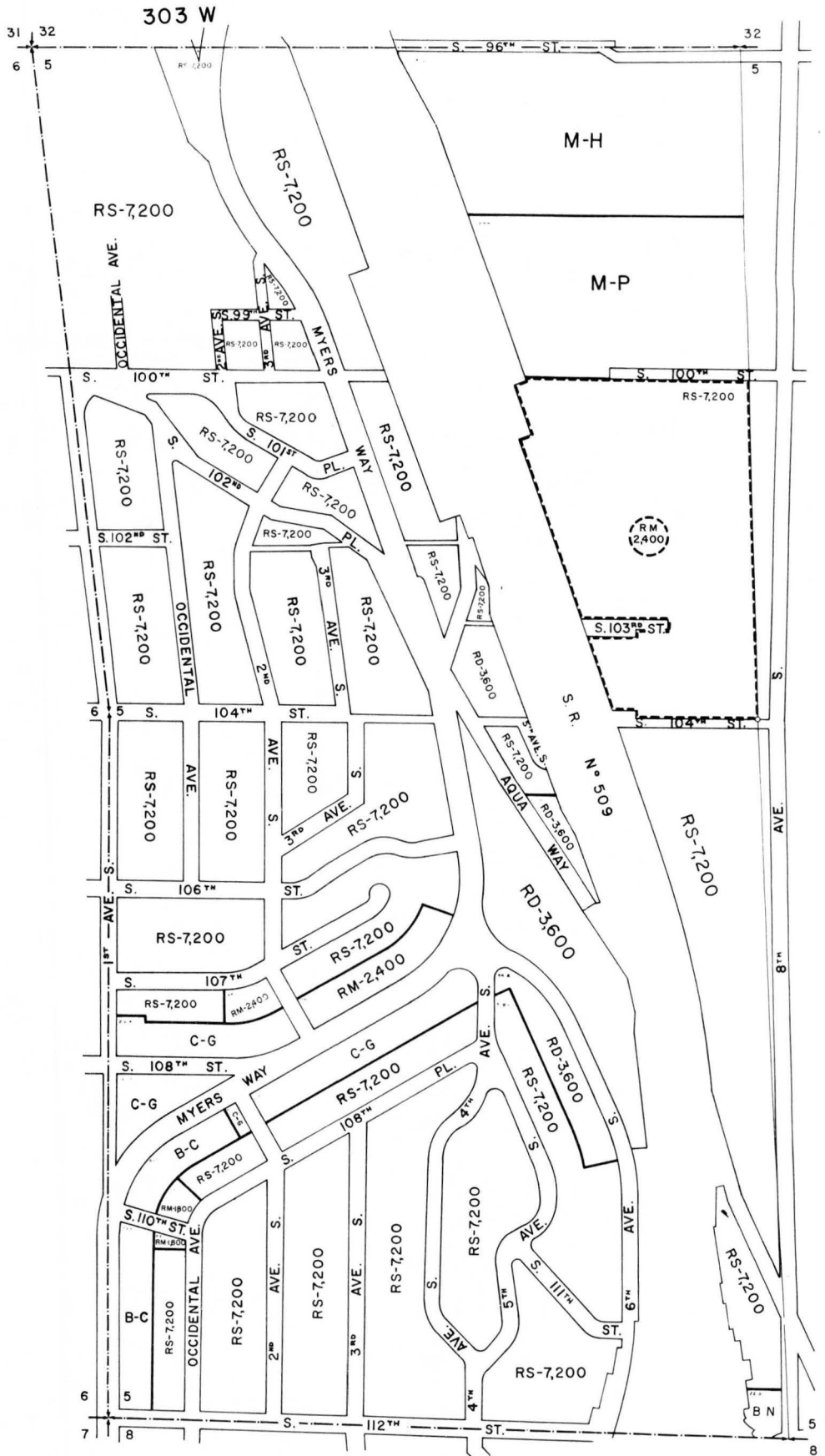
(See appendix pages 183 and 190 for complete policies)





W 5-23-4

No changes are proposed.



W 5-23-4 ZONING AS OF FEBRUARY, 1979

REFERENCE TO HCP  
LAND USE PROPOSALS  
AND ZONING GUIDELINES

E 5-23-4

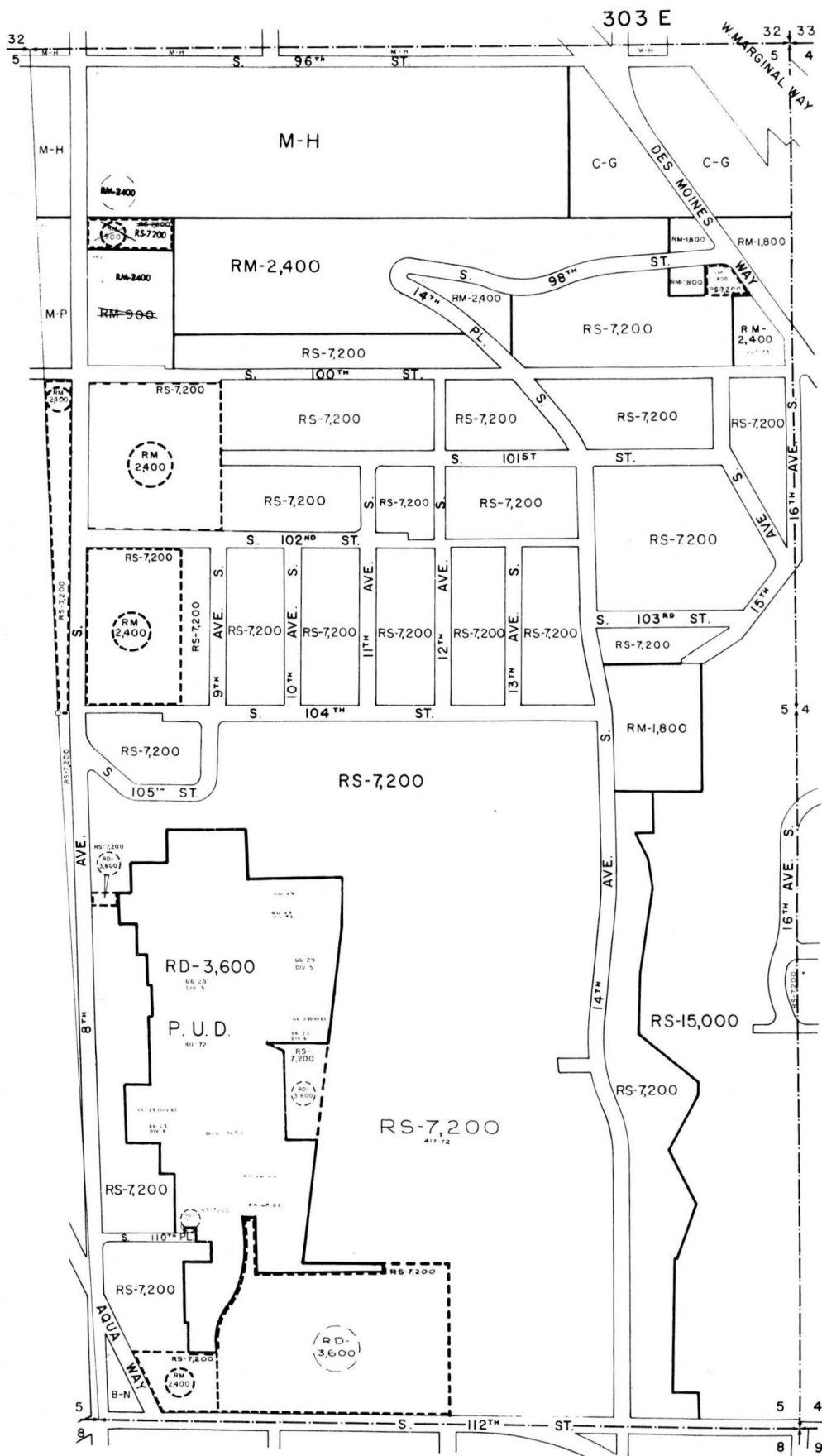
N#92 RS-7200 (Potential RM-900) to RS-7200 (Potential RM-2400)  
N#93 RM-900 to RM-2400

Realigns zoning in this area for transition between single family and industrial zoning. Applicable policies are:

Highline Communities Plan - H-10  
Comprehensive Plan - D-12, D-17 and D-19

(See Appendix Page 183, 189 and 190 for complete policies)





ZONING AS OF FEBRUARY, 1979 E 5-23-4

REFERENCE TO HCP  
LAND USE PROPOSALS  
AND ZONING GUIDELINES

W 4-23-4

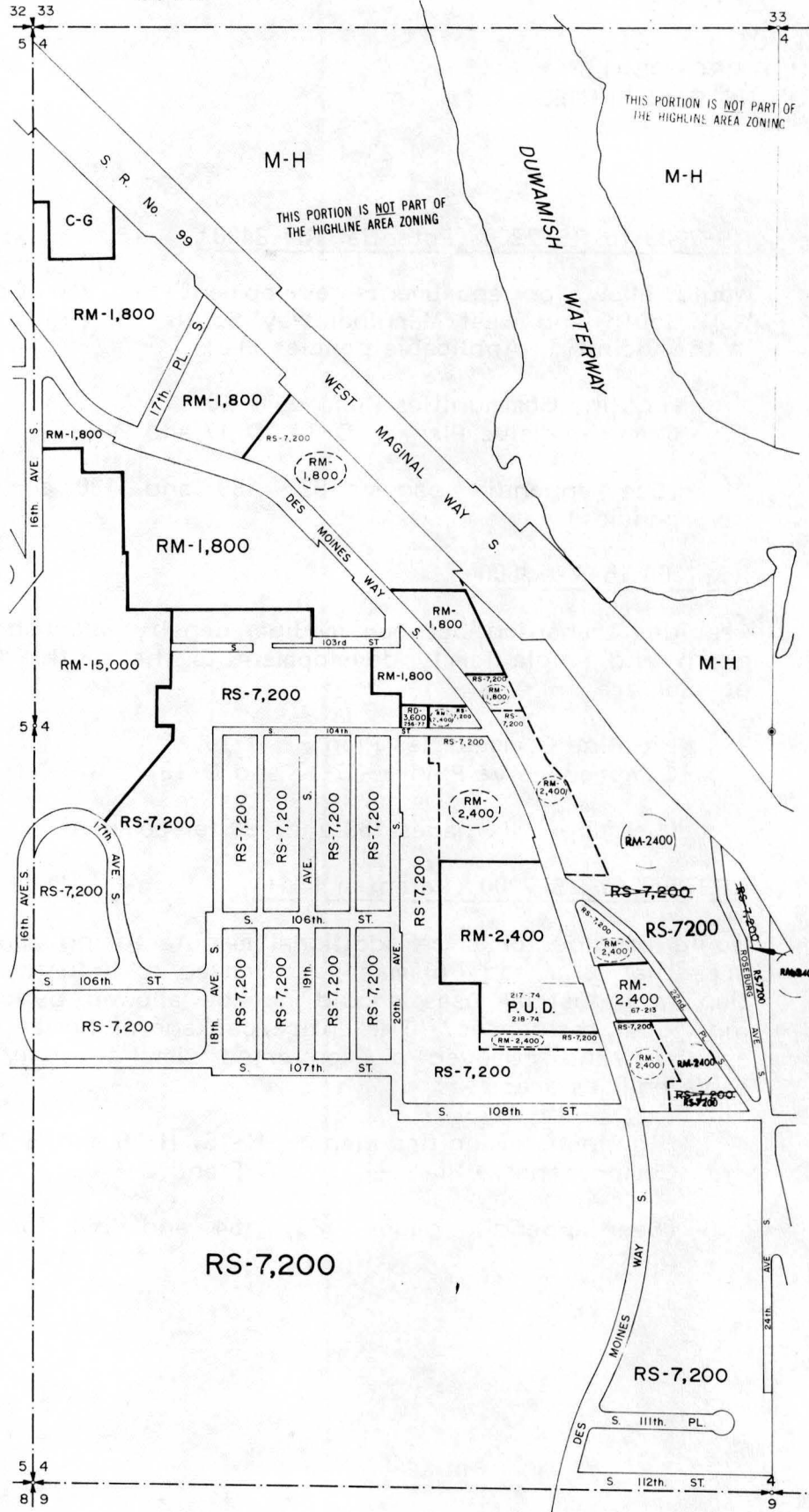
N#95      RS-7200 to RS-7200 (Potential RM-2400)  
N#96  
N#97

Would allow for development between Des Moines Way South and West Marginal Way South. Recognizes zoning in the vicinity. Applicable policies are:

Highline Communities Plan -- H-10  
Comprehensive Plan -- D-12, D-14, D-17 and D-19

(See appendix pages 183, 189 and 190 for complete policies.)

304W



W4-23-4 ZONING AS OF FEBRUARY, 1979

REFERENCE TO HCP  
LAND USE PROPOSALS  
AND ZONING GUIDELINES

E 4-23-4

N#97 RS-7200 to RS-7200 (Potential RM-2400)

Would allow for apartment development between Des Moines Way South and West Marginal Way South. Recognizes zoning in the vicinity. Applicable policies are:

Highline Communities Plan -- H-10  
Comprehensive Plan -- D-14, D-17 and D-19

(See appendix pages 183, 189 and 190 for complete policies)

N#100 RS-7200 to RD-3600

Provides transition between medium density apartments to the north and single family development to the south. Applicable policies are:

Highline Communities Plan -- H-10  
Comprehensive Plan -- D-17 and D-19

(See appendix pages 183 and 190 for complete policies)

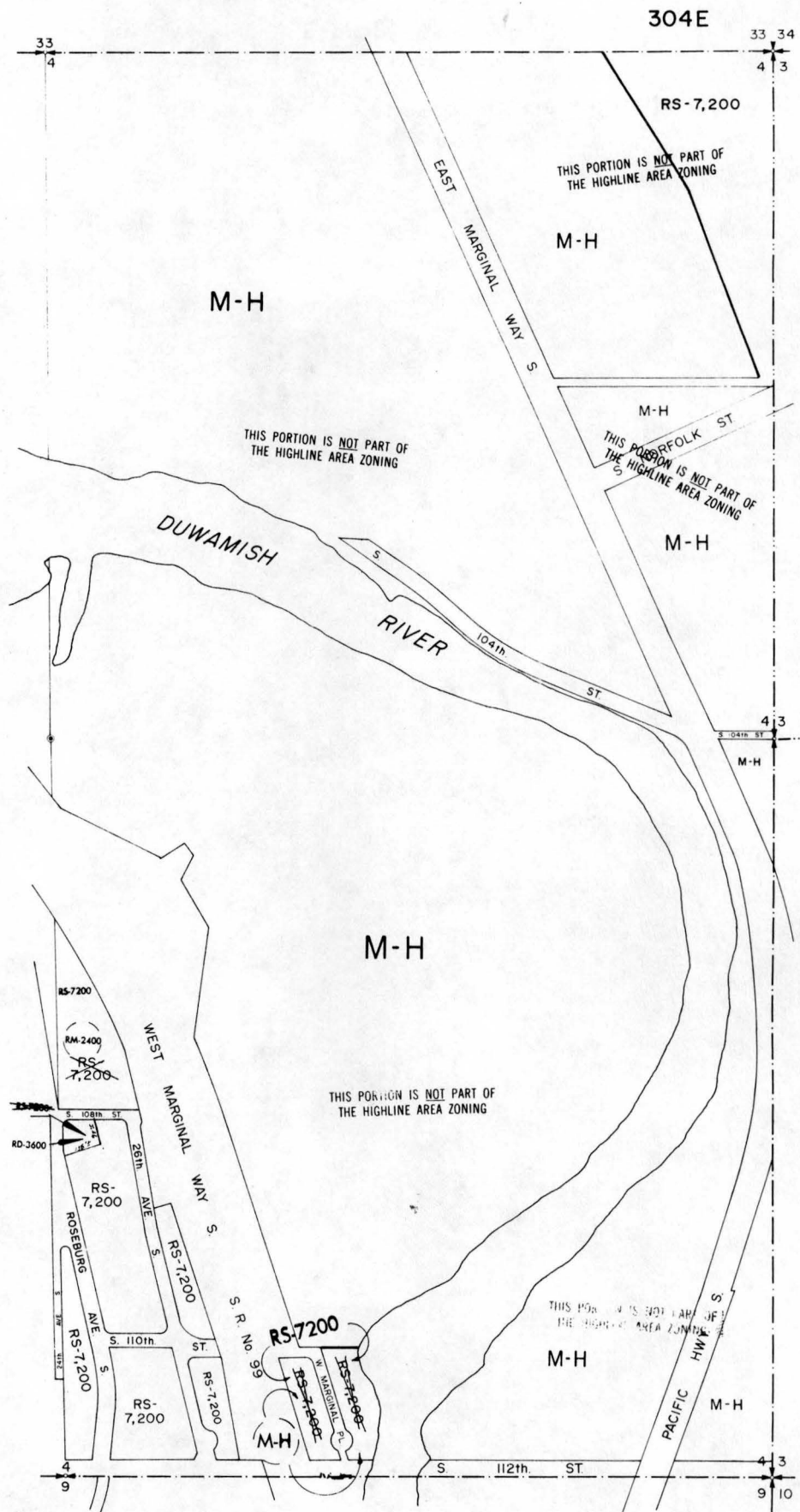
N#91 RS-7200 to RS-7200 (Potential M-H)

Would provide for some additional manufacturing zoning in an area that is already primarily committed to industry. Transition to industrial uses should not be allowed by converting individual residences. The entire package of homes should be acquired and removed or converted simultaneously. Applicable policies are:

Highline Communities Plan -- H-15, H-16 and H-18  
Comprehensive Plan -- C-4, C-5 and C-6

(See appendix pages 183, 184 and 188 for complete policies)





304E

ZONING AS OF FEBRUARY, 1979 E 4-23-4

W 12-23-3

No changes are proposed.



REFERENCE TO HCP  
LAND USE PROPOSALS  
AND ZONING GUIDELINES

E 12-23-3

WC#15 RM-900 to RM-2400

Medium density apartment zoning is more compatible with adjacent zones than maximum density zoning (RM-900) as a transition to single family, if mobile home use were to cease (see page 4). Applicable policies are:

Highline Communities Plan -- H-10  
Comprehensive Plan -- D-16 and D-19

(See appendix pages 183 and 191 for complete policies)

WC#16 B-C and RM-900 (Potential B-C) to BR-C

Establishes a mixed use area adjacent to the White Center retail business center. Encourages maximum use flexibility, i.e., retail/multi-family/office combinations. (See page 3 for discussion of proposals to amend the Comprehensive Plan and Zoning Code to permit mixed use). Applicable policy is:

Highline Communities Plan -- H-14  
Comprehensive Plan -- N/A (to be revised)

(See appendix page 183 for complete policy)

RS-7200 to RS-9600

Limits the residential density to three units per acre in an area characterized by steep slopes and slide-prone soils. Applicable policies are:

Highline Communities Plan - H-1 and H-10  
Comprehensive Plan - D-38 and SS-3

(See appendix pages 183 and 190 for complete policies)



REFERENCE TO HCP  
LAND USE PROPOSALS  
AND ZONING GUIDELINES

W 7-23-4

WC#21a RD-3600 to RD-3600 (Potential RM-1800)

Would establish the potential for high density apartments adjacent to retail/commercial activities on 16th Avenue South. Provides decreasing residential density from commercial uses on the west to the lower multi-family residential densities on the east. Applicable policies are:

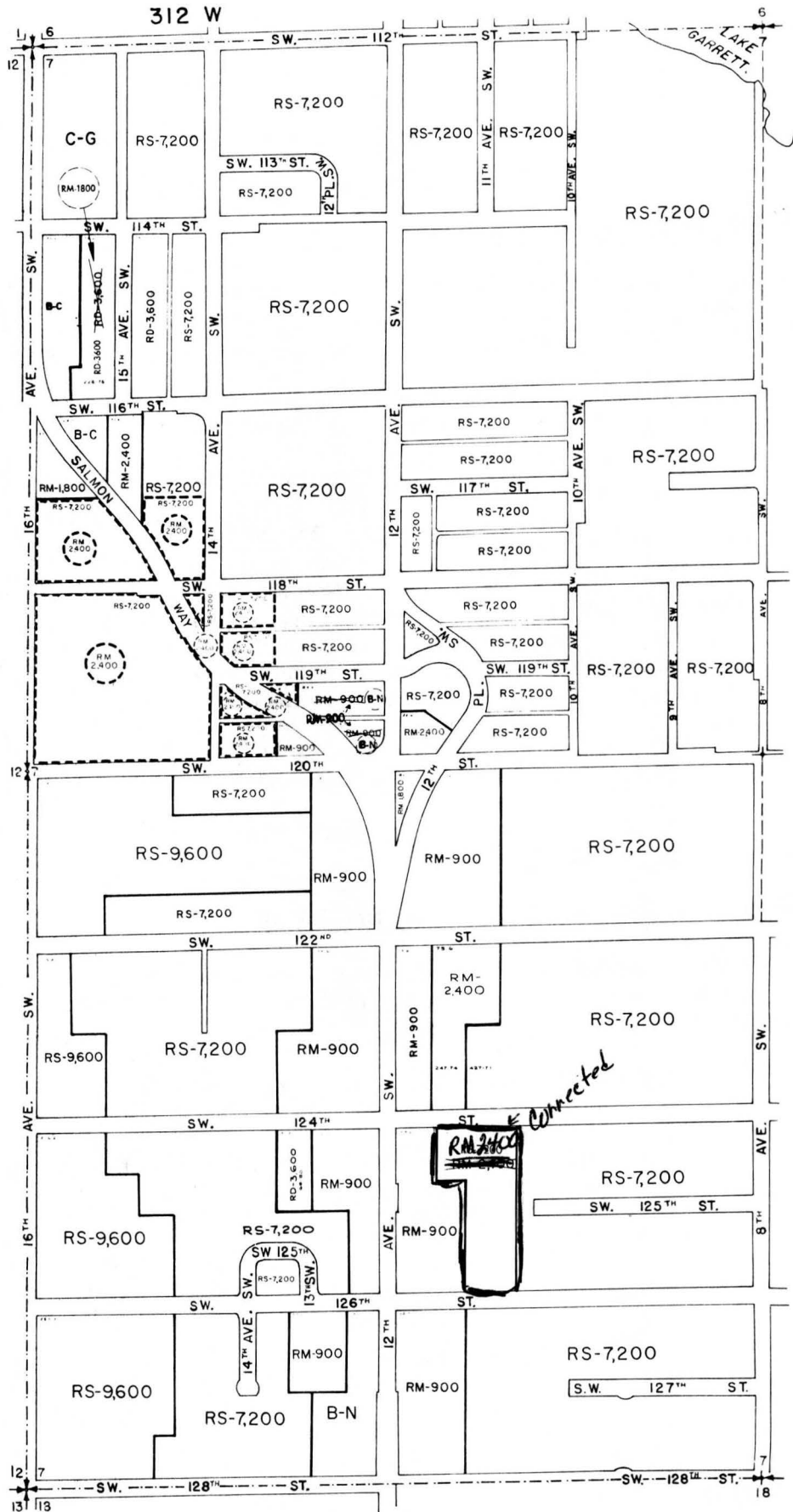
Highline Communities Plan -- H-10  
Comprehensive Plan -- D-12, D-13, D-15 and D-16

(See appendix pages 183 and 189 for complete policies)

RM-900 to RM-900 (Potential B-N)

Would allow for a small neighborhood business area.





REFERENCE TO HCP  
LAND USE PROPOSALS  
AND ZONING GUIDELINES

E 7-23-4

WC#17 RM-900 to RM-1800

Reduces the spread of small offices along 1st Avenue South and encourages high density apartment use instead. Applicable policies are:

Highline Communities Plan -- H-10  
Comprehensive Plan -- D-12 and D-15

(See appendix pages 183 and 189 for complete policies)

RS-7200 to RS-7200 (Potential RM-2400)

Would complete the land use development pattern in the north-west quadrant of 4th Avenue South and S.W. 114th Street. Allows for medium density apartments as a transition from the commercial activity at the intersection and single family uses further south and west. Applicable policies are:

Highline Communities Plan -- H-10  
Comprehensive Plan -- D-12, D-13, D-17, D-18 and D-19

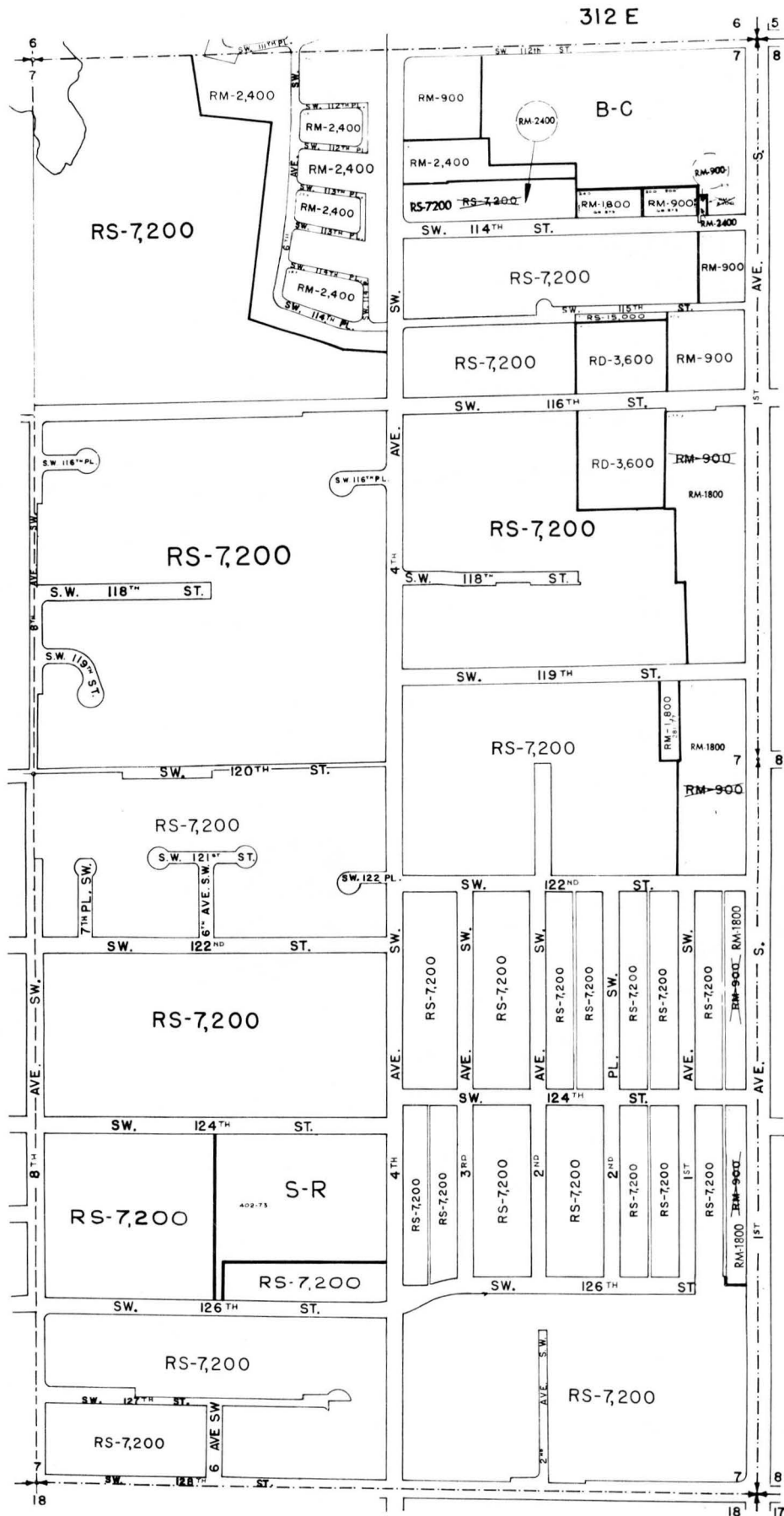
(See appendix pages 183, 189 and 190 for complete policies)

W#21 RM-2400 to RM-2400 (Potential RM-900)

Would permit maximum density apartments or office use, consistent with adjacent retail and multi-family zones. Applicable policies are:

Highline Communities Plan -- H-10 and H-14  
Comprehensive Plan -- D-12, D-13 and D-16

(See appendix pages 183 and 189 for complete policies)



REFERENCE TO HCP  
LAND USE PROPOSALS  
AND ZONING GUIDELINES

W 8-23-4

WC#17 RM-900 to RM-1800

Reduces the spread of small offices along 1st Avenue South and encourages high density apartment use instead. Applicable policies are:

Highline Communities Plan -- H-10  
Comprehensive Plan -- D-12 and D-15

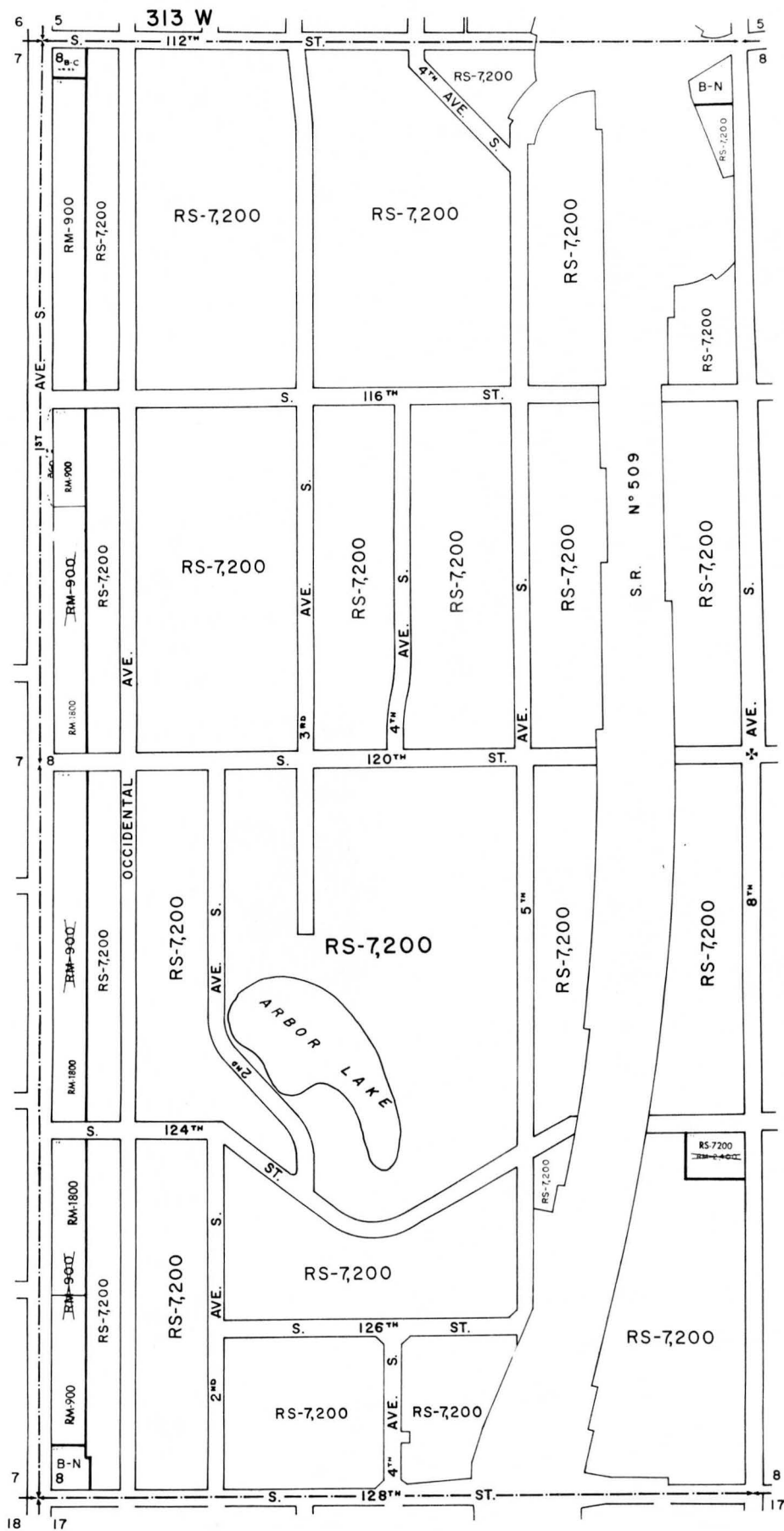
See appendix pages 183 and 189 for complete policies)

WC#99 RM-2400 to RS-7200

Continues single-family and removal of isolated zone. Applicable policy is:

Highline Communities Plan -- H-10

(See appendix page 183 for complete policy)



W 8-23-4 ZONING AS OF FEBRUARY, 1979

E 8-23-4

No changes are proposed.





REFERENCE TO HCP LAND  
USE PROPOSALS AND  
ZONING GUIDELINES

W 9-23-4

N#103      RS-7200 to RS-7200 (Potential RM-2400)  
N#104  
N#105  
N#106

Would establish buffer between business and adjacent single-family residential properties. Applicable policies are:

Highline Communities Plan -- H-10  
Comprehensive Plan -- D-12, D-13, D-17, D-18 and D-19

(See appendix pages 183, 189 and 190 for complete policies)

N#107      RM-900 to RM-2400  
N#108

Permits apartment rather than office uses along arterial corridors near the Boulevard Park retail area. Applicable policies are:

Highline Communities Plan -- H-10  
Comprehensive Plan -- D-12, D-13, D-17, D-18 and D-19

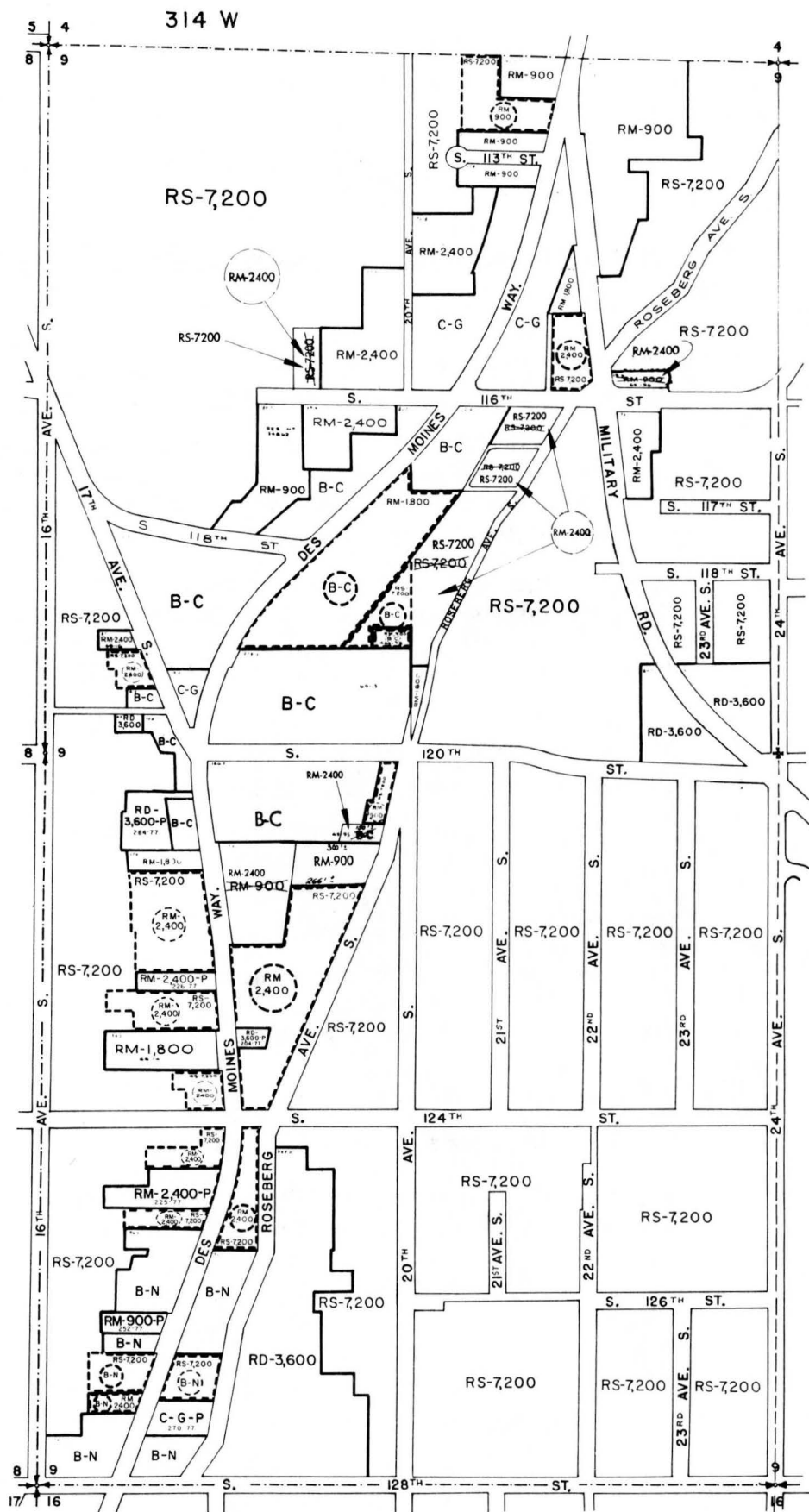
(See appendix pages 183, 189 and 190 for complete policies)

N#109      B-C to RM-2400

Permits apartment uses on Roseberg Avenue South, rather than commercial. Presently, commercial areas are served by South 120th and Des Moines Way South. Apartments provide transition to single-family areas east of Roseberg. Applicable policies are:

Highline Communities Plan -- H-10  
Comprehensive Plan -- D-12, D-13, D-17, D-18 and D-19

(See appendix pages 183, 189 and 190 for complete policies)



W 9-23-4 ZONING AS OF FEBRUARY, 1979

REFERENCE TO HCP  
LAND USE PROPOSALS  
AND ZONING GUIDELINES

E 9-23-4

- N#101 RS-7200 (Potential RM-2400) to RS-7200 (Potential RD-3600)  
N#110  
N#111  
N#112  
N#113 RM-2400 to RD-3600  
N#114 RS-7200 to RS-7200 (Potential RD-3600)

Because of slope, soil, and access, duplex units are designated. This would reduce neighborhood impacts on nearby single family areas and be more consistent with environmental constraints. Applicable policies are:

Highline Communities Plan -- H-10  
Comprehensive Plan -- D-12, D-13, D-17, D-18 and D-19

(See appendix pages 183, 189 and 190 for complete policies)

- N#115 RS-7200 (Potential RD-3600) to RM-900-P  
N#116 RD-3600 to RD-3600 (Potential RM-900)

Establishes areas for office development. Applicable policy is:

Comprehensive Plan -- B-31

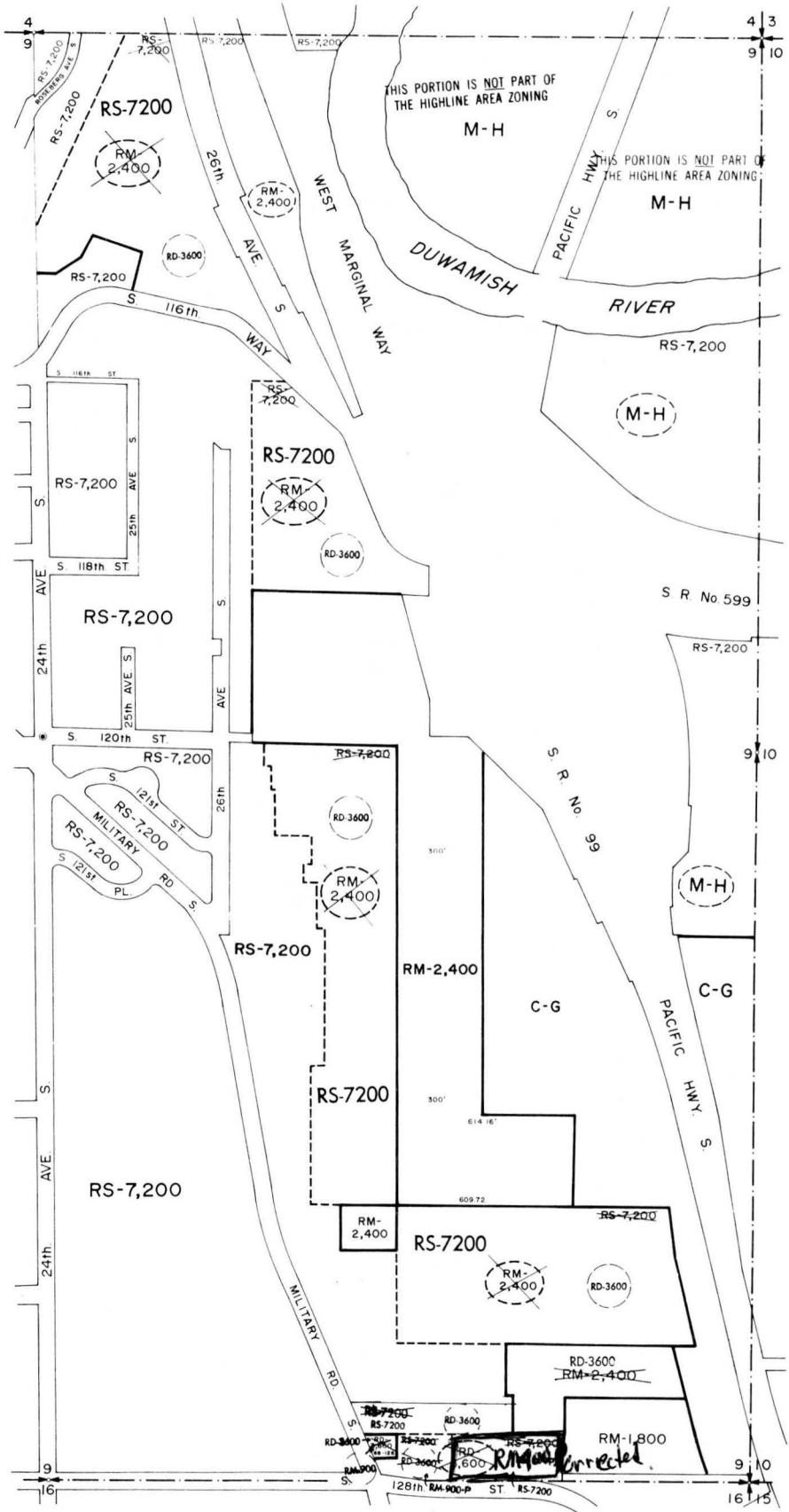
(See appendix page 187 for complete policy)

P-suffix conditions are outlined below:

RS-7200 (Potential 3600) to RM-900-P

1. Property is limited to "office" uses only.
2. Require right-of-way on Military Road South consistent with Department of Public Works standards.

314 E



ZONING AS OF FEBRUARY, 1979 E9-23-4

REFERENCE TO HCP  
LAND USE PROPOSALS  
AND ZONING GUIDELINES

W 10-23-4

N#87      S-R to S-R (Potential M-L)  
N#86

Would permit for some additional manufacturing use in an area already primarily committed to industry. Applicable policies are:

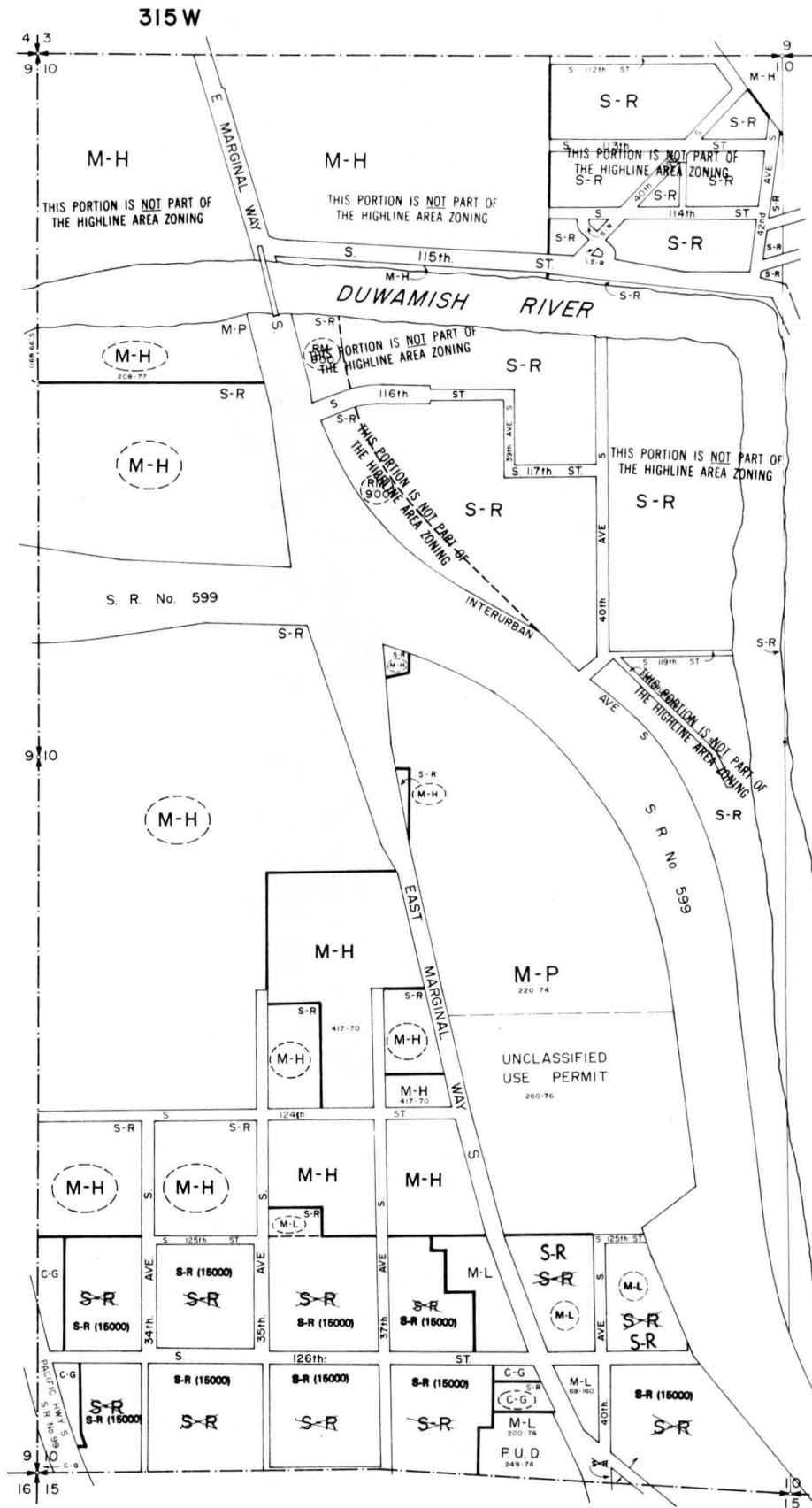
Highline Communities Plan -- H-15, H-16, H-17 and H-18  
Comprehensive Plan -- B-36, C-3, C-4, C-5 and C-6

(See appendix pages 183, 184 and 188 for complete policies)

S-R to S-R (15,000)

The addition of the density suffix establishes a minimum lot size of 15,000 square feet.

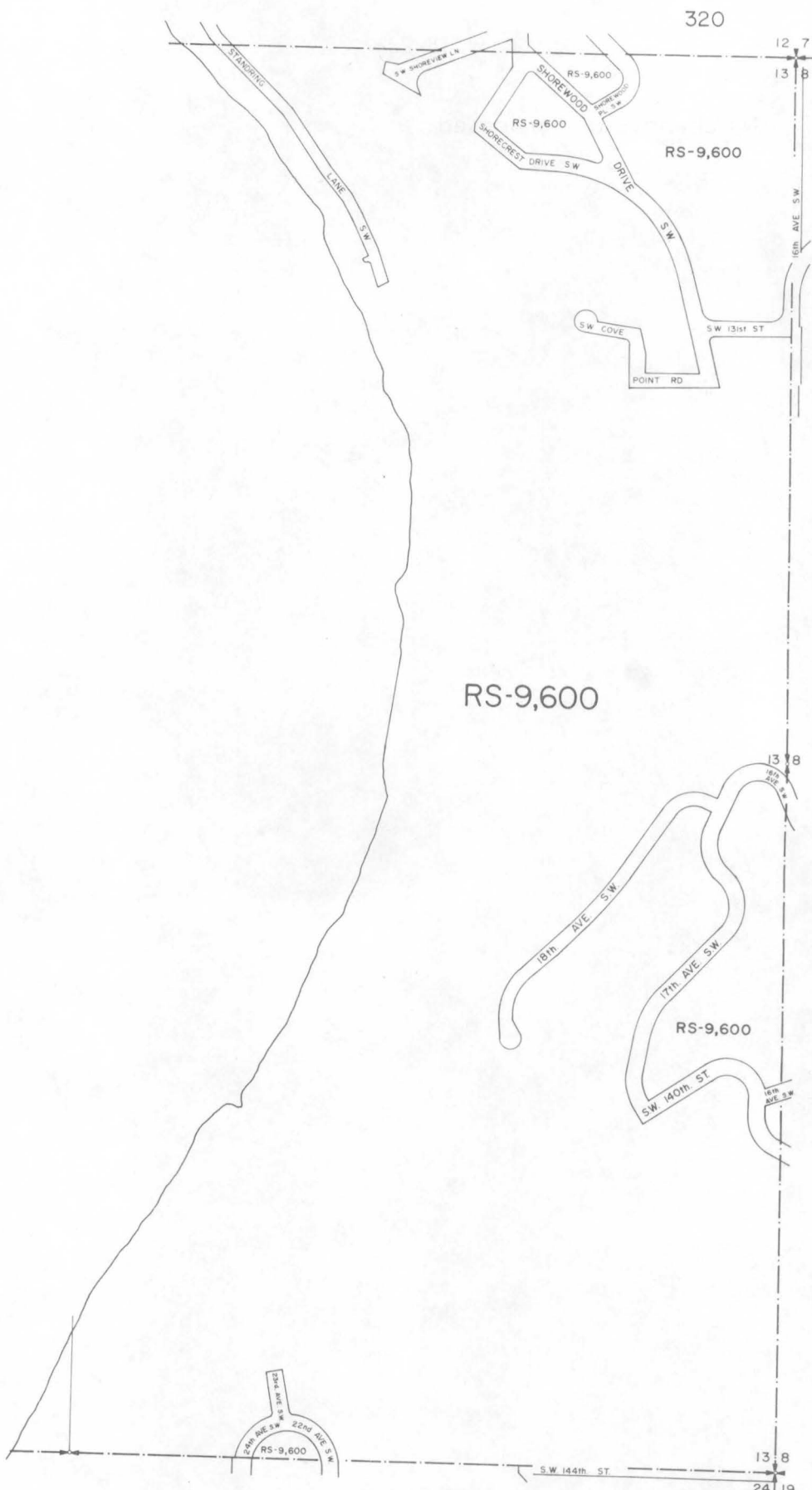




W10-23-4 ZONING AS OF FEBRUARY, 1979

E 13-23-3

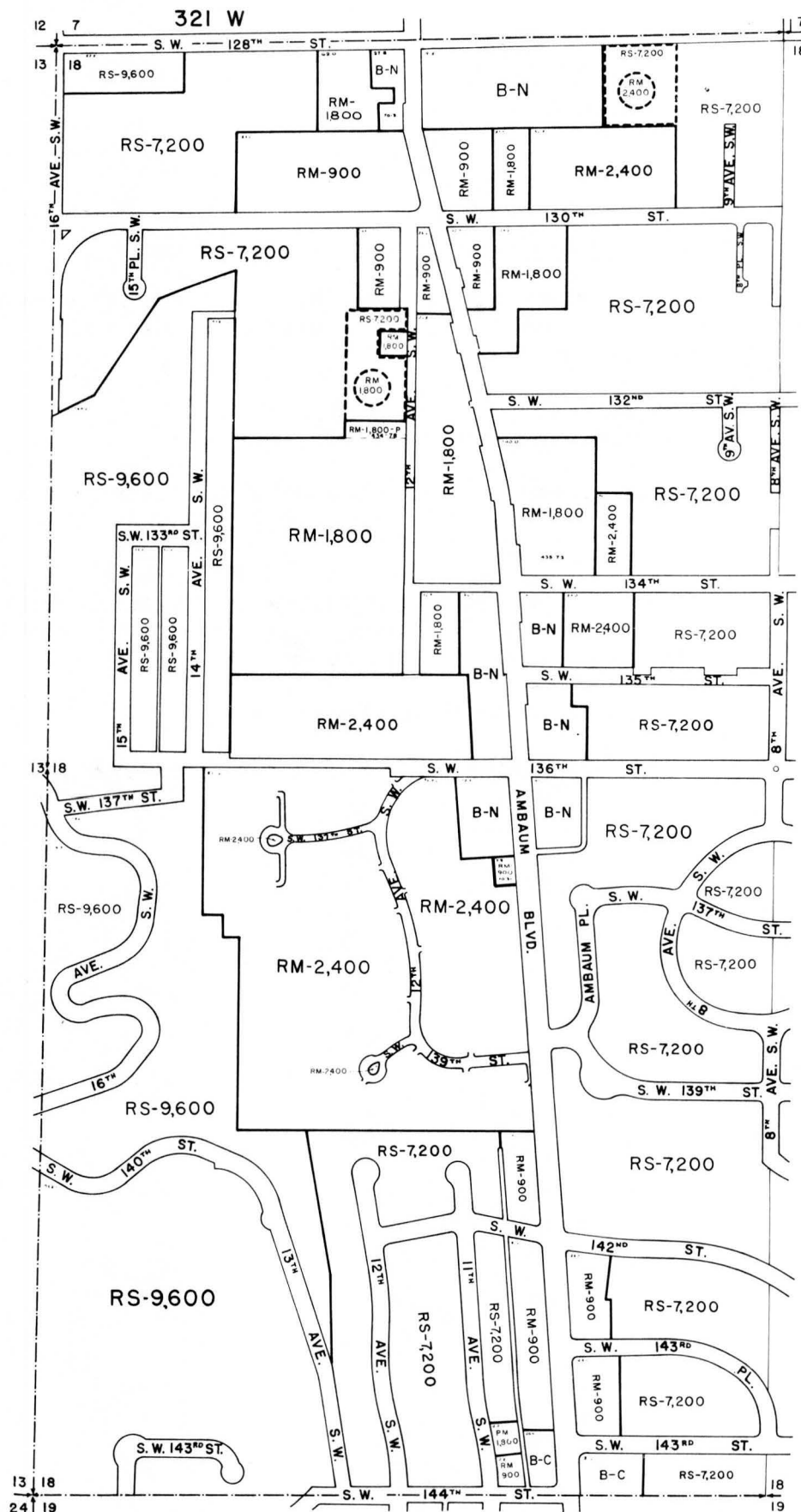
No changes are proposed.



ZONING AS OF FEBRUARY, 1979 E13-23-3

W 18-23-4

No changes are proposed.



W 18-23-4 ZONING AS OF FEBRUARY, 1979

REFERENCE TO HCP  
LAND USE PROPOSALS  
AND ZONING GUIDELINES

E 18-23-4

WC#18 RM-900 to RM-1800

Reduces the spread of small offices along 1st Avenue South and encourages high density apartment use instead. Applicable policies are:

Highline Communities Plan -- H-10  
Comprehensive Plan -- D-12 and D-15

(See appendix pages 183 and 189 for complete policies)

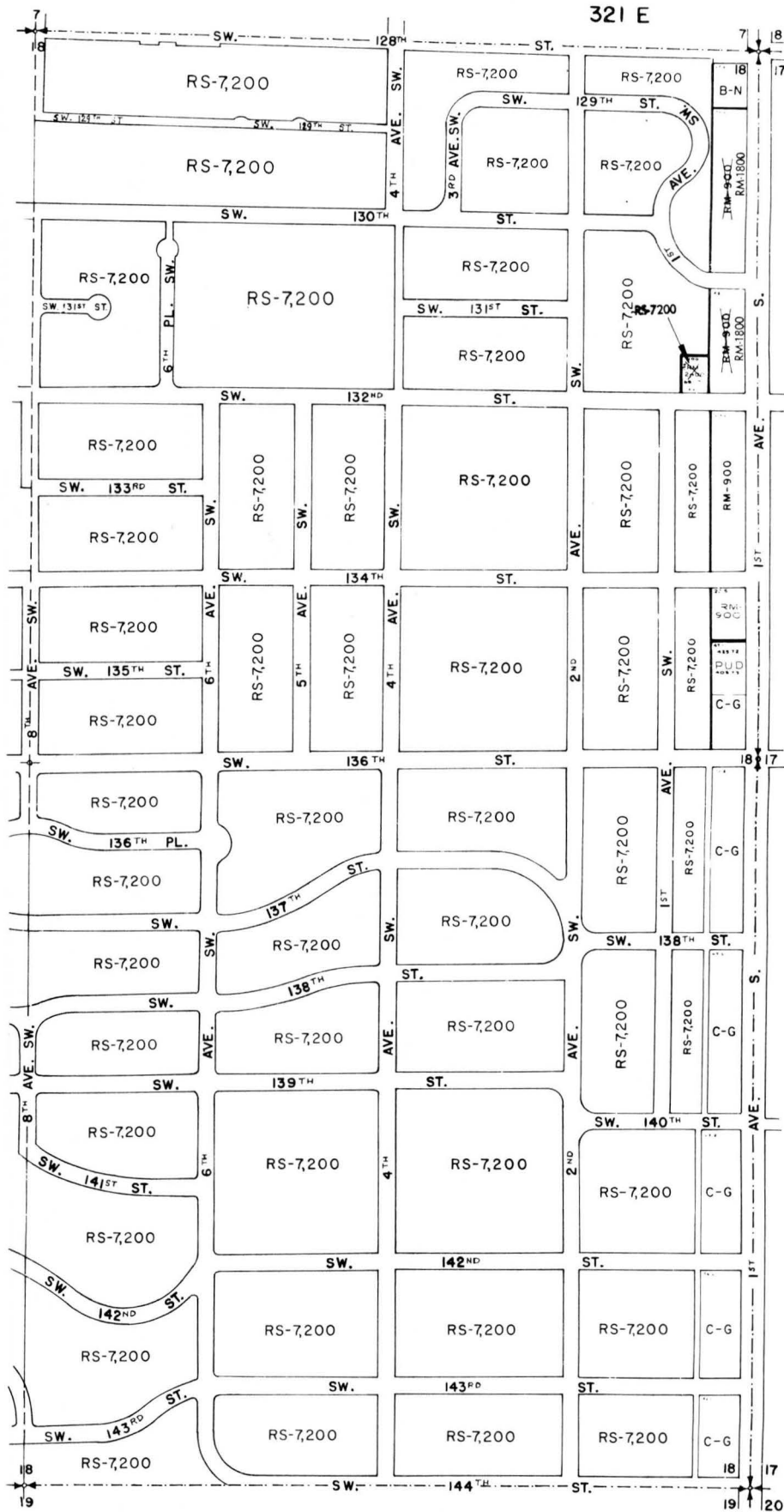
WC#19 RM-2400 to RS-7200

Maintains single family neighborhoods in the vicinity of 1st Avenue South by containing the breadth of arterial strip development. Applicable policy is:

Highline Communities Plan -- H-10

(See appendix page 183 for complete policy)





ZONING AS OF FEBRUARY, 1979 E 18-23-4

REFERENCE TO HCP  
LAND USE PROPOSALS  
AND ZONING GUIDELINES

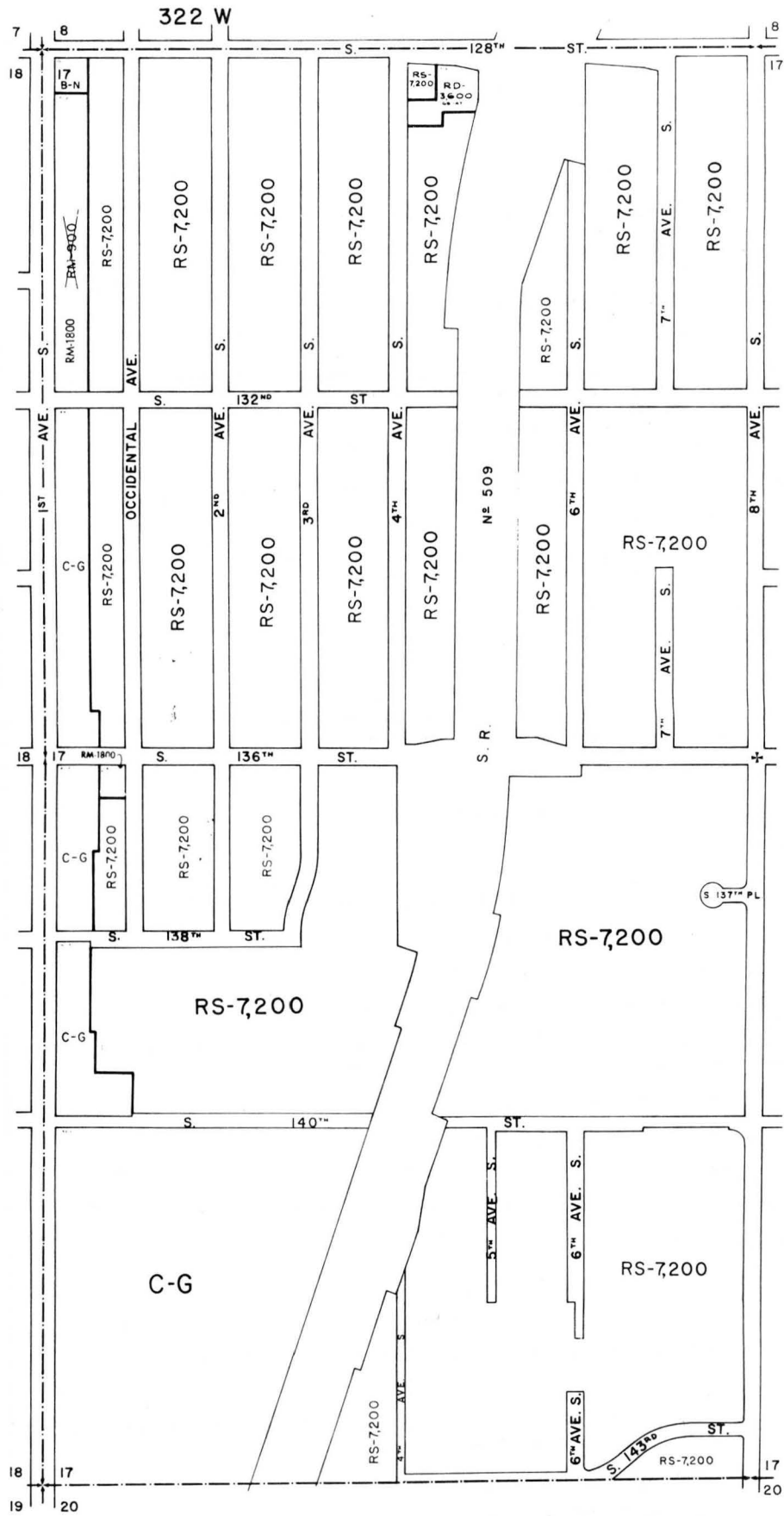
W 17-23-4

WC#18     RM-900 to RM-1800

Reduces the spread of small office along 1st Avenue South and encourages high density apartment use instead. Applicable policies are:

Highline Communities Plan -- H-10  
Comprehensive Plan -- D-12 and D-15

(See appendix pages 183 and 189 for complete policies)



W 17-23-4 ZONING AS OF FEBRUARY, 1979

E 15-23-4

No changes are proposed.

**N#127**     RS-7200 (Potential RM-2400) to RS-7200

Retains single family uses west of Des Moines Way South. Applicable policies are:

Highline Communities Plan -- H-10  
Comprehensive Plan -- D-11

(See appendix page 183 for complete policies)

**N#134**     RM-1800 to RM-2400

Permits medium density apartment uses adjacent to a small neighborhood business intersection. Higher density would adversely impact traffic on Des Moines Way South. Applicable policies are:

Highline Communities Plan -- H-10  
Comprehensive Plan -- D-12, D-13, D-17, D-18, and D-19

(See appendix pages 183, 189 and 190 for complete policies)

RS-7200 to AOU

Permits use of areas affected by Sea-Tac airport which is compatible with neighboring residential areas, open space areas, and airport clear zone requirements. Applicable policies are:

Sea Tac Communities Plan -- #72 and #73

(See appendix page 191 for complete policies)

RM-2400 to AOU

Permits use of areas affected by Sea-Tac airport which is compatible with neighboring residential areas, open space areas, and airport clear zone requirements. Applicable policies are:

Sea Tac Communities Plan -- #72 and #73

(See appendix page 191 for complete policies)

S-R to AOU

Permits use of areas affected by Sea-Tac airport which is compatible with neighboring residential areas, open space areas, and airport clear zone requirements. Applicable policies are:

Sea Tac Communities Plan -- #72 and #73

(See appendix page 191 for complete policies)

RS-7200 (Potential RM-2400) to AOU (Potential RM-2400)

Permits use of areas affected by Sea-Tac airports which is compatible with neighboring residential areas, open space areas, and airport clear zone requirements. Applicable policies are:

Sea Tac Communities Plan -- #72 and #73

(See appendix page 191 for complete policies)

**N#135**     RM-900 to RM-900-P

Establishes area for either mobile home or maximum density multi-family uses, excluding offices. Applicable policy is:

Highline Community Plan - H-10

(See page 183 for complete policy)

P-suffix site condition for this area is outlined below:

1. Business and professional office uses are excluded from this area.

RM-900-P to AOU

Permits use of areas affected by Sea-Tac airport which is compatible with neighboring residential areas, open space areas, and airport clear zone requirements. Applicable policies are:

Sea Tac Communities Plan -- #72 and #73

(See appendix page 191 for complete policies)





REFERENCE TO HCP  
LAND USE PROPOSALS  
AND ZONING GUIDELINES

W 16-23-4



RS-7200 and S-R to AOU

Permits use of areas affected by Sea-Tac airport which is compatible with neighboring residential areas, open space areas, and airport clear zone requirements. Applicable policies are:

Sea Tac Communities Plan -- #72 and #73

(See appendix page 191 for complete policies)

N#117

RS-7200 to RS-7200 (Potential B-N)



Would expand neighborhood business uses to the southeast quadrant of S. 128th S. and Des Moines Way. Expansion is consistent with the adopted Sea-Tac Communities Plan (6.6.5 page 6). Applicable policies are:

Highline Communities Plan - H-14  
Comprehensive Plan - B-11, B-12 and B-13

(See appendix pages 183 and 187 for complete policies)

S-R (Potential M-L) to AOU

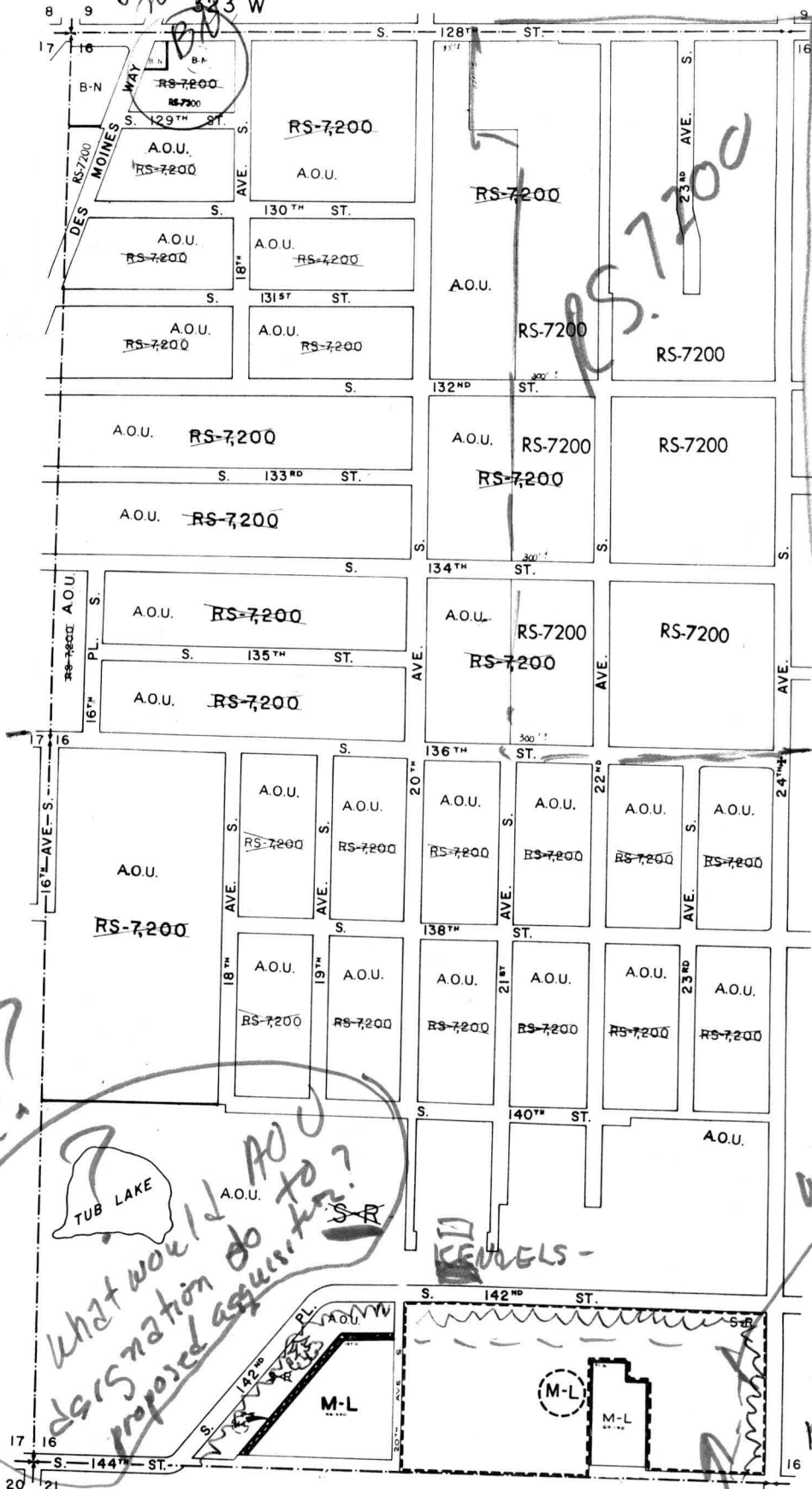
Permits use of areas affected by Sea-Tac airport which is compatible with neighboring residential areas, open space areas, and airport clear zone requirements. Applicable policies are:



Sea Tac Communities Plan -- #72 and #73

(See appendix page 191 for complete policies)

★ potential neighborhood business



RS-7200

PASSIVE PARK?  
OK?

what would A.O.U. designation do to proposed acquisition?

what happened to buffer 120 ft.?

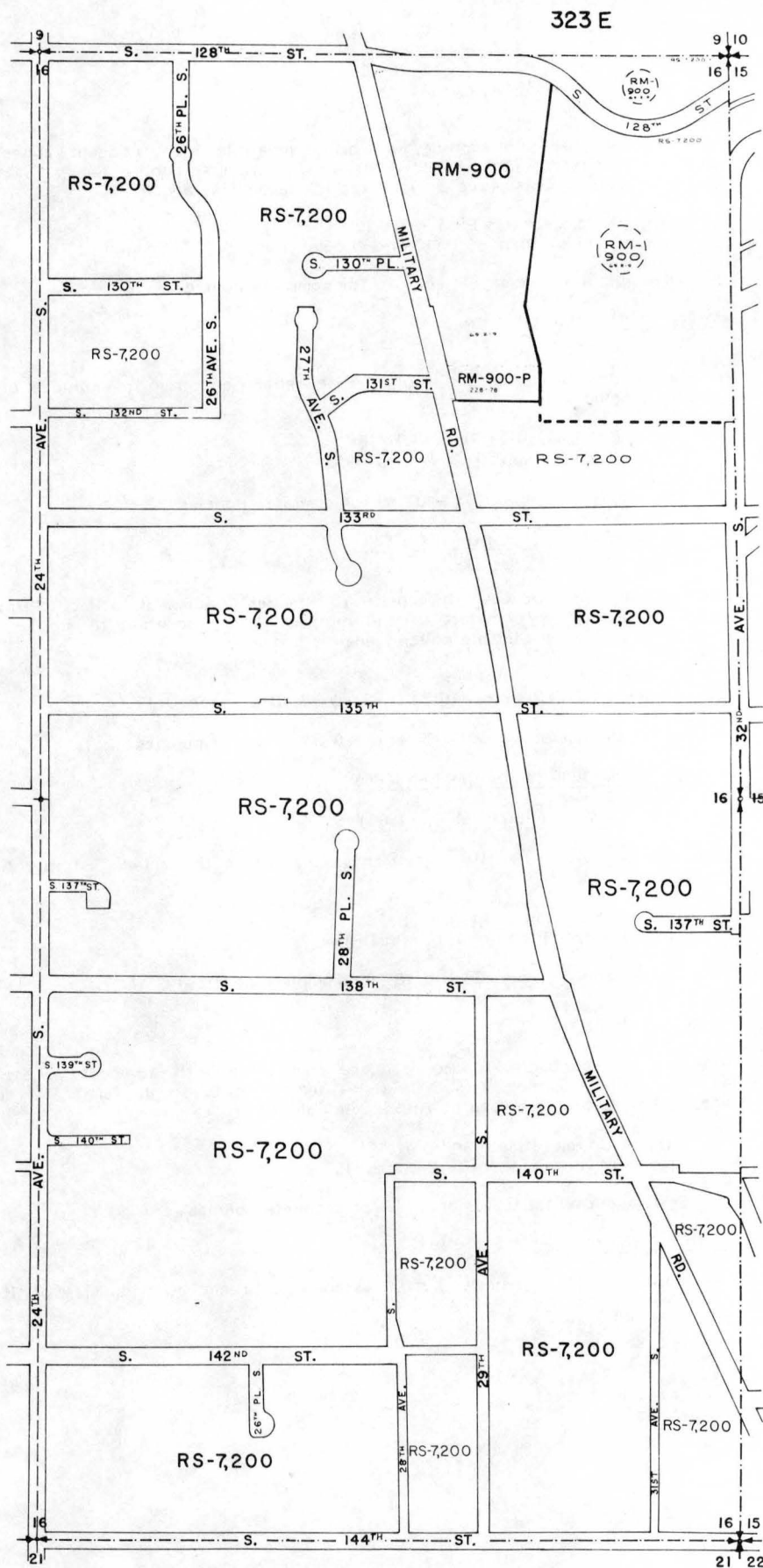
50' buffer  
120' buffer (extra)

RS-7200  
120' buffer  
that's stored NOW

MORGAN POWER

E 16-23-4

No changes are proposed.



ZONING AS OF FEBRUARY, 1979 E 16-23-4

REFERENCE TO HCP LAND  
USE PROPOSALS AND  
ZONING GUIDELINES

W 15-23-4

N#88 RM-900 to RM-1800

High density apartment zoning is more compatible with adjacent zones than maximum density zoning (RM-900) as a transition to single family, if mobile home uses were to cease (see p. 4). Applicable policies are:

Highline Communities Plan -- H-10  
Comprehensive Plan -- D-12 and D-15

(See appendix pages 183 and 189 for complete policies)

N#89 RM-900 to RM-1800

N#90  
N#118

Provides additional areas for high density apartment living; excludes offices. Applicable policies are:

Highline Communities Plan -- H-10  
Comprehensive Plan -- D-12 and D-15

(See appendix pages 183 and 189 for complete policies)

N#119 RS-7200 to RS-7200 (Potential RD-3600)  
S-R to S-R (Potential RD-3600)

Would permit some increase in density for property adjacent to Pacific Highway South. Property is oriented to the highway, more so than to single family areas to the east. Applicable policies are:

Highline Communities Plan -- H-10  
Comprehensive Plan -- D-12, D-13, D-17, D-18, and D-19

(See appendix pages 183, 189 and 190 for complete policies)

N#120 RD-3600 to RD-3600 (Potential RM-1800)

N#121  
N#122

RS-7200 to RS-7200 (Potential RM-1800)

Would permit higher density apartments adjacent to the arterial strip. Applicable policies are:

Highline Communities Plan -- H-10  
Comprehensive Plan -- D-12 and D-15

(See appendix pages 183 and 189 for complete policies)

N#123 RM-900 to RM-1800

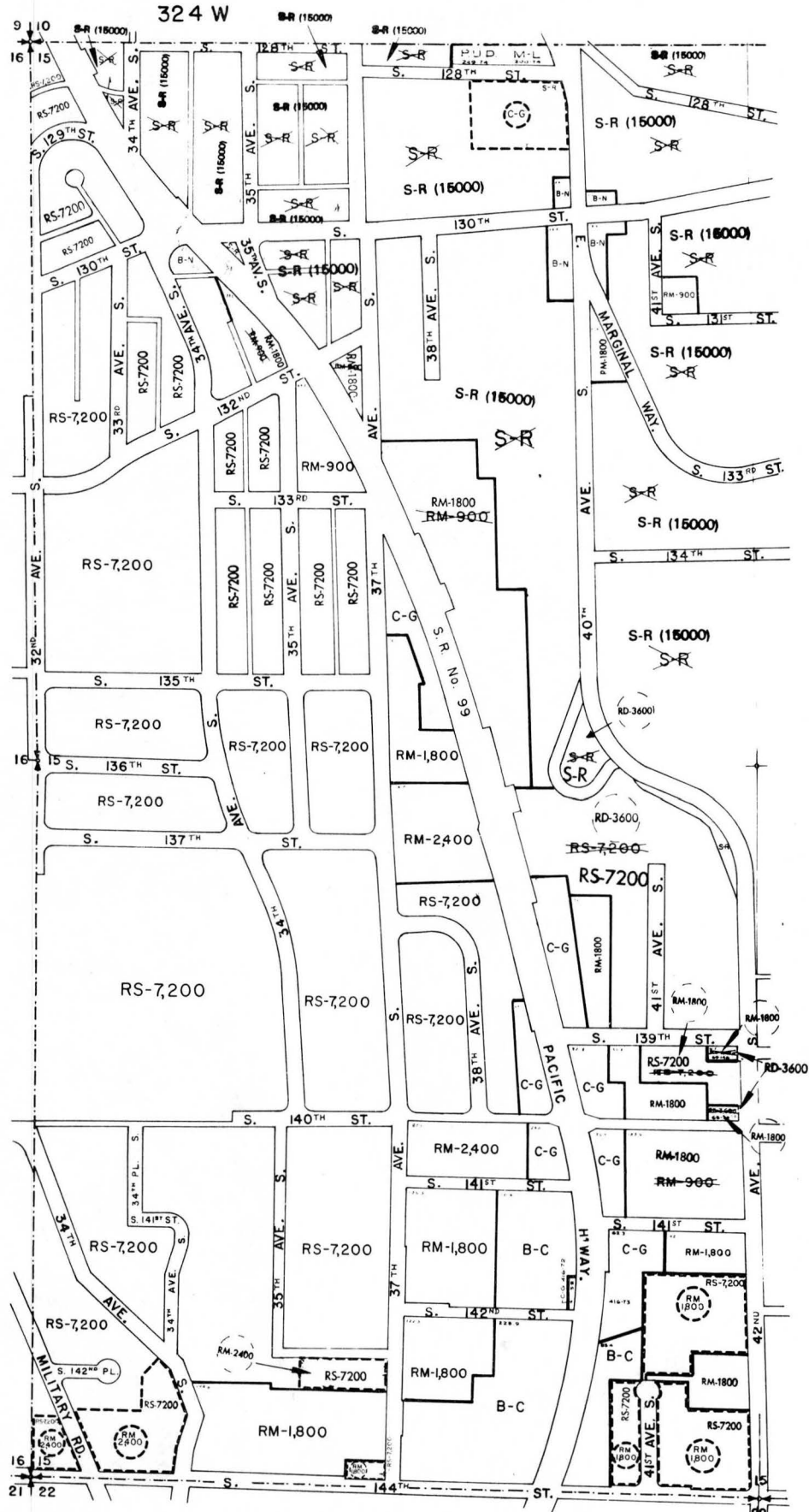
High density apartment zoning is more compatible with adjacent zones than maximum density zoning (RM-900) as a transition to single family, if mobile home uses were to cease (see p. Applicable policies are:

Highline Communities Plan -- H-10  
Comprehensive Plan -- D-12 and D-15

(See appendix pages 183 and 189 for complete policies)

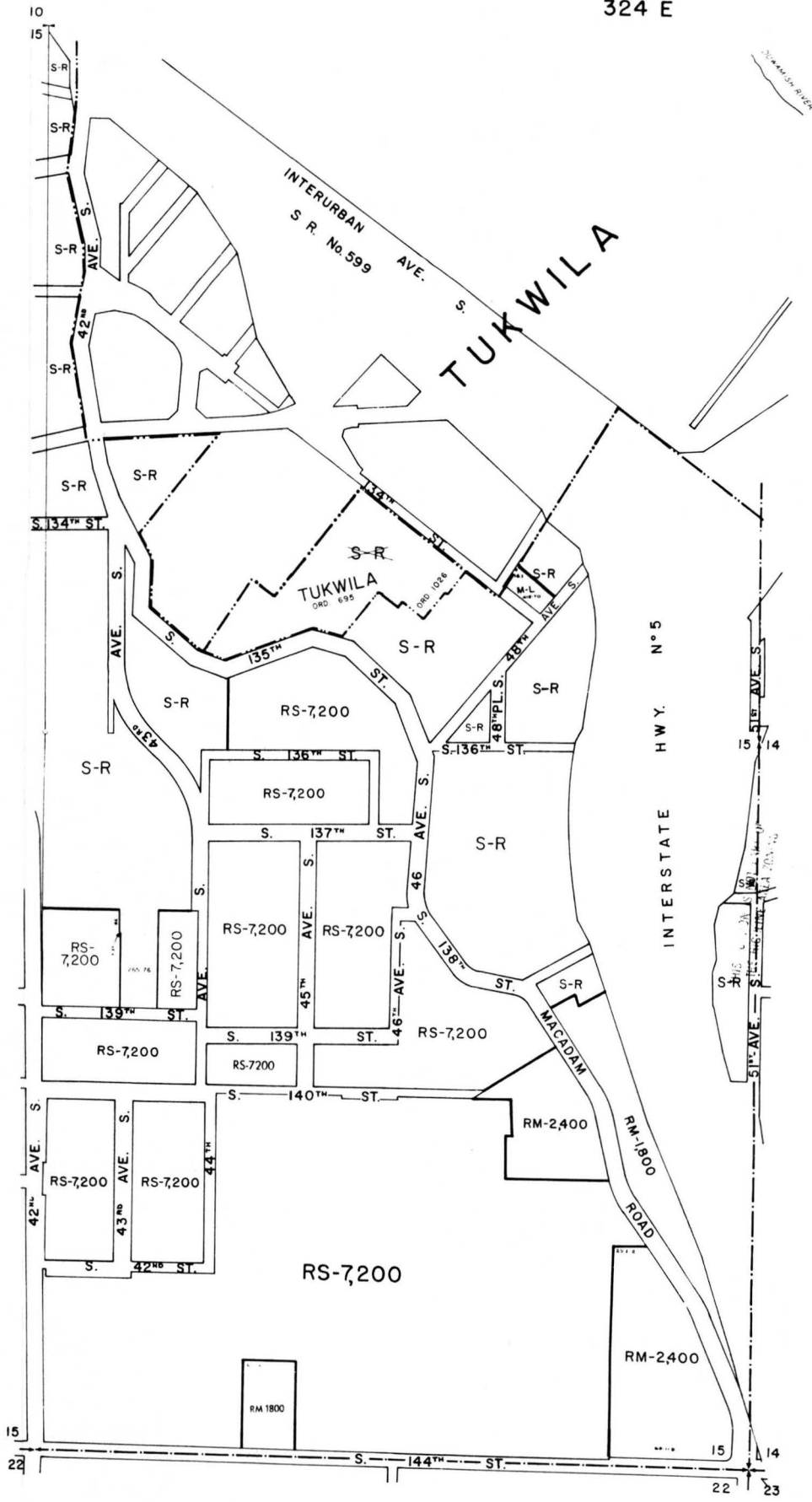
S-R to SR (15,000)

The addition of the density suffix establishes a minimum lot size of 15,000 square feet.



W 15-23-4 ZONING AS OF FEBRUARY, 1979





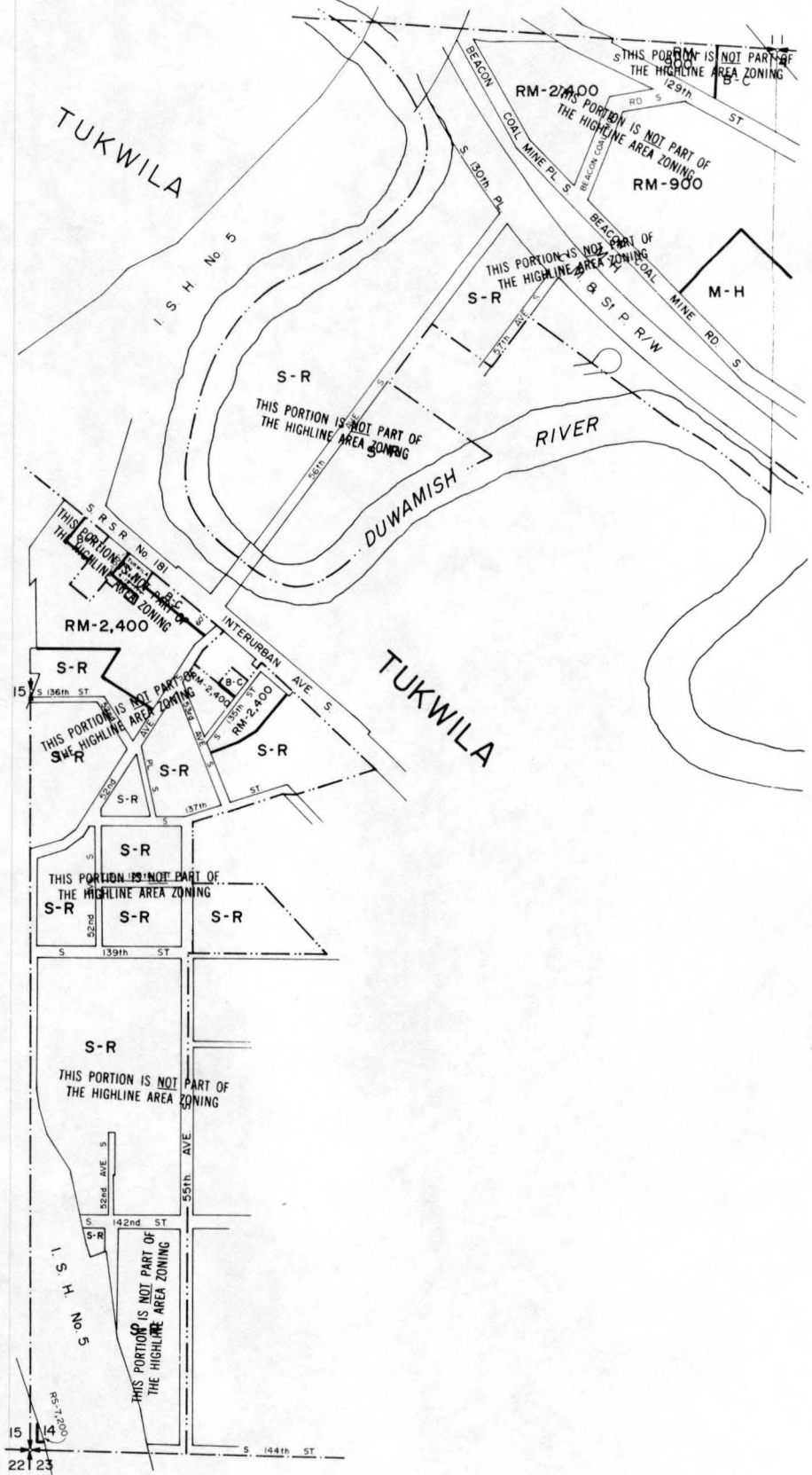
ZONING AS OF FEBRUARY, 1979 E 15-23-4

W 14-23-4

No changes are proposed.

325 W

TUKWILA



WI 4-23-4 ZONING AS OF FEBRUARY, 1979

W 24-23-3

No changes are proposed.

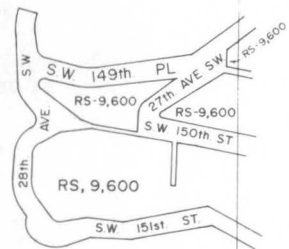
329W

13  
24

PUGET

SOUND

RS-9,600



RS-9,600



RS-9,600

RS-9,600

RS-9,600

REFERENCE TO HCP  
LAND USE PROPOSALS  
AND ZONING GUIDELINES

E 24-23-3

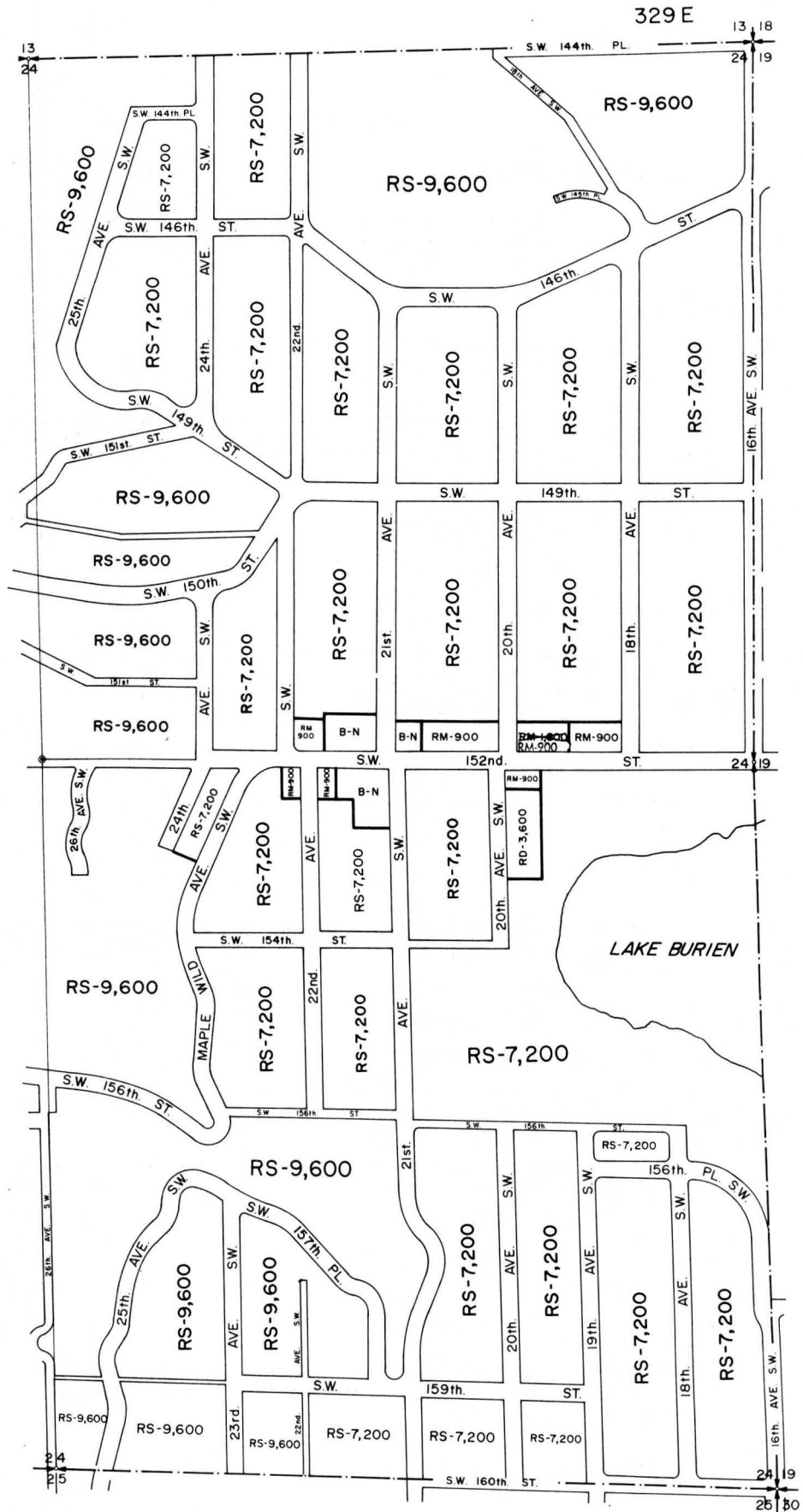
W#85 RM-1800 to RM-900

The RM-900 zone permits a greater range of potential uses for the site, i.e., professional offices, medical-dental buildings and clinics. Office uses are preferred. Applicable County Policies are:

Highline Communities Plan -- H-14  
Comprehensive Plan -- B-31  
Sea Tac Communities Plan -- N/A

(See appendix page \_\_\_\_ for complete policies)





ZONING AS OF FEBRUARY, 1979 E24-23-3

REFERENCE TO HCP  
LAND USE PROPOSALS  
AND ZONING GUIDELINES

W-19-23-4

B#22 RS-7200 to RS-7200 (Potential RD-3600)

B#23

Would provide transition between single family homes to the west and higher density multi-family zoning to the east. Establishes the western limit of expansion for the Burien commercial and multi-family living areas. Applicable policies are:

Highline Communities Plan -- H-10  
Comprehensive Plan -- D-12

(See appendix pages 183 and 189 for complete policies)

B#24 RM-900 to RM-2400

Provides for medium density apartment development adjacent to the Burien retail center, close to urban services. This action will increase the local population, thus providing economic support to the retail center. It will prevent further expansion of businesses, offices or high-density apartments, compatible with the adjacent single-family residential neighborhood to the west. Applicable policies are:

Highline Communities plan -- H-10  
Comprehensive Plan -- D-12, D-13, D-17 and D-18

(See appendix pages 183, 189 and 190 for complete policies)

B#25 RD-3600 to RD-3600 (Potential RM-2400)

B#26

Would provides for medium density apartment development adjacent to the Burien retail center, close to urban services. This action will increase the local population, thus providing economic support to the retail center. It will prevent further expansion of the businesses, offices or high-density apartments, compatible with the adjacent single-family residential neighborhood to the west. Applicable policies are:

Highline Communities Plan -- H-10  
Comprehensive Plan -- D-12, D-13, D-17 and D-18

(See appendix pages 183, 189 and 190 for complete policies)

B#35 C-G to BR-C

B#36

B#37

B#38

B-C to BR-C

Establishes a mixed use area adjacent to the Burien retail center. Encourages use flexibility, i.e., retail/multi-family/office combinations. (See page 3 for discussion of proposal to amend the Comprehensive Plan and Zoning Code to permit mixed use). Applicable policies are:

Highline Communities Plan -- H-14  
Comprehensive Plan -- N/A (To be revised)

(See appendix page 183 for complete policies)

B#57 RD-3600 to RD-3600 (Potential RM-2400)

B#58

RS-7200 to RS-7200 (Potential RM-2400)

RS-7200 to RS-7200 (Potential RD-3600)

Would provide transition between single family homes to the west and higher density multi-family zoning to the east. Establishes the western limit of expansion for the Burien commercial and multi-family living areas. Applicable policies are:

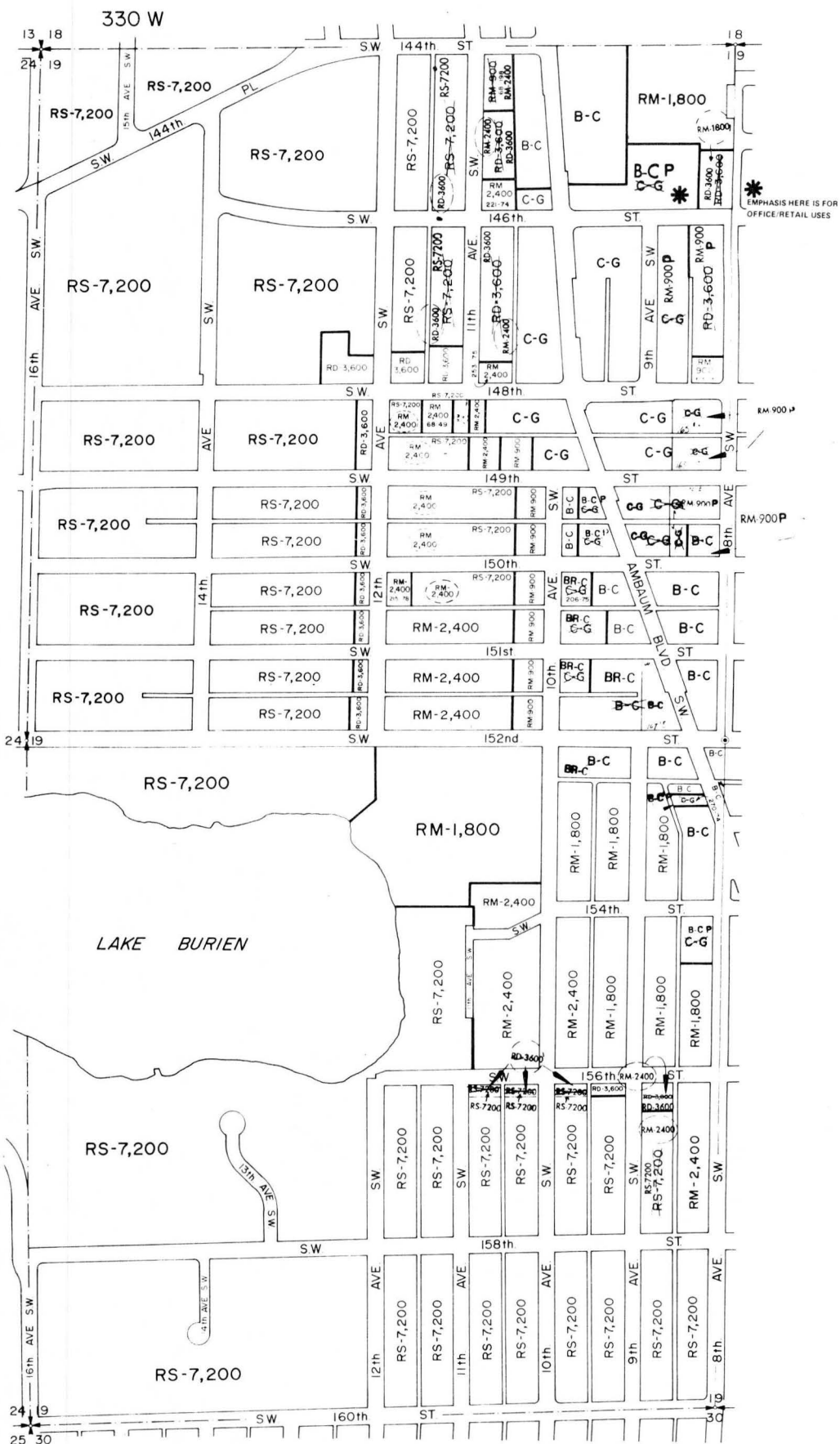
Highline Communities Plan -- H-10  
Comprehensive Plan -- D-12, B-13, D-17 and D-19

(See appendix pages 183, 189 and 190 for complete policies)

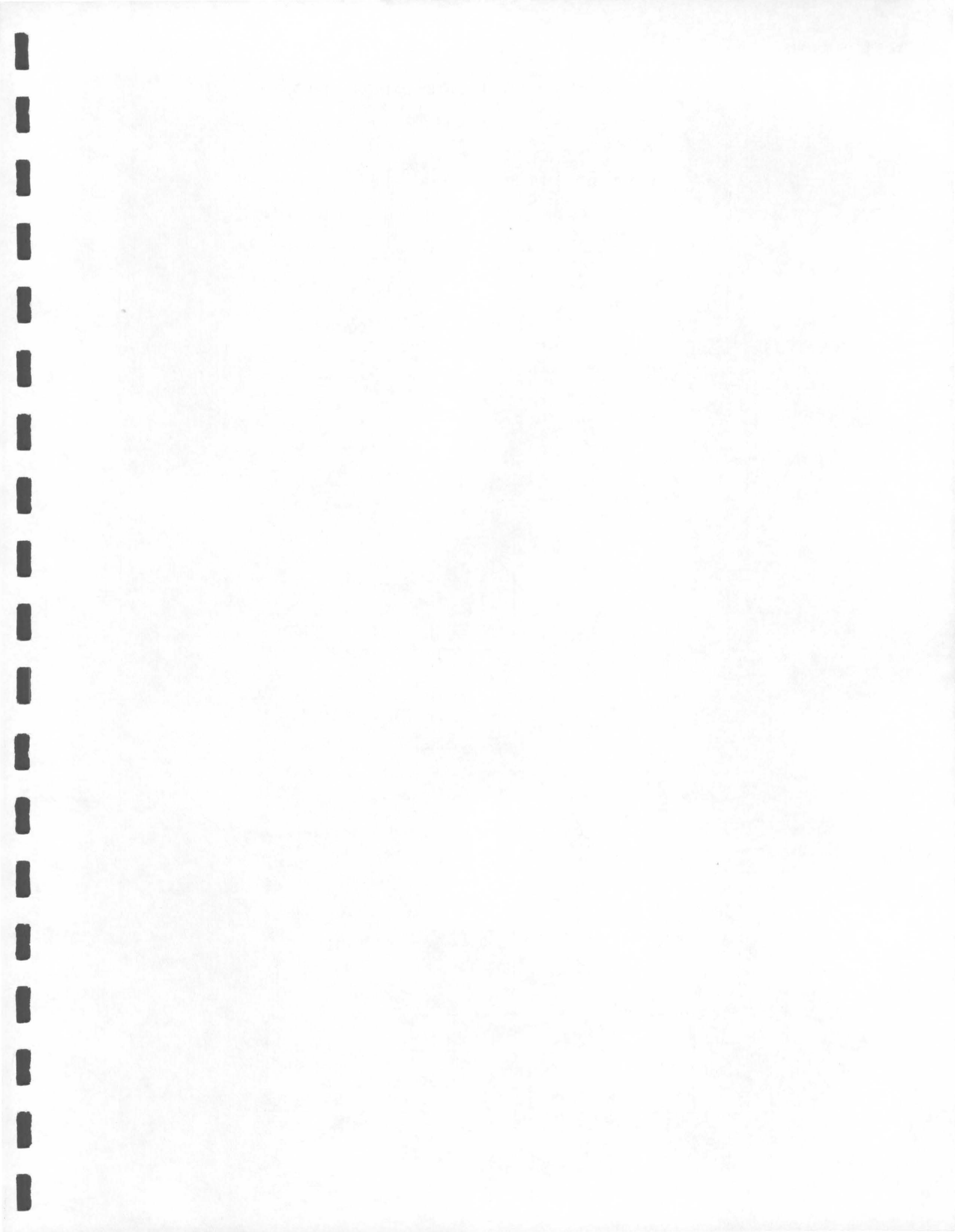
B#39 C-G to RM 900-P

The RM 900 zone permits a greater range of potential uses for the site, i.e., professional offices, medical-dental buildings and clinics. Office uses are preferred. Applicable County policies are:

Highline Communities Plan -- H-14.  
Comprehensive Plan -- B-31.



WI9-23-4 ZONING AS OF FEBRUARY, 1979



REFERENCE TO HCP  
LAND USE PROPOSALS  
AND ZONING GUIDELINES

E 19-23-4

B#30 RS-7200 to RS-7200 (Potential RM-1800)

B#32

B#33

B#31

RS-7200 (Potential RD-3600) to RS-7200 (Potential RM-1800)

Would provide for more apartments adjacent to the Burien business district. Emphasizes development of high density residential support in and around the existing retail center. Applicable policies are:

Highline Communities Plan -- H-10  
Comprehensive Plan -- D-12, D-14, D-15, and D-16

(See appendix pages 183 and 189 for complete policies)

B#44 C-G to B-C

Allows office/retail uses at this location rather than expansion of heavier commercial uses. Applicable policies are:

Highline Communities Plan -- H-14  
Comprehensive Plan -- B-24 and B-30

(See appendix pages 183 and 187 for complete policies)

B#48 RM-900 to BR-C

B#65

B#42

B#43

B#47

B#63

B#64

B#66

B-C to BR-C

Establishes a mixed use area adjacent to the Burien retail business center. Encourages use flexibility, i.e., retail/multi-family/ office combinations. (See page 3 for discussion of proposal to amend the comprehensive plan and zoning to permit mixed use). Applicable County Policies are:

Highline Communities Plan -- H-14  
Comprehensive Plan -- N/A (To be revised)

(See appendix page 183 for complete policies)

B#54 C-G to RM-900

Provides for more apartments adjacent to the Burien retail business district. Applicable policies are:

Comprehensive Plan -- D-12, D-15 and D-16

(See appendix page 189 for complete policies)

B#51 RM-1800 to B-C

Allows office/retail uses at this location rather than high density apartment uses. Applicable policies are:

Highline Communities Plan -- H-14  
Comprehensive Plan -- B-24 and B-30

(See appendix pages 183 and 187 for complete policies)

B#59 RM-1800 to RM-1800 (Potential RM-900)

B#60

Would provide for additional maximum density multi-family apartments adjacent to the retail business center. Emphasizes new residential support adjacent to the retail center. Applicable policies are:

Highline Communities Plan -- H-10  
Comprehensive Plan -- D-12, D-15 and D-16

(See appendix pages 183 and 189 for complete policies)

B#61 RS-7200 to RS-7200 (Potential RM-1800)

Would provide for additional high density multi-family apartments adjacent to the retail business center. Emphasizes new residential support adjacent to the retail center. Applicable policies are:

Highline Communities Plan -- H-10  
Comprehensive Plan -- D-12, D-15 and D-16

(See appendix pages 183 and 189 for complete policies)

C-G-P to B-C

Allows office/retail uses at this location rather than expansion of heavier commercial uses. Applicable policies are:

Highline Communities Plan -- H-14  
Comprehensive Plan -- B-22, B-25 and B-26

(See appendix pages 183 and 187 for complete policies)

B#55 B-C to RM-900-P

Provides for more apartments adjacent to the business district, while still allowing for office uses along 1st Avenue South. Applicable policies are:

Highline Communities Plan -- H-14  
Comprehensive Plan -- D-12, D-15 and D-16

(See appendix pages 183 and 189 for complete policies)

B#50 C-G to BC-P

B#52

Allows office/retail use at this location rather than expansion of heavier commercial use. Applicable policies are:

Highline Communities Plan -- H-14  
Comprehensive Plan -- B-24 and B-30

(See appendix pages 183 and 187 for complete policies)

B#53 RM-1800 to RM-900-P

Provides additional office space in Burien that could develop separate from general commercial or other retail business uses. Space for office uses in Burien is limited somewhat by the size and layout of the retail business core area and the mixture of business and general commercial uses along Ambaum. Offices here would also provide transition from commercial to apartment use. Applicable policies are:

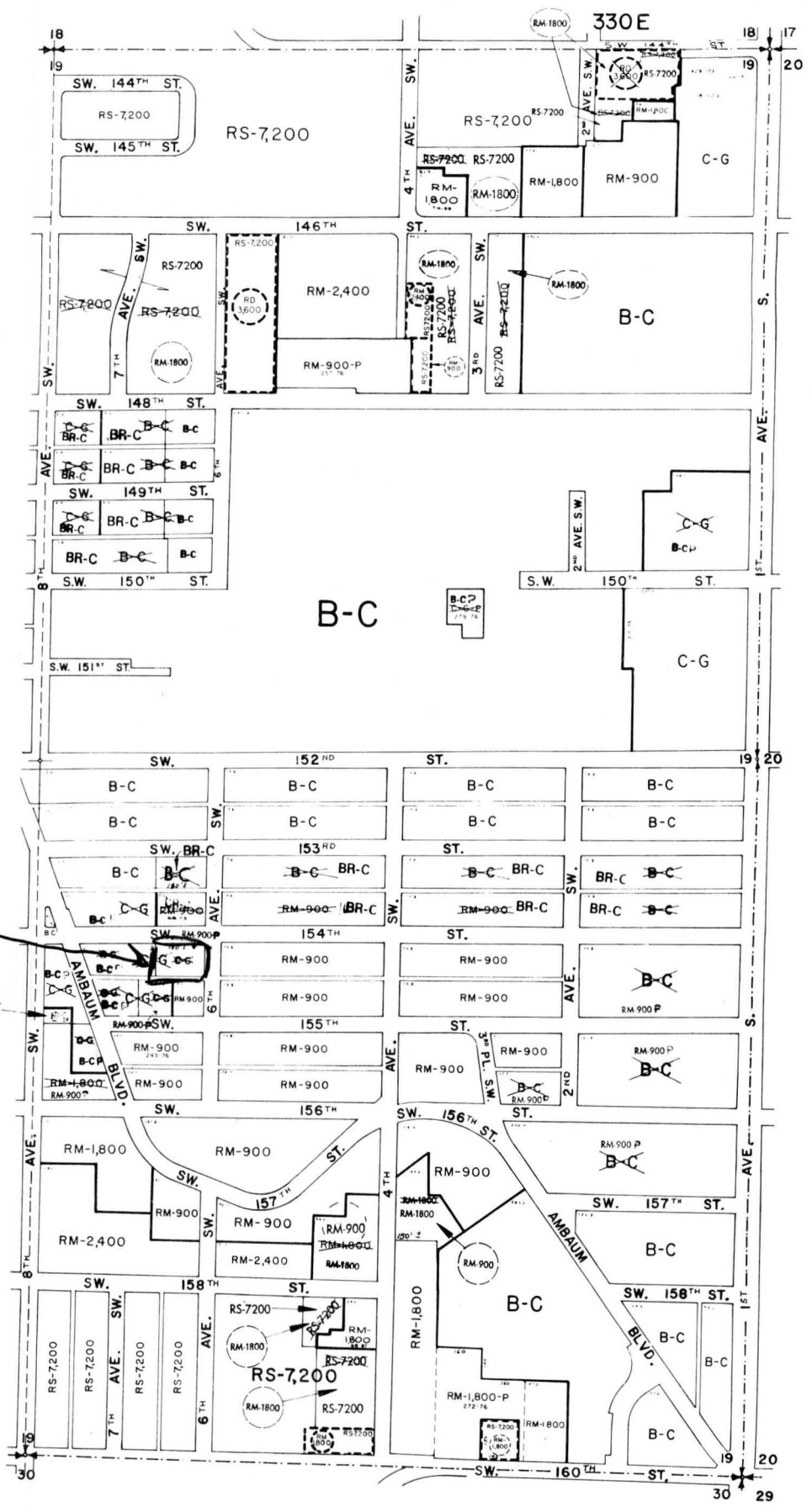
Highline Communities Plan -- H-14  
Comprehensive Plan -- B-30

(See appendix pages 183 and 187 for complete policies)

P-Suffix site condition for this area is outlined below:

It is desirable to limit vehicular access onto Ambaum Boulevard South from adjoining properties where side streets could adequately serve those sites. This is a strong recommendation rather than a requirement; however, ingress/ egress details should be resolved during review of specific building permit applications.





REFERENCE TO HCP  
LAND USE PROPOSALS  
AND ZONING GUIDELINES

W 20-23-4

B#67 RM-2400-P to RM-2400-P (Potential RM-1800)  
B#70

Would provide high density apartment zoning near the Burien retail trade center. Area is desirable for apartment growth and is adjacent to major county recreation facility. Applicable policies are:

Highline Communities Plan -- H-10  
Comprehensive Plan -- D-12, D-15 and D-16

(See appendix pages 183 and 189 for complete policies)

B#68 RS-7200 to RS-7200 (Potential RM-1800)  
B#69  
B#71  
B#72

Would provide high density apartment zoning near the Burien retail trade center. Area is desirable for apartment growth and is adjacent to major county recreation facility. Applicable policies are:

Highline Communities Plan -- H-10  
Comprehensive Plan -- D-12, D-15 and D-16

(See appendix pages 183 and 189 for complete policies)

B#70 RS-7200 (Potential RM-2400) to RS-7200 (Potential RM-1800)

Would provide high density apartment zoning near the Burien retail trade center. Area is desirable for apartment growth and is adjacent to major county recreation facility. Applicable policies are:

Highline Communities Plan -- H-10  
Comprehensive Plan -- D-12, D-15 and D-16

(See appendix pages 183 and 189 for complete policies)

RM-2400 to RS-7200

Maintain single family neighborhood along Des Moines Way South. Applicable policy is:

Highline Communities Plan -- H-10

(See appendix page 183 for complete policy)

RM-900 to B-C

Establishes a small retail business center at 8th Avenue South and South 152nd Street.



REFERENCE TO HCP  
LAND USE PROPOSALS  
AND ZONING GUIDELINES

E 20-23-4

S-R to S-R (7200)

Addition of density suffix creates urban sized lots provided adequate services exist.

B#72a RS-7200 (Potential RM-2400) to RS-7200  
B#72b S-R (Potential RM-1800) to S-R (7200)

Strengthens single family neighborhood on Sea-Tac's west side. Remains consistent with the Sea-Tac Communities Plan which depicts single family development for these properties. Sanitary sewers should precede all new single family development. Existing shade trees along Miller Creek should be preserved and new development should be required to plant addition trees along the creek banks spaced not more than 25' apart. Applicable policies are:

Highline Communities Plan -- H-1, H-4, H-6, H-7 and H-10  
Sea Tac Communities Plan -- #18, #24, and #66

(See appendix pages 183 and 191 for complete policies)

N#130 RS-7200 (Potential RM-1800) to RS-7200 (Potential RM-2400)  
N#133 RS-7200 (Potential RM-1800) to RS-7200 (Potential RM-2400)

Would provide a medium density multi-family apartment area adjacent to a small neighborhood business intersection. Higher density would create undesirable traffic impacts on Des Moines Way South. Applicable policies are:

N#131 RM-1800 to RM-2400  
N#132

Establishes a medium density multi-family apartment area adjacent to a small neighborhood business intersection. Higher density would create undesirable traffic impacts on Des Moines Way South. Applicable policies are:

Highline Communities Plan -- H-10  
Comprehensive Plan -- D-12, D-13, D-17 and D-18

(See appendix pages 183, 189 and 190 for complete policies)

N#129 S-R to S-R (Potential RM-2400)

Would provide a medium density apartment area adjacent to a small neighborhood business intersection. Emphasis is on permitting uses which will have a minimum traffic impact on Des Moines Way South. Applicable policies are:

Highline Communities Plan -- H-10  
Comprehensive Plan -- D-12, D-13, D-17 and D-18

(See appendix pages 183, 189 and 190 for complete policies)

S-R to AOU  
S-R (Potential M-L) to AOU

Permits use of areas affected by Sea-Tac airport which is compatible with neighboring residential areas, open space areas, and airport clear zone requirements. Applicable policies are:

Sea Tac Communities Plan -- #72 and #73

(See appendix page 191 for complete policies)

*NOTE: The asterisk on Map W21-23-4 signifies that C-G-P zoning has been approved for this property, (File 241-78-R), pending dedication of 12 feet of right-of-way along Des Moines Way South. The map depicts RM-1800 and S-R zoning which will be intact until the right-of-way condition is complied with.*



S-R (Potential M-L) to AOU

Permits use of areas affected by Sea-Tac airport which is compatible with neighboring residential areas, open space areas, and airport clear zone requirements. Applicable policies are:

Sea Tac Communities Plan -- #72 and #73

(See appendix page 191 for complete policies)

M-L-P to AOU

Permits use of areas affected by Sea-Tac airport which is compatible with neighboring residential areas, open space areas, and airport clear zone requirements. Applicable policies are:

Sea Tac Communities Plan -- #72 and #73

(See appendix page 191 for complete policies)

M-L to AOU

Permits use of areas affected by Sea-Tac airport which is compatible with neighboring residential areas, open space areas, and airport clear zone requirements. Applicable County policies are:

Sea Tac Communities Plan -- #72 and #73

(See appendix page 191 for complete policies)

S-R to AOU

Permits use of areas affected by Sea-Tac airport which is compatible with neighboring residential areas, open space areas, and airport clear zone requirements. Applicable policies are:

Sea Tac Communities Plan -- #72 and #73

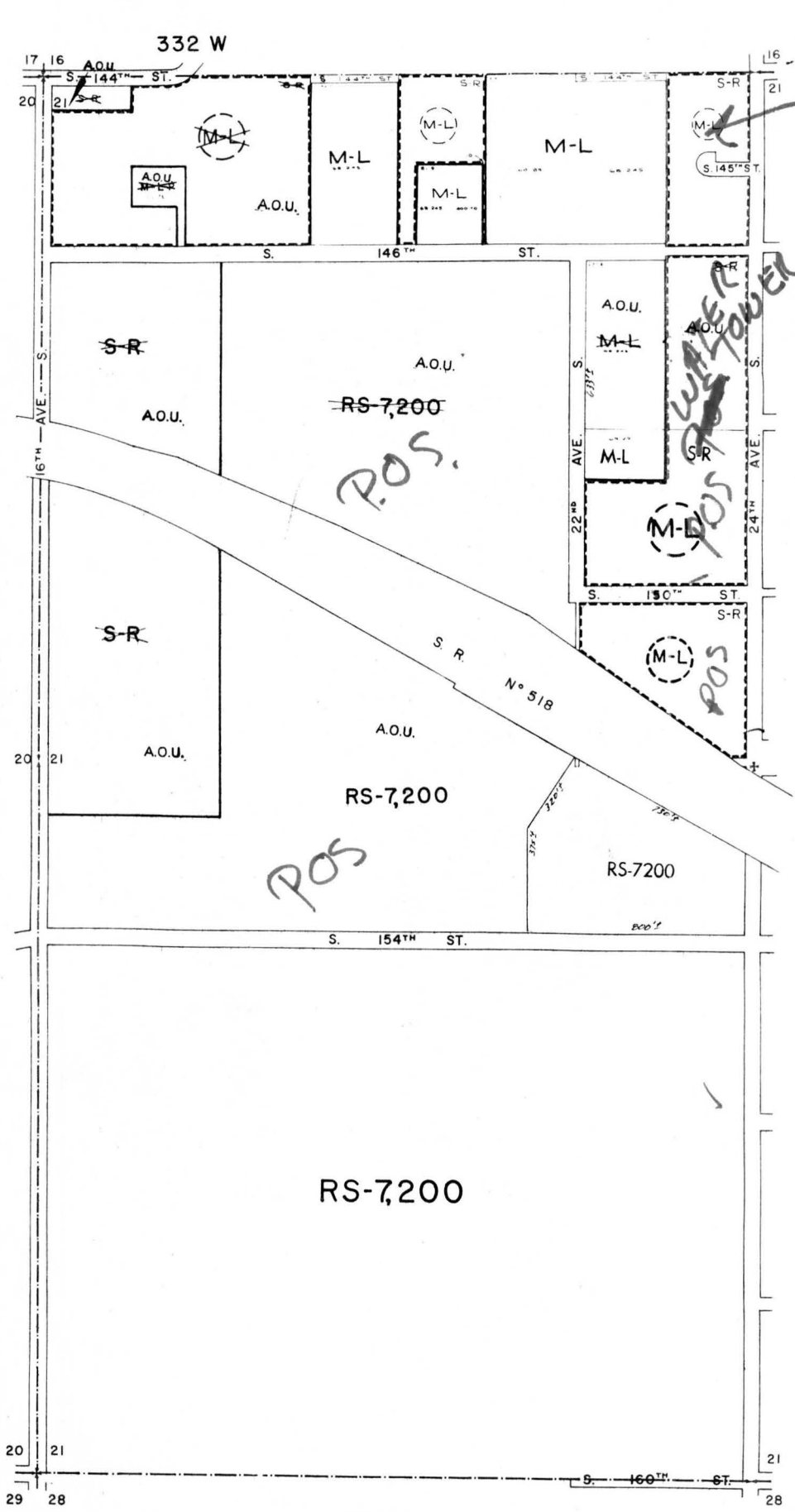
(See appendix page 191 for complete policies)

RS-7200 to AOU

Permits use of areas affected by Sea-Tac airport which is compatible with neighboring residential areas, designated open space areas, and airport clear zone requirements. Applicable policies are:

Sea Tac Communities Plan -- #72 and #73

(See appendix page 191 for complete policies)



*REZONING Requested.*

*Water Tower*

*POS.*



REFERENCE TO HCP  
LAND USE PROPOSALS  
AND ZONING GUIDELINES

E 21-23-4

N#144 RS-7200 to RS-7200 (Potential RM-2400)  
N#145

Would provide medium density multi-family between high density apartments and single family zoning. Applicable policies are:

Highline Communities Plan -- H-10  
Comprehensive Plan -- D-12, D-13, D-17 and D-18

(See appendix pages 183, 189 and 190 for complete policies)

RS-7200 to RS-7200 (Potential C-G)

Would provide area adjacent to Sea-Tac International Airport for airport facilities. Applicable policies are:

Sea Tac Communities Plan -- #57, #62

(See appendix page 191 for complete policies)

RM-900 to RM-900 (Potential C-G)

Would provide area adjacent to Sea-Tac International Airport for airport facilities. Applicable policies are:

Sea Tac Communities Plan -- #57, #62

(See appendix page 191 for complete policies)



REFERENCE TO HCP  
LAND USE PROPOSALS  
AND ZONING GUIDELINES

W 22-23-4

N#124 RS-7200 to RS-7200 (Potential RM-2400)  
N#141  
N#142

Would provide medium density multi-family between high density and single family zoning. Applicable policies are:

Highline Communities Plan -- H-10  
Comprehensive Plan -- D-12, D-13, D-17 and D-18

(See appendix pages 183, 189 and 190 for complete policies)

N#125 RS-7200 to RS-7200 (Potential RM-1800)

Would provide a high density apartment area. Applicable policies are:

Highline Communities Plan -- H-10  
Comprehensive Plan -- D-12 and D-15

(See appendix pages 183 and 189 for complete policies)

N#126 RM-900 to RM-1800  
N#140

High density apartment zoning is more compatible with adjacent zones than maximum density zoning (RM-900) as a transition to single family, if mobile home uses were to cease (see p. 4) Applicable policies are:

Highline Communities Plan -- H-10  
Comprehensive Plan -- D-12 and D-15

(See appendix pages 183 and 189 for complete policies)

N#138 RS-7200 to RS-7200 (Potential RM-1800)  
N#139

Would provide high density apartments near SR-518 and transition to single family residences north of South 152nd Street. Applicable policies are:

Highline Communities Plan -- H-10  
Comprehensive Plan -- D-12 and D-15

(See appendix pages 183 and 189 for complete policies)

RM-1800 and RS-7200 to RM-1800 (Potential B-C) and RS-7200 (Potential B-C)

Would provide community retail business north of South 160th Street. Applicable policies are:

Highline Communities Plan -- H-14  
Comprehensive Plan -- B-24

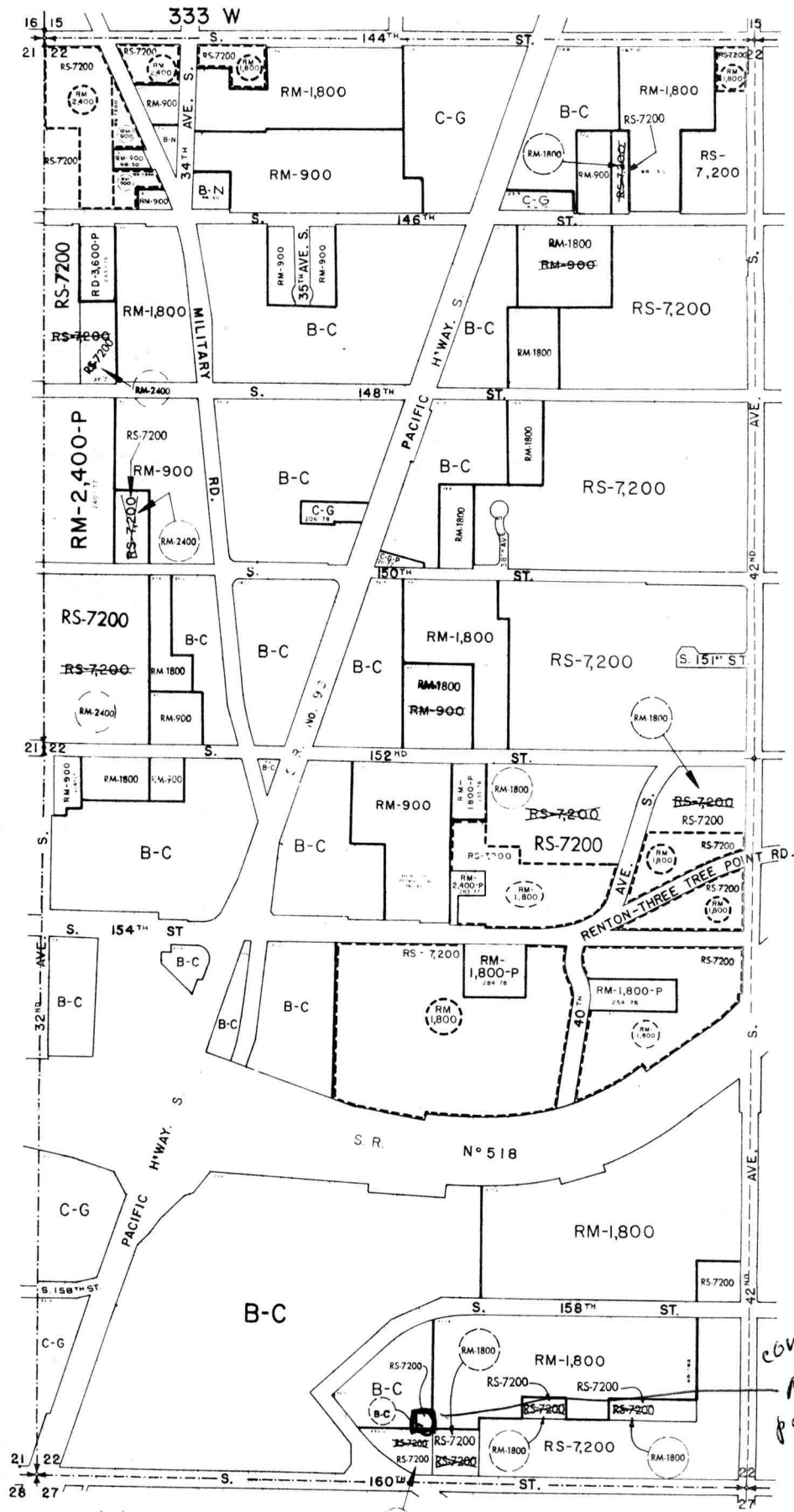
(See appendix pages 183 and 189 for complete policies)

RS-7200 to RS-7200 (Potential RM-1800)

Would provide additional high density multi-family areas north of South 160th Street. Straightens zoning boundary line. Applicable policies are:

Highline Communities Plan -- H-10  
Comprehensive Plan -- D-12, D-15 and D-16

(See appendix pages 183 and 189 for complete policies)



W 22-23-4

ZONING AS OF FEBRUARY, 1979

REFERENCE TO HCP  
LAND USE PROPOSALS  
AND ZONING GUIDELINES

E 22-23-4

N#137 RS-7200 to RS-7200 (Potential RM-1800)

Would provide high density apartments near SR-518 and transition to single family residential. Applicable policies are:

Highline Communities Plan -- H-10  
Comprehensive Plan -- D-12 and D-15

(See appendix pages 183 and 189 for complete policies)

E#157A RS-7200 (Potential RM-2400) to RS-7200

Retains area for single family use east of 42nd Avenue South. Applicable policy is:

Highline Communities Plan -- H-10

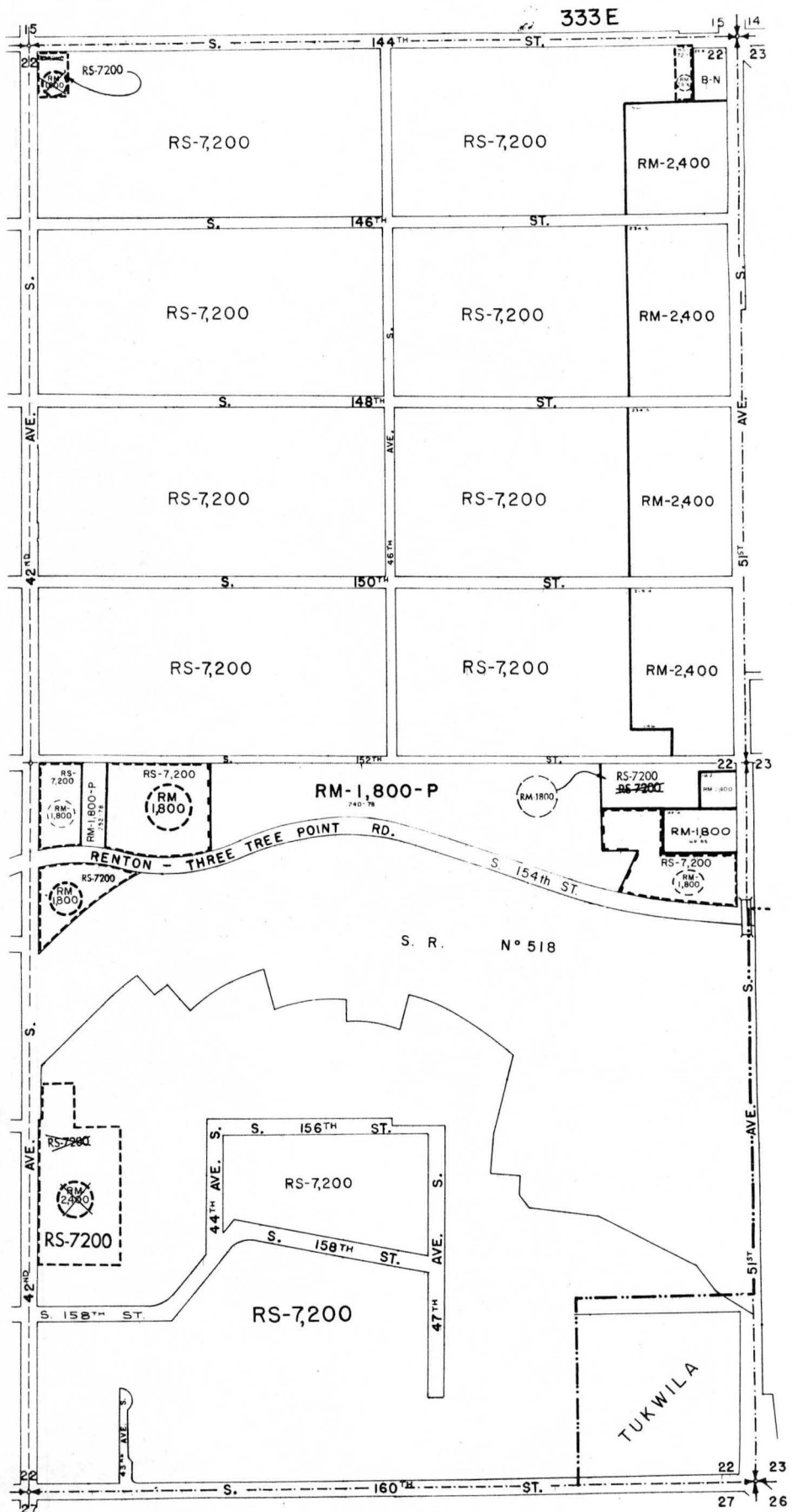
(See appendix page 183 for complete policy)

RS-7200 (Potential RM-1800) to RS-7200

Retains area for single family uses at the southeast corner of the intersection of 42nd Avenue South and south of South 144th Street. Applicable policy is:

Highline Communities Plan -- H-10

(See appendix page 183 for complete policy)

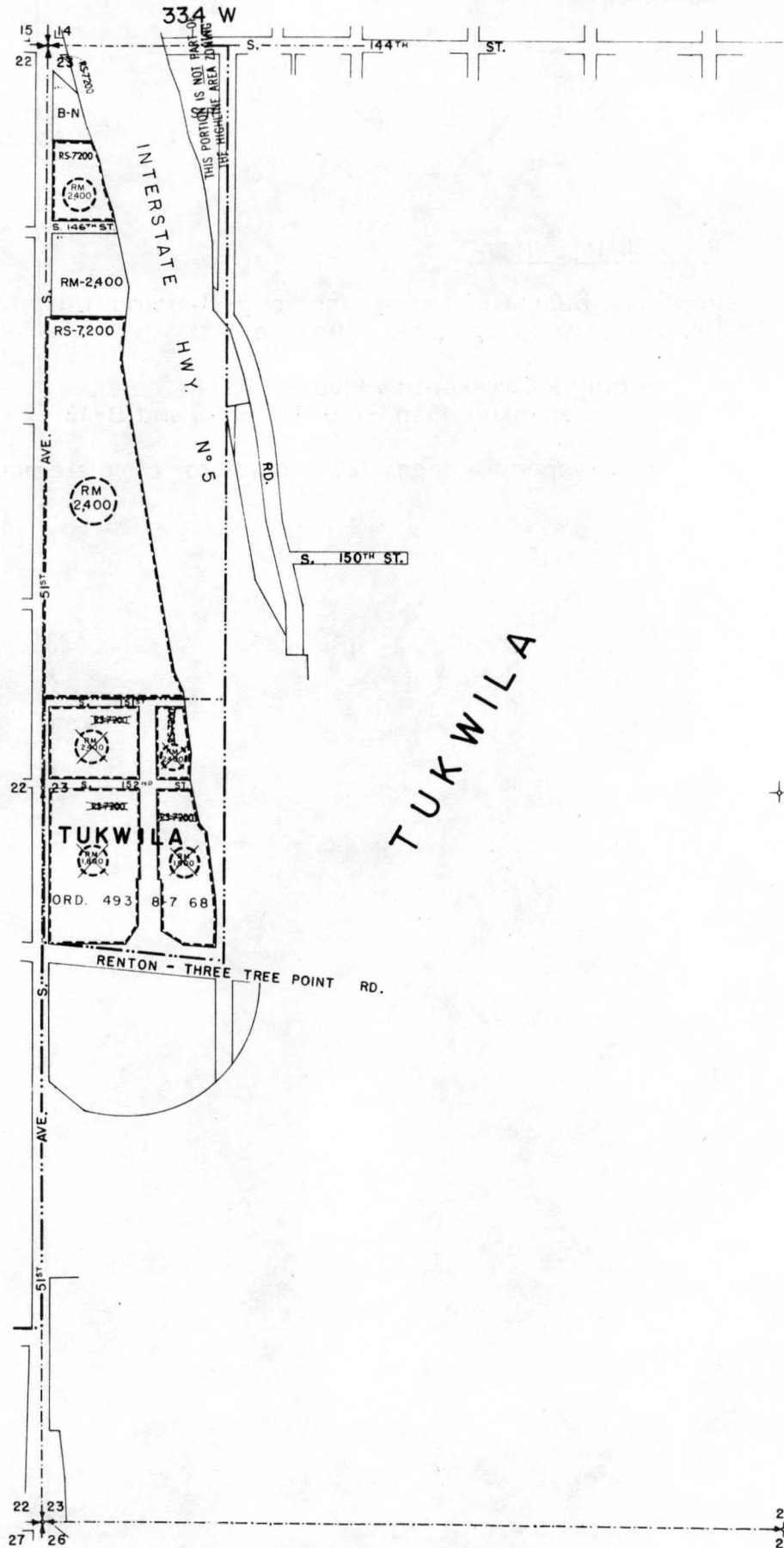


ZONING AS OF FEBRUARY, 1979 E 22-23-4

W 23-23-4

No changes are proposed.





W 23-23-4 ZONING AS OF FEBRUARY, 1979

REFERENCE TO HCP  
LAND USE PROPOSALS  
AND ZONING GUIDELINES

E 26-23-3

W#84      RS 9600 to B-N

Provides business zoning for long-standing business use of the property. Applicable Policies are:

Highline Communities Plan -- H-14  
Comprehensive Plan -- B-11, B-12 and B-13

(See appendix pages 183 and 187 for complete policies)



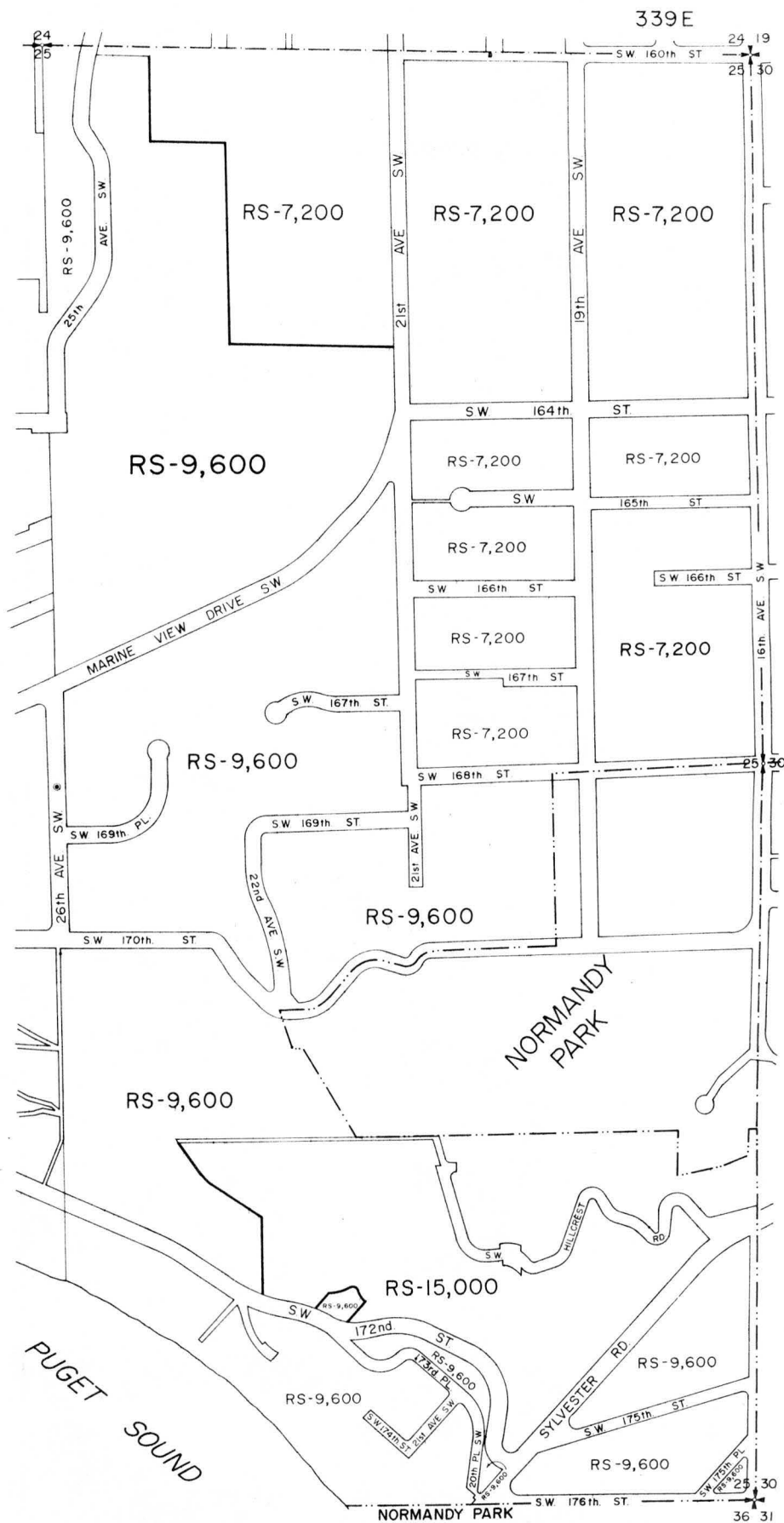
W 25-23-3

No changes are proposed



E 25-23-3

No changes are proposed.

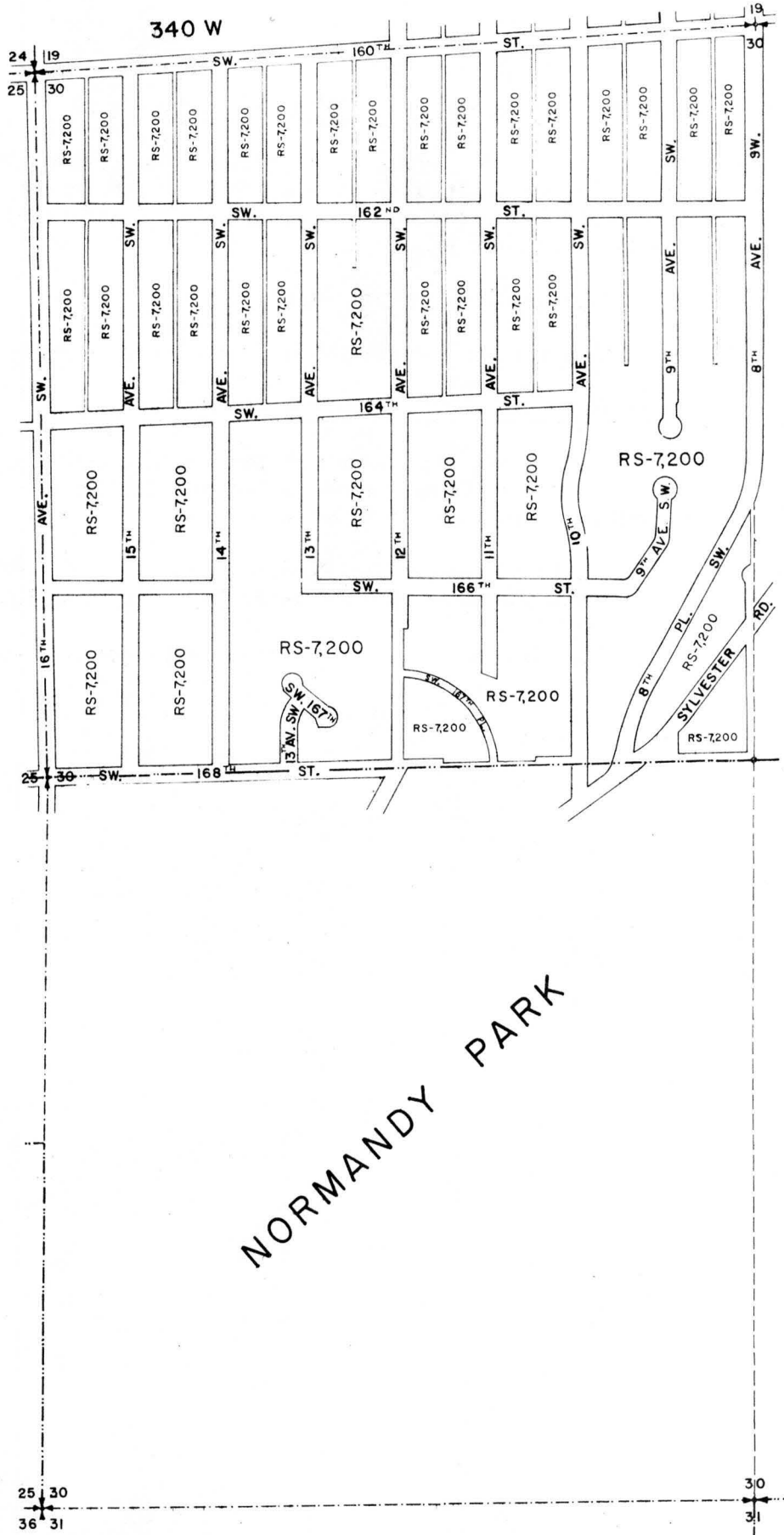


ZONING AS OF FEBRUARY, 1979 E25-23-3



W 30-23-4

No changes are proposed.



W 30-23-4 ZONING AS OF FEBRUARY, 1979

E 30-23-4

RS-7200 (Potential RM-1800) to RS-7200

Maintains single family uses along the south side of S.W. 160th Street west of Sylvester Road. Site is separated from the apartment growth areas to the north and northeast. Applicable policy is:

Highline Communities Plan -- H-10

(See appendix page 183 for complete policies)

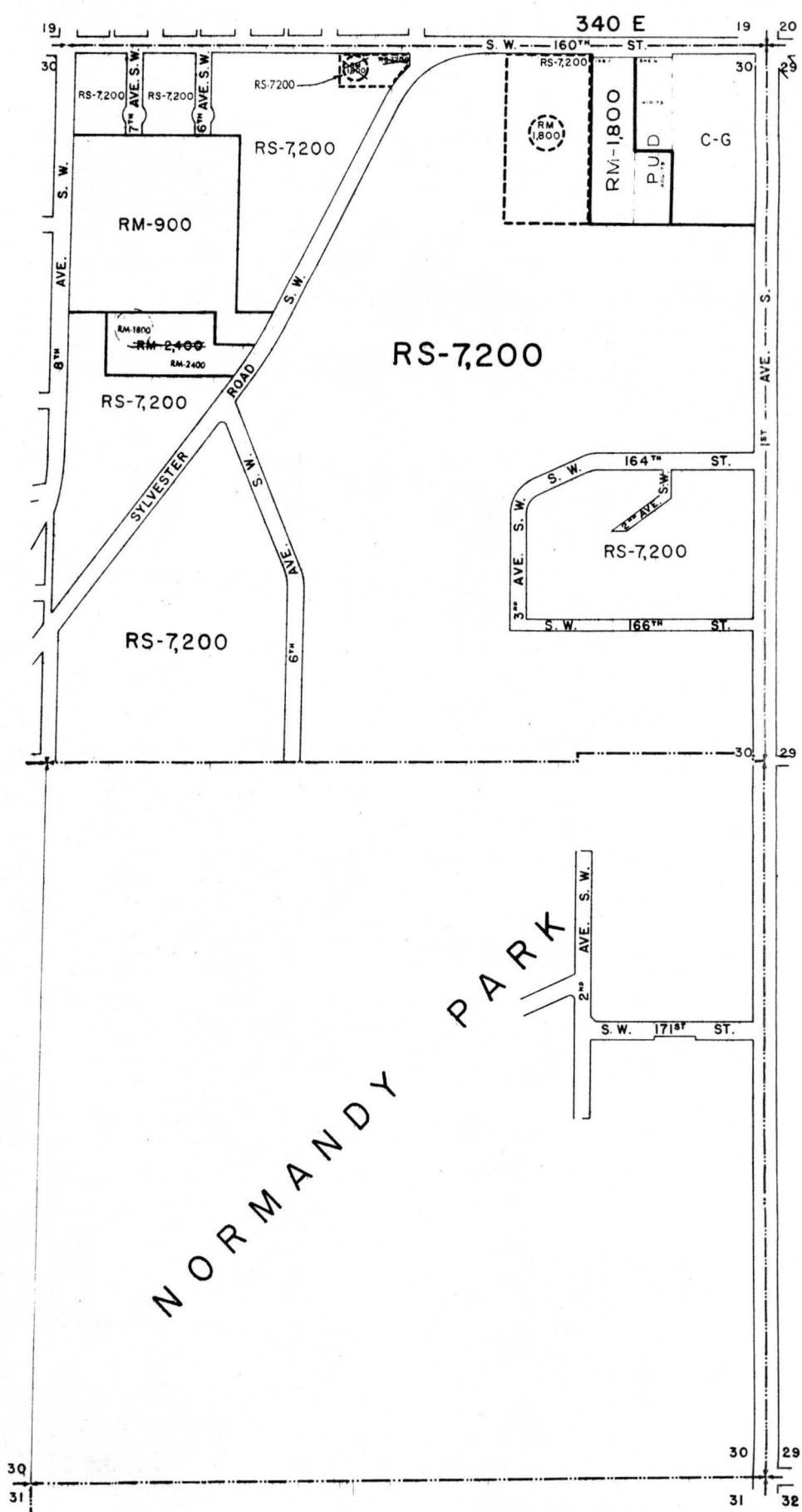
RM-2400 to RM-2400 (Potential RM-1800)

Would establish the potential for high density apartment or medical office development adjacent to Highline Community Hospital. Applicable policies are:

Highline Communities Plan -- H-10

Comprehensive Plan -- D-12, D-13, D-15 and D-16

(See appendix pages 183 and 189 for complete policies)



REFERENCE TO HCP  
LAND USE PROPOSALS  
AND ZONING GUIDELINES

W 29-23-4

B#72c RS-7200 to RS-7200 (Potential RM-900)

Recognizes that the natural ravine is the boundary for Five Corners commercial center. Office use would provide transition by fronting on 1st Avenue South and using buffering treatment along easterly property line. Applicable policy is:

Comprehensive Plan -- B-30

(See appendix page 187 for complete policy)

S#82 S-R to S-R (Potential RM-1800)

Would provide additional high density apartments between Des Moines Way South and 1st Avenue South, east of Manhattan shopping center. Applicable policies are:

Highline Communities Plan -- H-10  
Comprehensive Plan -- D-12 and D-15

(See appendix pages 183 and 189 for complete policies)

RD-3600 to RS-7200

Retains single family use within an established single-family neighborhood. Applicable policy is:

Highline Communities Plan -- H-10

(See appendix page 183 for complete policy)

S-R to RS-7200

Establishes permitted uses and density consistent with suburban, single-family environment. Applicable policy is:

Highline Communities Plan -- H-10  
Comprehensive Plan -- N/A

(See appendix page 183 for complete policy)

RM-900 to RM-1800

Establishes a high density multi-family apartment area adjacent to the Five Corners commercial development. Applicable policies are:

Highline Communities Plan -- H-10  
Comprehensive Plan -- D-12 and D-15

(See appendix pages 183 and 189 for complete policies)

S-R to S-E

Establishes a density of one unit per acre. Applicable policies are:

Highline Communities Plan -- H-6 and H-10

(See appendix page 183 for complete policies)

*C-6 to B-C  
Allows office/retail use at this location rather than expansion of heavier commercial use. Applicable policies are:*

*Highline Communities Plan - H14  
Comprehensive Plan - B-24 and B 30  
See appendix pages 183 to 187 for complete policies*



S-R to S-E

Establishes a density of one unit per acre. Applicable policies are:

Highline Communities Plan -- H-6 and H-10

(See appendix page 183 for complete policies)

S-R to RS-7200

Establishes permitted uses and density consistent with single family environment. Applicable policy is:

Highline Communities Plan -- H-10

(See appendix page 183 for complete policy)





W 28-23-4

No changes are proposed.



342 W

S. 160<sup>TH</sup> ST.

S. 16<sup>TH</sup> AVE.

S. 24<sup>TH</sup> AVE.

SEATTLE - TACOMA AIRPORT

RS-7,200

E#158 RM-2400 to RM 2400 (Potential C-G)

Would provide additional area for highway-oriented business adjacent to Pacific Highway South. Applicable policies are:

Highline Communities Plan -- H-14  
Comprehensive Plan -- B-32  
Sea Tac Communities Plan -- #62 and #100

(See appendix pages 183, 187 and 191 for complete policies)

E#159 RS-7200 to RS-7200 (Potential RM-1800)  
E#161

Would provide high density living area adjacent to the Sea-Tac Airport commercial strip. Applicable policies are:

Highline Communities Plan -- H-10  
Comprehensive Plan -- D-12 and D-15  
Sea Tac Communities Plan -- #90

(See appendix pages 183, 189 and 191 for complete policies)

E#160 RS-7200 to RS-7200 (Potential C-G)

Would provide additional space for commercial activities adjacent to the Sea-Tac airport on Pacific Highway South. Applicable policies are:

Highline Communities Plan -- H-14  
Sea Tac Communities Plan -- #62, #90, #100 and #101

(See appendix pages 183 and 191 for complete policies)

E#162 RM-900 to RM-900 (Potential B-C)  
E#163 RD-3600 to RD-3600 (Potential B-C)  
E#164 RS-7200 to RS-7200 (Potential B-C)

Would provide additional space for commercial activities adjacent to the Sea-Tac airport on Pacific Highway South. Applicable policies are:

Highline Communities Plan -- H-14  
Sea Tac Communities Plan -- #62, #90, #100 and #101

(See appendix pages 183 and 191 for complete policies)

C-G to C-C-P

Establishes area devoted primarily to air terminal-related business. Applicable policies are:

Sea Tac Communities Plan -- #100 and #101

(See appendix page 191 for complete policies)

B-C to B-C-P

Establishes are devoted primarily to air terminal-related business. Applicable policies are:

Sea Tac Communities Plan -- #100 and #101

(See appendix page 191 for complete policies)

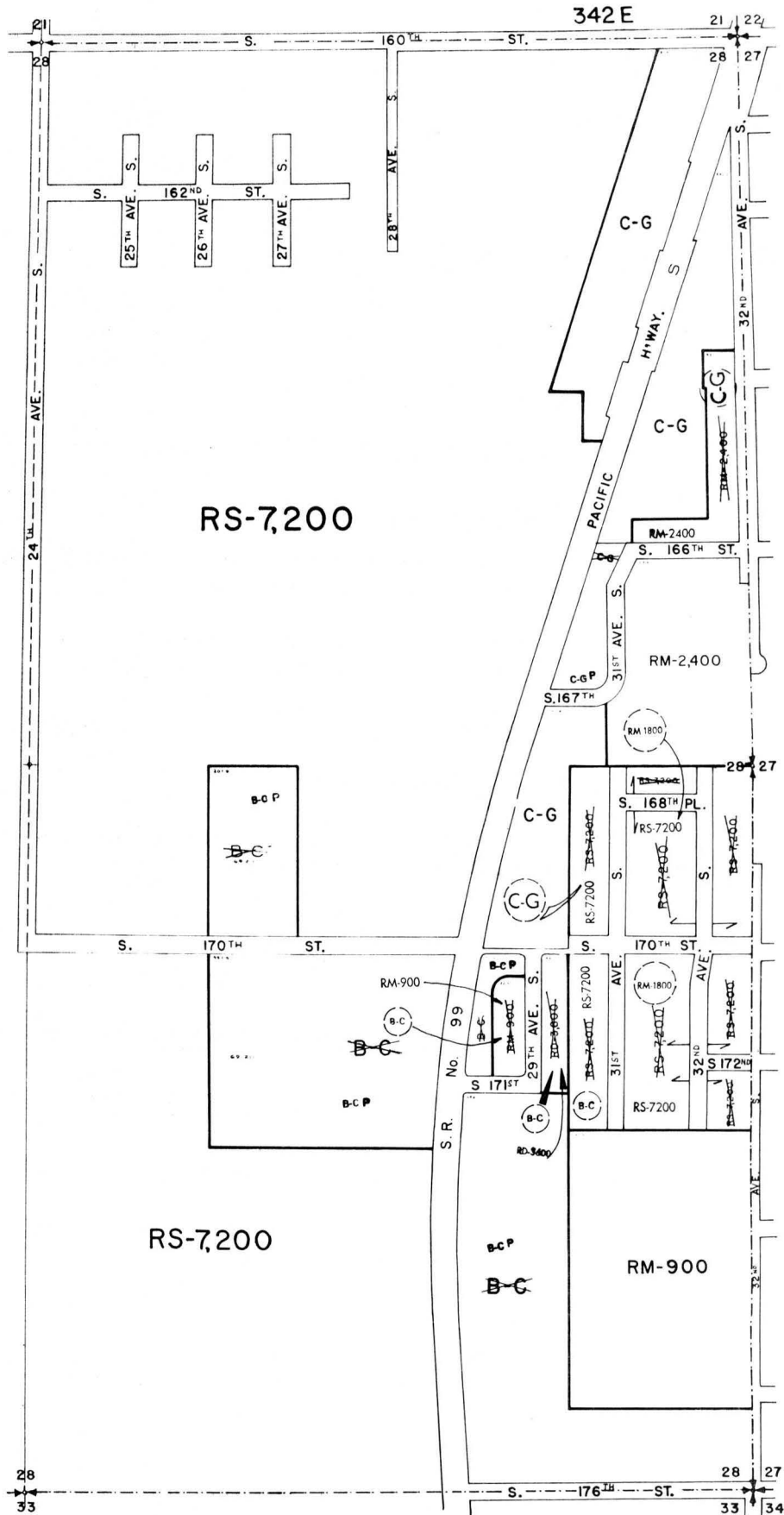
P-Suffix site condition for this area is outlined below:

B-C to B-C-P, C-G to C-G-P

The site shall be limited in use to air terminal-related activities as defined below:

These businesses are particularly related to serving air passengers or the air travel industry, and are both public and private. Uses included are hotels, rental car facilities, airline ticketing facilities, restaurants, offices, parking facilities, baggage processing and other activities for passenger enplaning and deplaning, as well as terminal operations.\*

\*Note: *The definition of air terminal related business was taken from the HCP land use legend.*



REFERENCE TO HCP  
LAND USE PROPOSALS  
AND ZONING GUIDELINES

W 27-23-4

E#149      RS-7200 (Potential RM-2400) to RS-7200

Reflects community plan to maintain single-family character of McMicken Heights area. Applicable policy is:

Highline Communities Plan -- H-10

(See appendix page 183 for complete policy)

E#150      RS-7200 to RS-7200 (Potential B-N)

Would provide a small amount of neighborhood business expansion at this location. Applicable policies are:

Highline Communities Plan -- H-14

Comprehensive Plan -- B-11, B-12 and B-13

(See appendix pages 183 and 187 for complete policies)

RM-2400 to RS-7200

Reflects community plan to maintain single-family character of McMicken Heights area. Applicable policy is:

Highline Communities Plan -- H-10

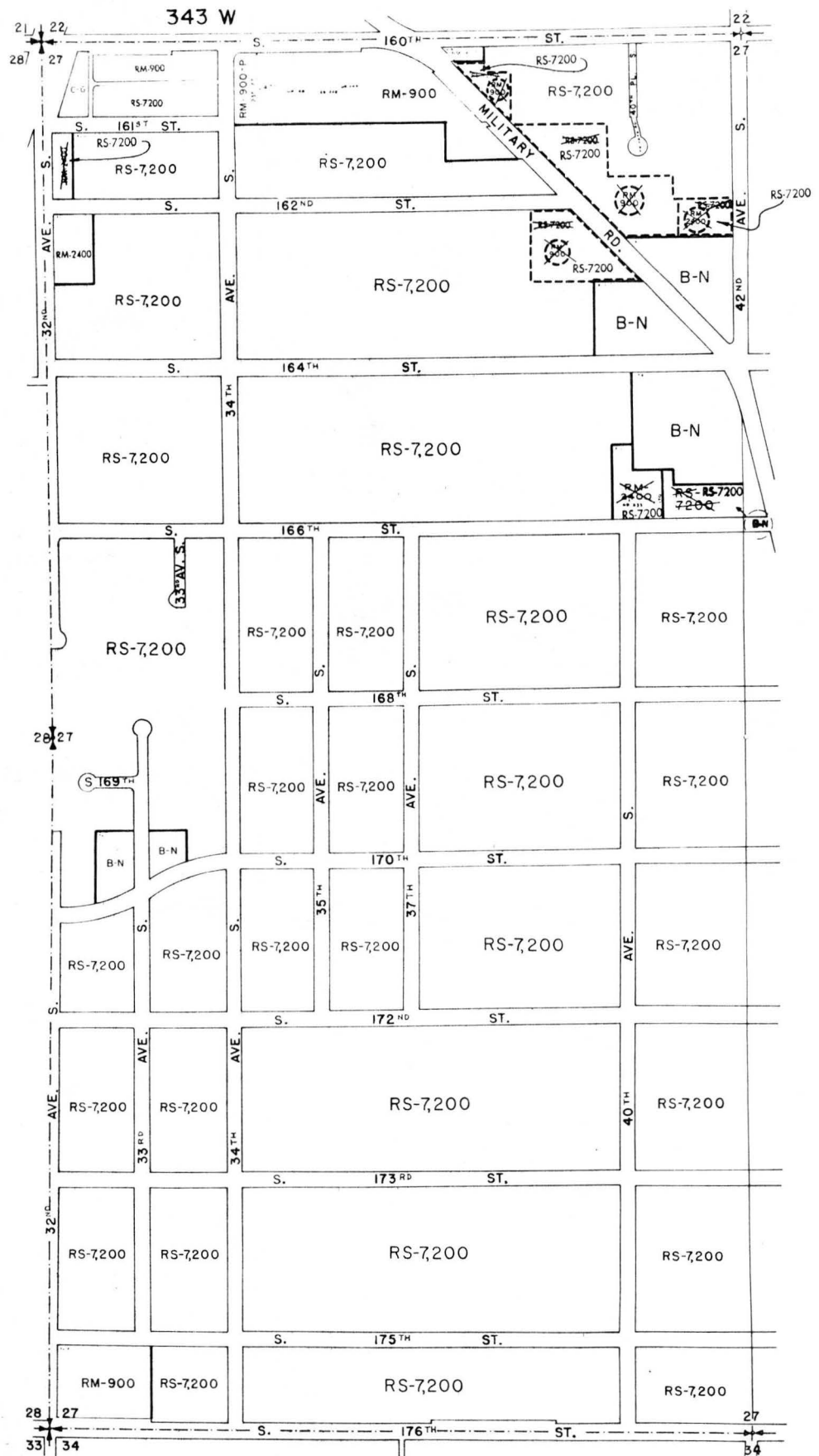
(See appendix page 183 for complete policy)

RS-7200 (Potential RM-900) to RS-7200

Reflects community plan to maintain single-family character of McMicken Heights area. Applicable policy is:

Highline Communities Plan -- H-10

(See appendix page 183 for complete policy)



W 27-23-4 ZONING AS OF FEBRUARY, 1979



REFERENCE TO HCP  
LAND USE PROPOSALS  
AND ZONING GUIDELINES

E 27-23-4

E#157 RS-7200 (Potential RM-900) to RS-7200

Reflects the community plan to maintain single-family character of McMicken Heights area. Applicable policy is:

Highline Communities Plan -- H-10

(See appendix page 183 for complete policy)

E#154 RM-900 and RM-2400 to RS-7200

Reflects the community plan to maintain the single-family character of McMicken Heights area. Applicable policy is:

Highline Communities Plan -- H-10

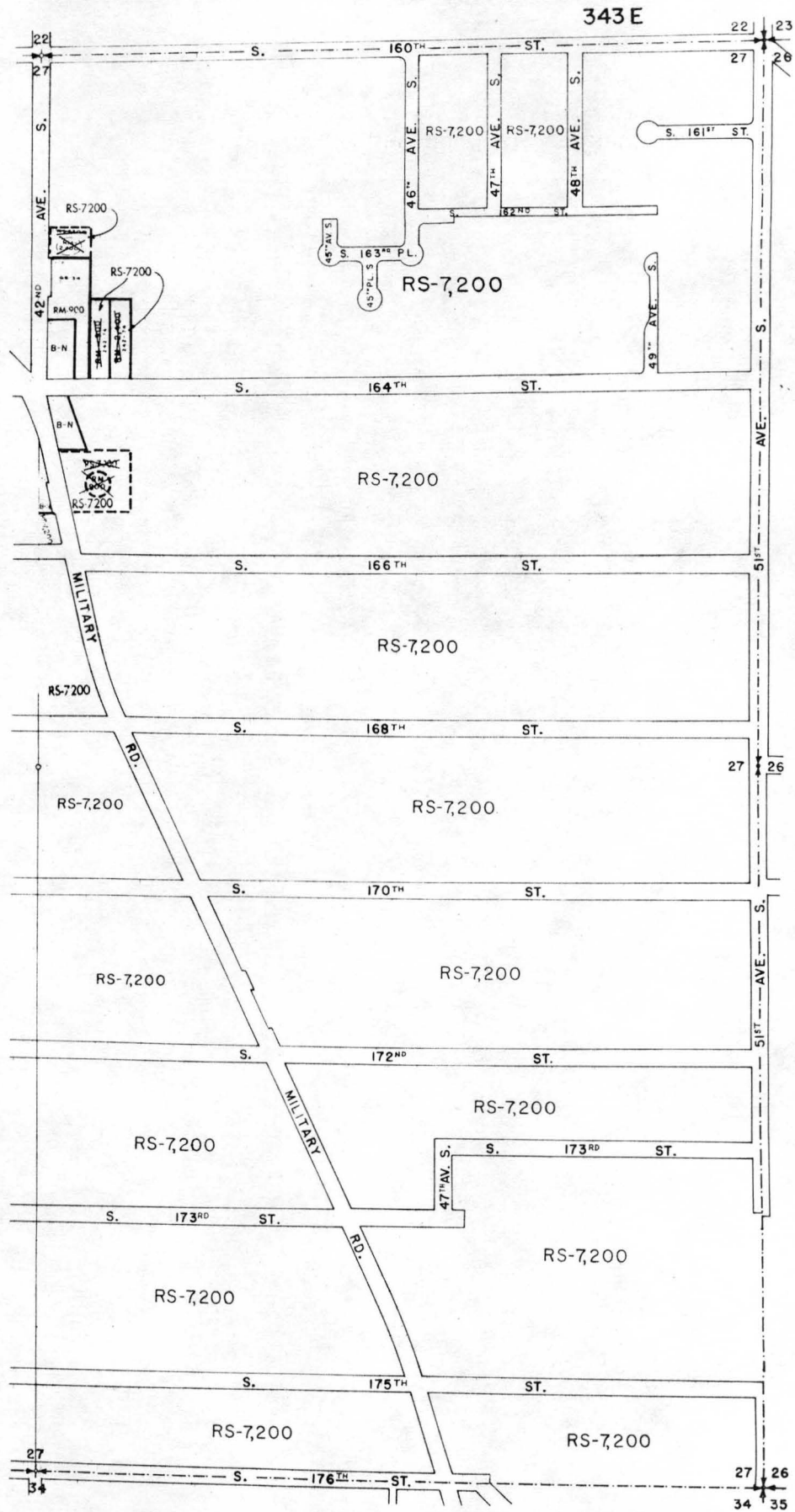
(See appendix page 183 for complete policy)

E#153 RS-7200 (Potential RM-2400) to RS-7200

Reflects the single-family character of McMicken Heights area. Applicable policy is:

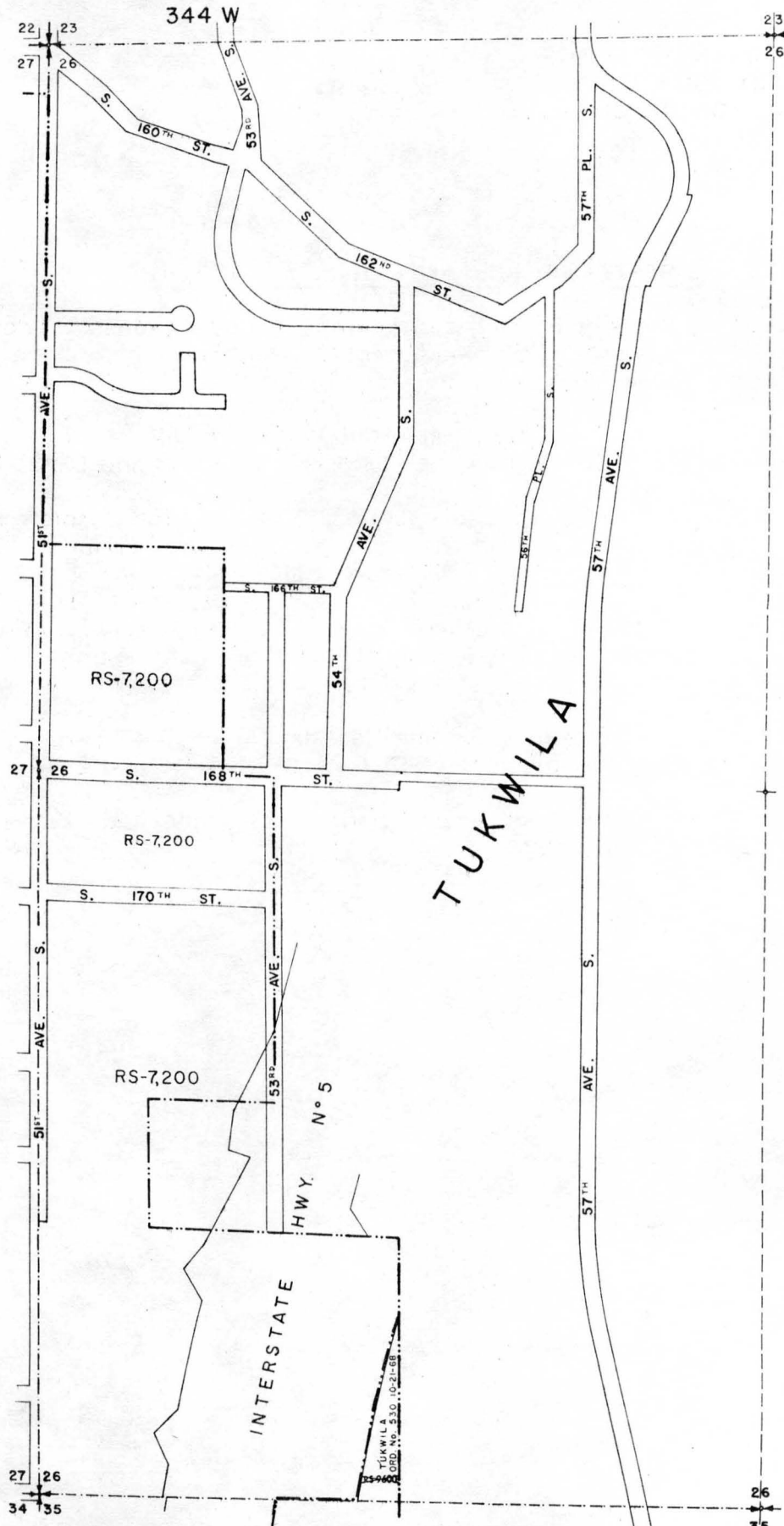
Highline Communities Plan -- H-10

(See appendix page 183 for complete policies)



W 26-23-4

No changes are proposed.



W 26-23-4 ZONING AS OF FEBRUARY, 1979

REFERENCE TO HCP  
LAND USE PROPOSALS  
AND ZONING GUIDELINES

E 31-23-4

W#75      RS-7200 to RS-7200 (Potential RM-1800)

Recognizes adjacent high density zones. Would provide apartment areas adjacent to Manhattan neighborhood shopping area. Applicable policies are:

Highline Communities Plan -- H-10  
Comprehensive Plan -- D-12, D-13 and D-15

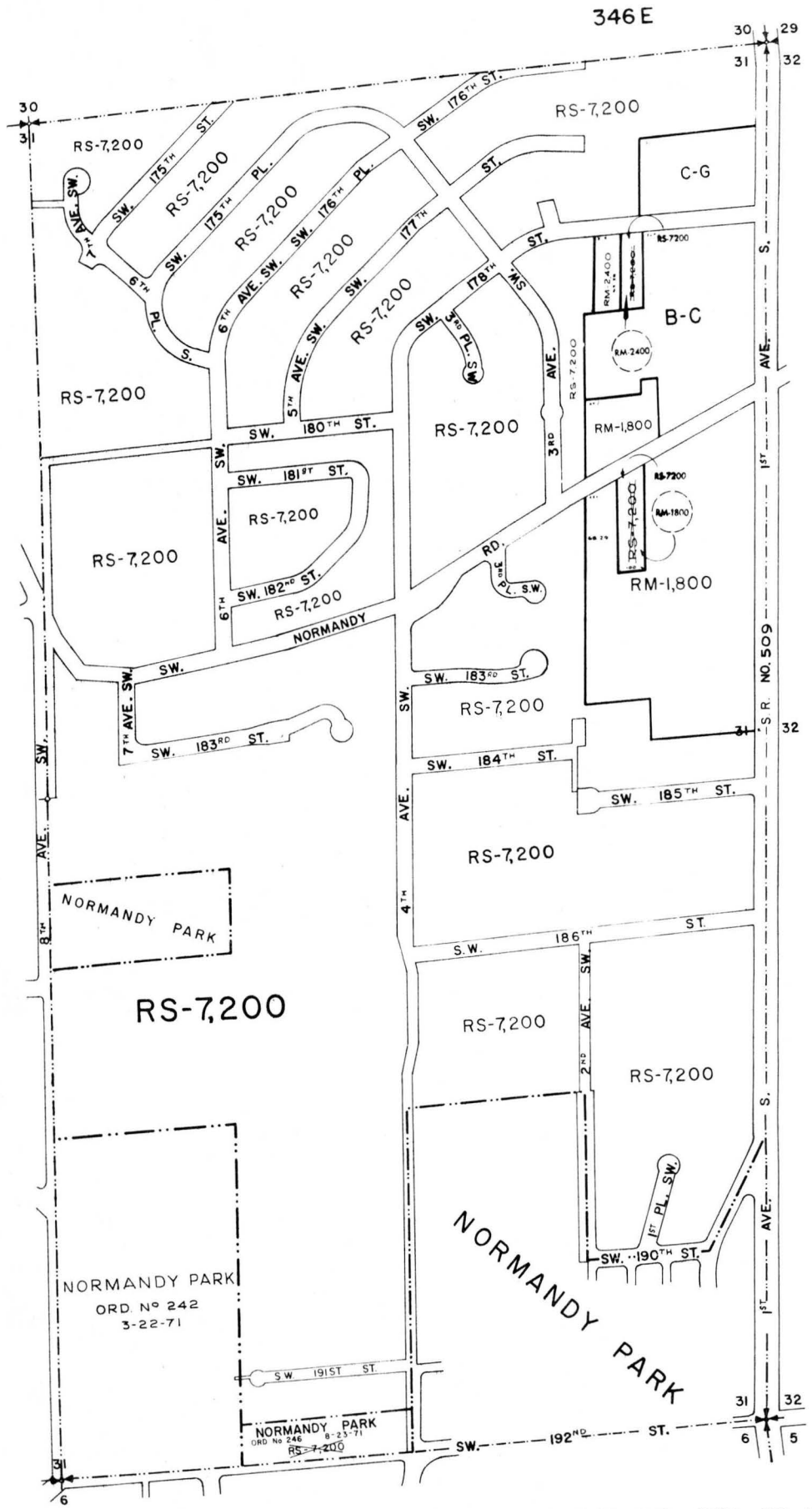
(See appendix pages 183 and 189 for complete policies)

W#76      RS-7200 to RS-7200 (Potential RM-2400)

Recognizes adjacent medium density zones. Would provide apartment area adjacent to Manhattan neighborhood shopping center. Applicable policies are:

Highline Communities Plan -- H-10  
Comprehensive Plan -- D-12, D-15 and D-18

(See appendix pages 183, 189 and 190 for complete policies)



ZONING AS OF FEBRUARY, 1979 E 31-23-4



REFERENCE TO HCP  
LAND USE PROPOSALS  
AND ZONING GUIDELINES

W 32-23-4

W#77      RS-7200 to RS-7200 (Potential RM-1800)

Would establish Des Moines Way and Normandy Rd. as the boundary between manufacturing and apartment uses. Applicable policies are:

Highline Communities Plan -- H-10  
Comprehensive Plan -- D-12 and D-15

(See appendix pages 183 and 189 for complete policies)

W#80      RS-7200 to RS-7200 (Potential M-P)  
W#81      RM-2400 to RM-2400 (Potential M-P)

Would provide for some additional manufacturing use in an area that is primarily committed to industry. Applicable policies are:

Highline Communities Plan -- H-15  
Comprehensive Plan -- C-3, C-4, C-5 and C-6  
Sea Tac Communities Plan -- #93

(See appendix pages 183, 188 and 191 for complete policies)

W#78      M-P to RM-1800

Recognizes Des Moines Way South and Normandy Road as the boundary between manufacturing and apartment uses. Applicable County Policies are:

Highline Communities Plan -- H-10  
Comprehensive Plan -- D-12 and D-15

(See appendix pages 183 and 189 for complete policies)





REFERENCE TO HCP  
LAND USE PROPOSALS  
AND ZONING GUIDELINES

E 32-23-4

W#79      RS-7200 to RS-7200 (Potential M-P)  
W#80

Would provide for light manufacturing uses south of South 176th Street east of Des Moines Way South and west of SR-509 extended. Applicable policies are:

Highline Communities Plan -- H-15  
Comprehensive Plan -- C-2, C-3, C-5 and C-6  
Sea Tac Communities Plan -- #93

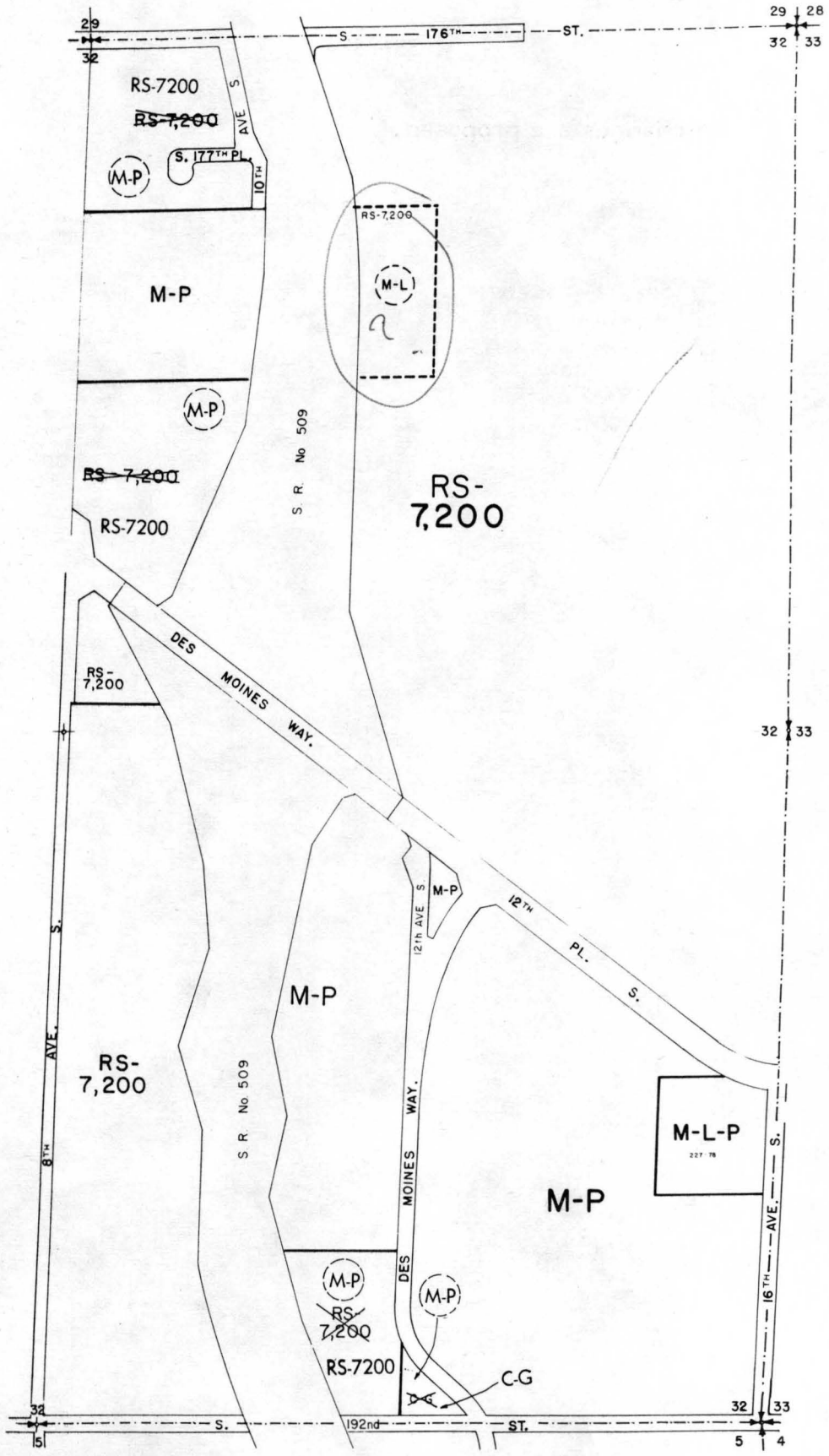
(See appendix pages 183, 190 and 191 for complete policies)

RS-7200 to RS-7200 (Potential M-P)  
C-G to C-G (Potential M-P)

Would provide for light manufacturing uses east of Des Moines Way South north of South 192nd Street. Applicable policies are:

Highline Communities Plan -- H-15  
Comprehensive Plan -- C-2, C-3, C-5 and C-6  
Sea Tac Communities Plan -- #93

(See appendix pages 183, 190 and 191 for complete policies)



W 33-23-4

No changes are proposed.

348 W

28  
33

29 28  
32 33

RS-7,200

32 33

S. 188<sup>TH</sup> ST.

RS-7,200

S.

16<sup>TH</sup> AVE.

32 33  
5 4

S. 192<sup>ND</sup> ST.

33  
4

W 33-23-4 ZONING AS OF FEBRUARY, 1979

123

E#167 RS-7200 to RS-7200 (Potential RM-2400)

Would permit apartment development which will serve as a transition between the more intensive airport related use along Pacific Highway S. and the single family use around Angle Lake. Applicable policies are:

Highline Communities Plan - H-10  
Comprehensive Plan - D-12 and D-19

(See Appendix pages 183, 189 and 190 for complete policies)

M-L to C-G-P

Expands area devoted primarily to air terminal-related activities. Applicable policies are:

Highline Communities Plan -- H-14  
Comprehensive Plan -- B-26  
Sea Tac Communities Plan -- #62, #87, #92 and #93

(See appendix pages 183, 187 and 190 for complete policies)

M-L to C-G-P

1. No grading shall be performed nor vegetation removed from the site until site plan approval has been given.
2. The building and land development division may require that driveways providing access to the site be located in a manner which will permit future access to the adjacent properties to be combined with access to the subject property.
3. The site shall be limited in use to air terminal-related activities as defined below:

These businesses are particularly related to serving air passengers or the air travel industry, and are both public and private. Uses included are hotels, rental car facilities, airline ticketing facilities, restaurants, offices, parking facilities, baggage processing and other activities for passenger enplaning and deplaning, as well as terminal operations.

4. The property shall agree to participate in a CRID or an RID. Said agreement to be in writing prior to the issuance of a building permit. (Copies of the standard agreement may be obtained from the Building and Land Development Division.)

RM-900 to RM-900-P

Establishes area devoted primarily to air terminal-related business. Applicable policies are:

Sea Tac Communities plan -- #62, #100 and #101

(See appendix pages 191 and 192 for complete policies)

B-C to B-C-P

Establishes area devoted primarily to air terminal-related business. Applicable policies are:

Sea-Tac Communities Plan -- 62, 100 and 101

(See appendix pages 191 and 192 for complete policies)

C-G to C-G-P

Establishes area devoted primarily to air terminal-related business. Applicable policies are:

Sea Tac Communities Plan -- 62, 100 and 101

(See appendix pages 191 and 192 for complete policies)

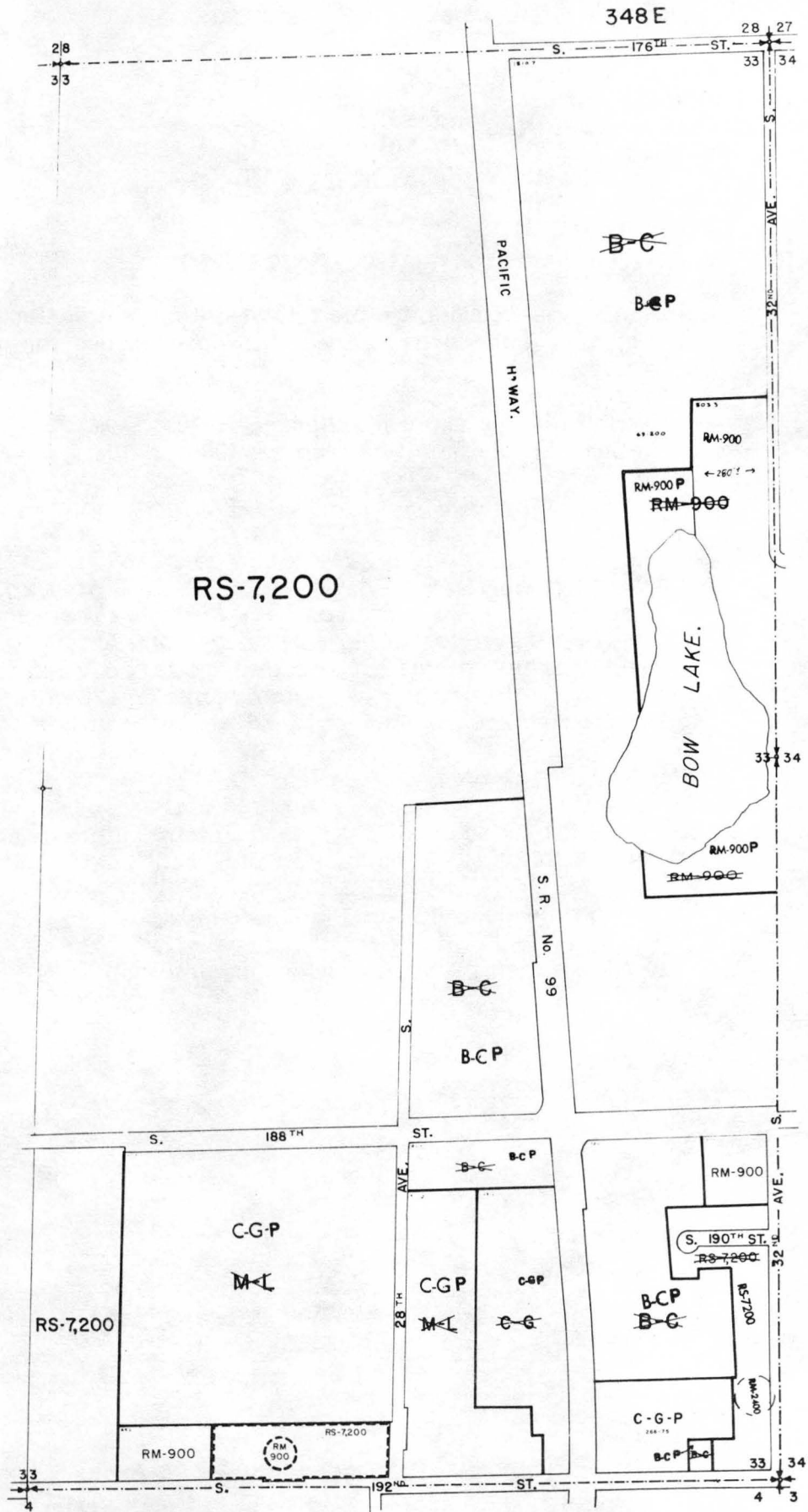
P-Suffix site condition for these areas is outlined below:

RM-900 to RM-900-P, B-C to B-C-P, C-G to C-G-P

The site shall be limited in use to air terminal-related activities as defined below:

These businesses are particularly related to serving air passengers or the air travel industry, and are both public and private. Uses included are hotels, rental car facilities, airline ticketing facilities, restaurants, offices, parking facilities, baggage processing and other activities for passenger enplaning and deplaning, as well as terminal operations.





ZONING AS OF FEBRUARY, 1979 E 33-23-4



3942  
114  
20-2-77  
REFERENCE TO HCP  
LAND USE PROPOSALS  
AND ZONING GUIDELINES

W 34-23-4

E#166 RS-7200 (Potential RM-900) to RS-7200

Reflects the community plan to maintain single-family character of Bow Lake area. Area has poor access for more intensive uses.

Highline Communities Plan -- H-10  
Sea Tac Communities Plan -- 100 and 102

(See appendix pages 183 and 192 for complete policies)

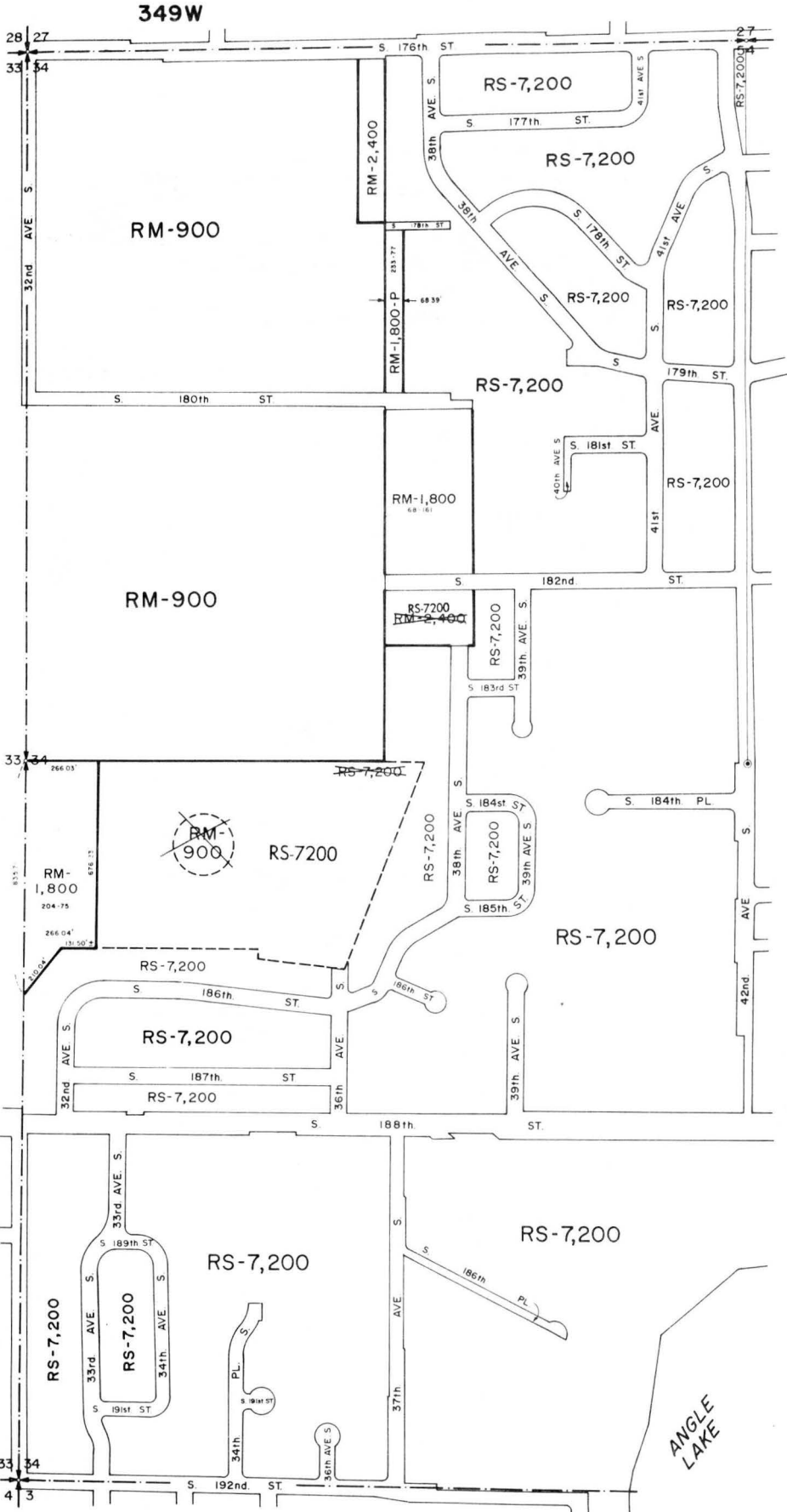
*NOTE: The RM-1800 zoning directly west of this issue was granted in 1975, (file 204-75), as an expansion of the parking facilities at the Sea-Tac Motor Inn. Construction of the parking facility constitutes development of air terminal related facilities and thus was depicted as such on the HCP (1977) east land use map.*

RM-2400 to RS-7200

Reflects the community plan to maintain single family character of the Bow Lake area. Applicable policy is:

Highline Communities Plan -- H-10

(See appendix page 183 for complete policy)



W34-23-4 ZONING AS OF FEBRUARY, 1979

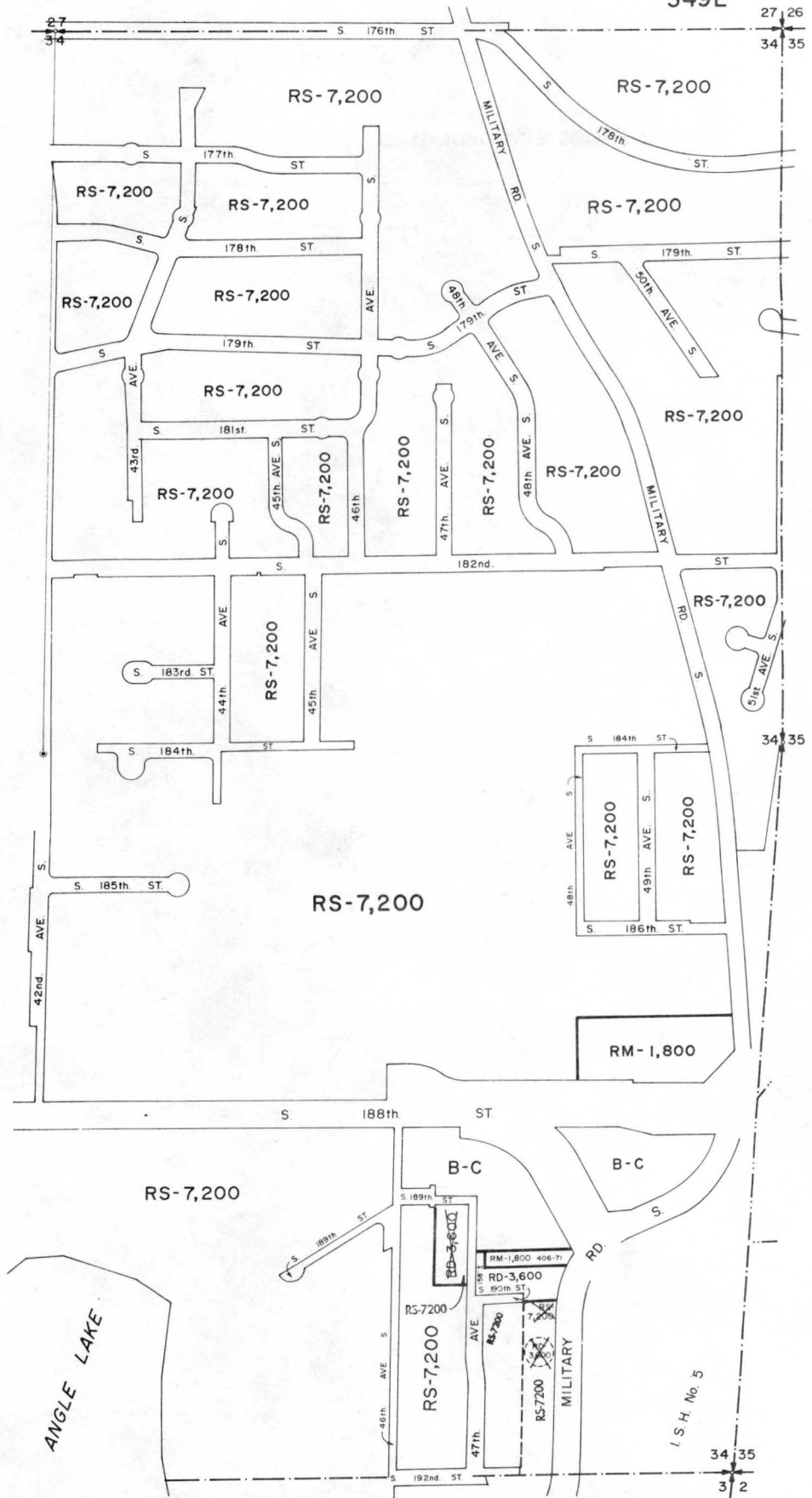
E 34-23-4

RD-3600 to RS-7200  
RS-7200 (Potential RD-3600) to RS-7200

Reflects community plan to maintain single-family character of Angle Lake area. Applicable policy is:

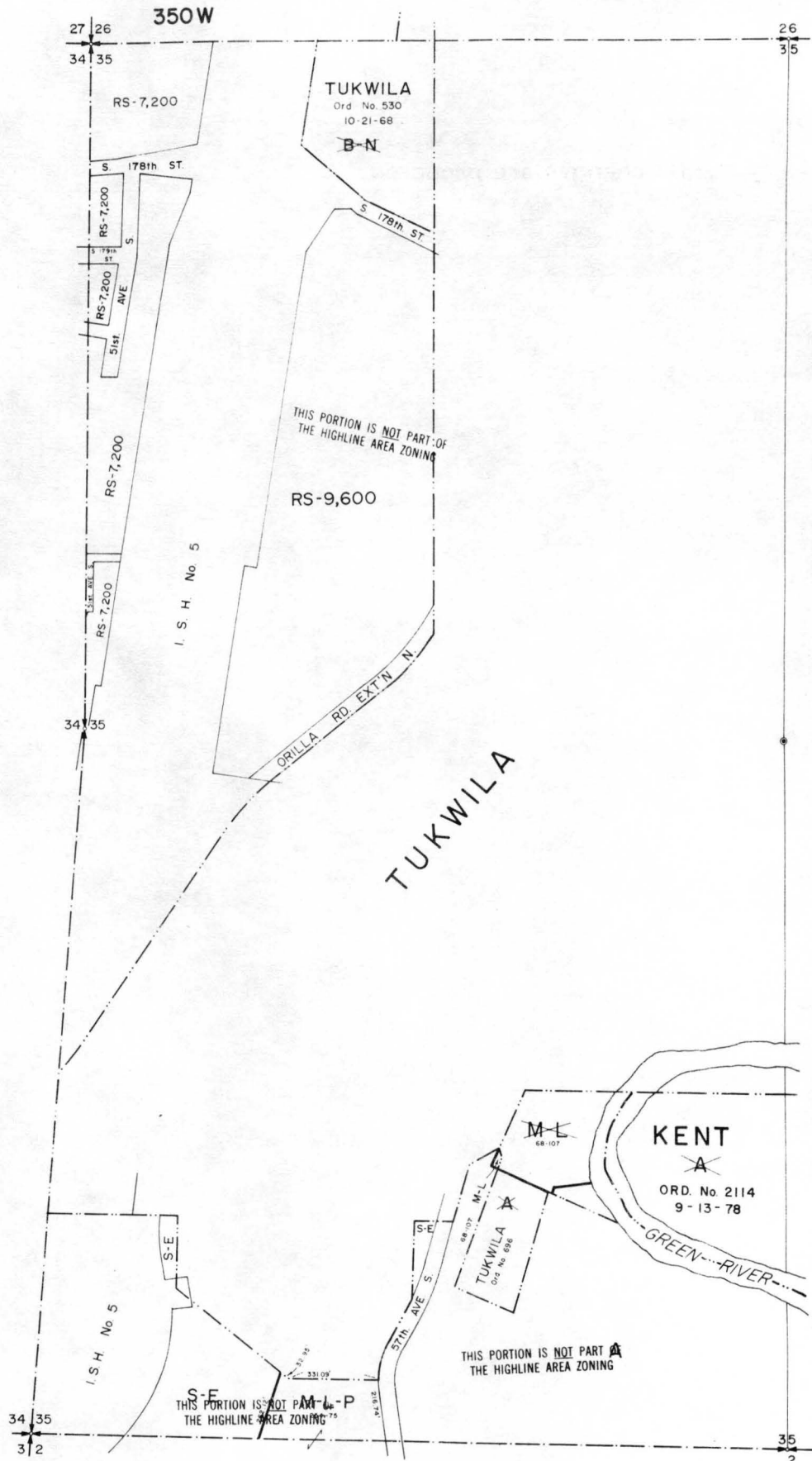
Highline Communities Plan -- H-10

(See appendix page 183 for complete policy)



W 35-23-4

No changes are proposed.



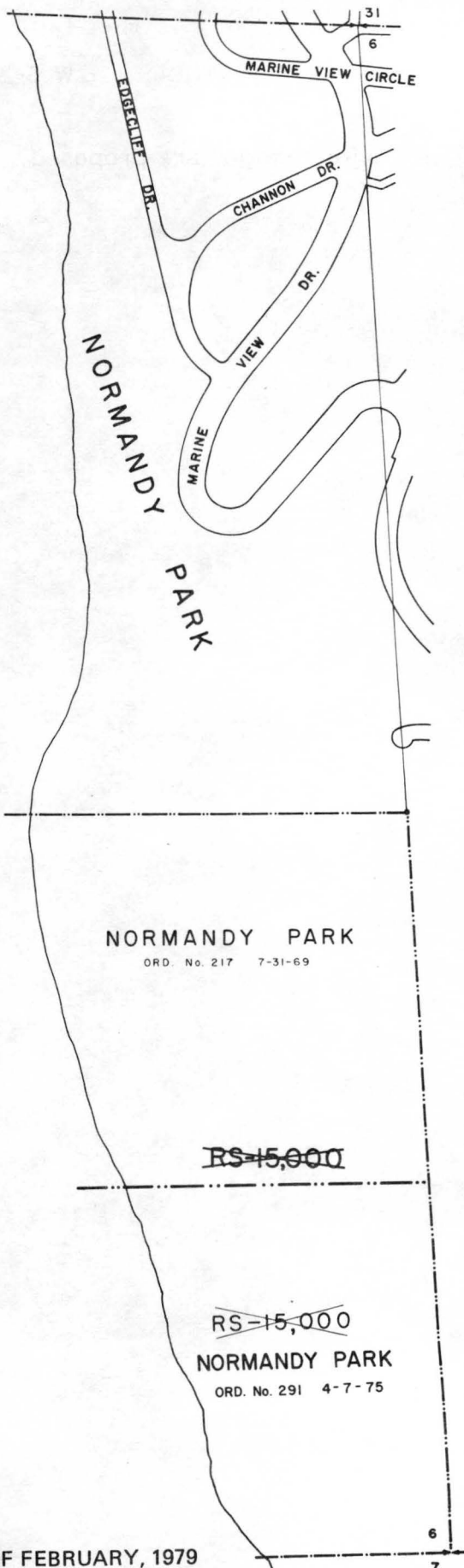
W35-23-4 ZONING AS OF FEBRUARY, 1979

W 6-22-4

No changes are proposed.



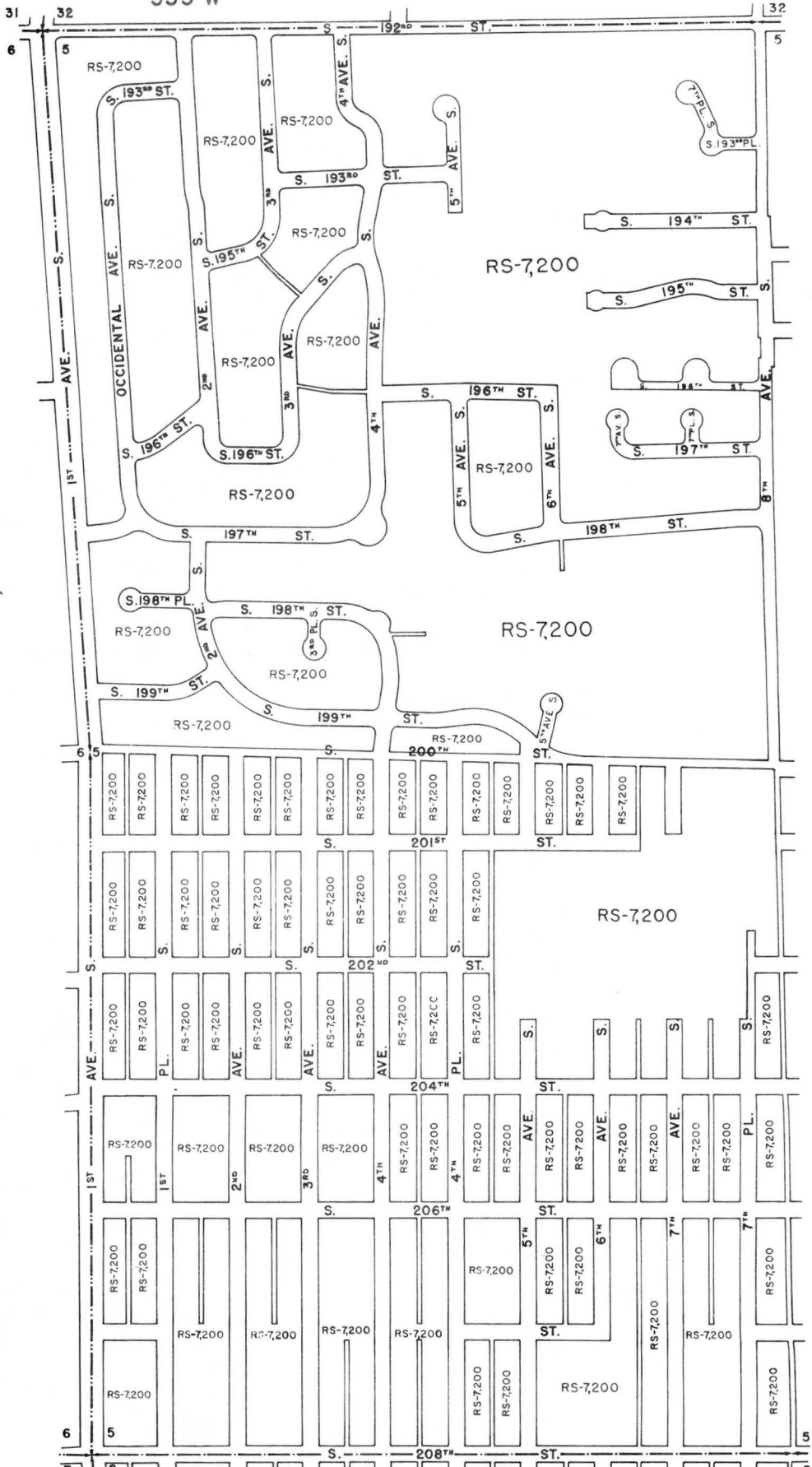
352 W



PUGET SOUND

W 5-22-4

No changes are proposed.



W 5-22-4 ZONING AS OF FEBRUARY, 1979

RS-7200 (Potential C-G) to RS-7200

Retain area south of South 194th Street and SR-509 right-of-way for single family. Applicable policy is:

Highline Communities Plan -- H-10

(See appendix page 183 for complete policy)

C-G to RM-1800

Establishes the area north of South 194th Street and west of SR-509 right-of-way for high density multi-family apartments between existing apartments and the right-of-way. Applicable policies are:

Highline Communities Plan -- H-10  
Comprehensive Plan -- D-12 and D-15

(See appendix pages 183 and 189 for complete policies)

C-G to C-G (Potential M-L)

B-C to B-C (Potential M-L)

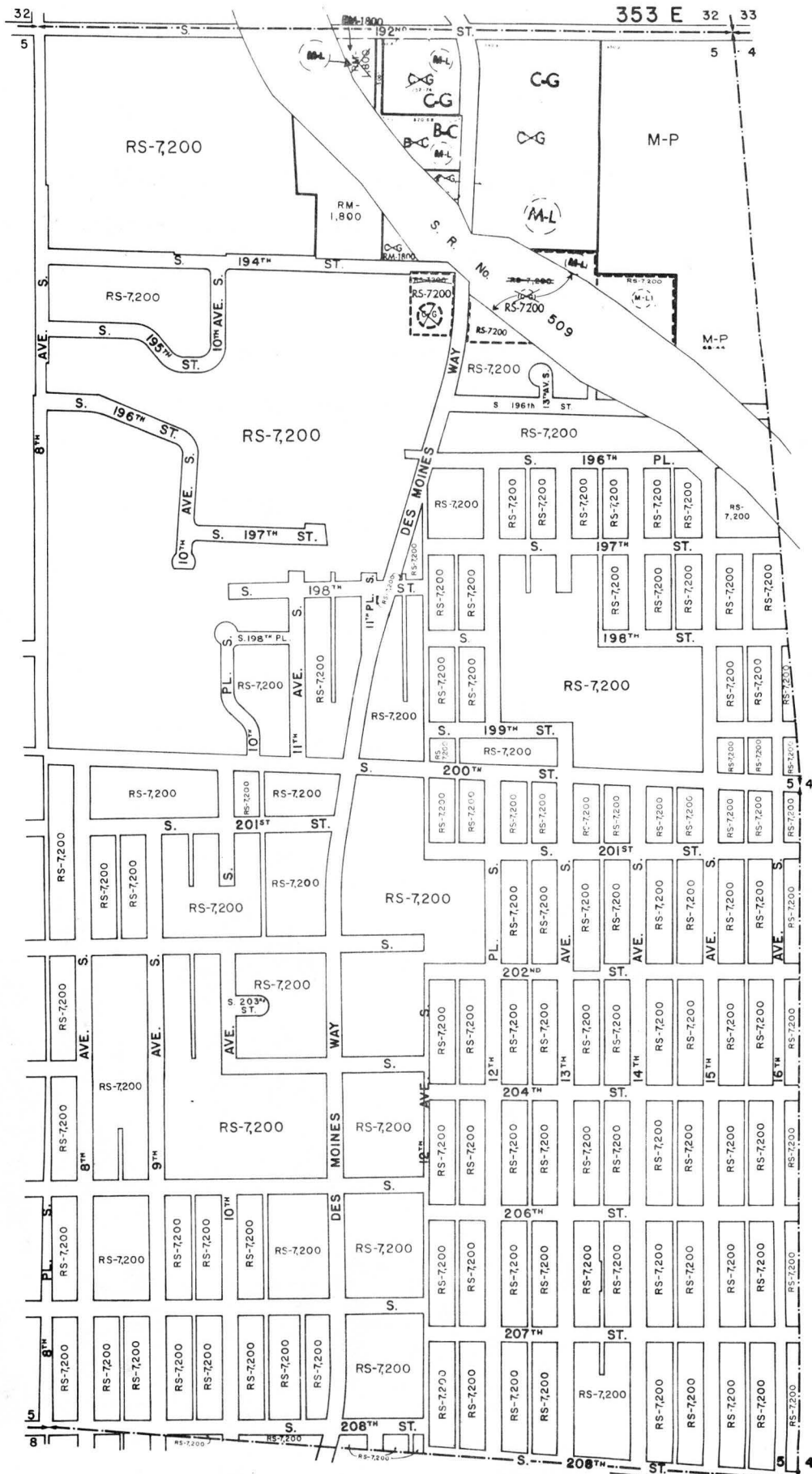
RM-1800 to RM-1800 (Potential M-L)

RS-7200 (Potential C-G) to RS-7200 (Potential M-L)

Would concentrate manufacturing uses north and east of SR-509. Applicable County Policies are:

Highline Communities Plan -- H-15  
Comprehensive Plan -- C-2, C-3, C-5 and C-6  
Sea Tac Communities Plan -- #93

(See appendix pages 183, 187 and 191 for complete policies)



ZONING AS OF FEBRUARY, 1979 E 5-22-4

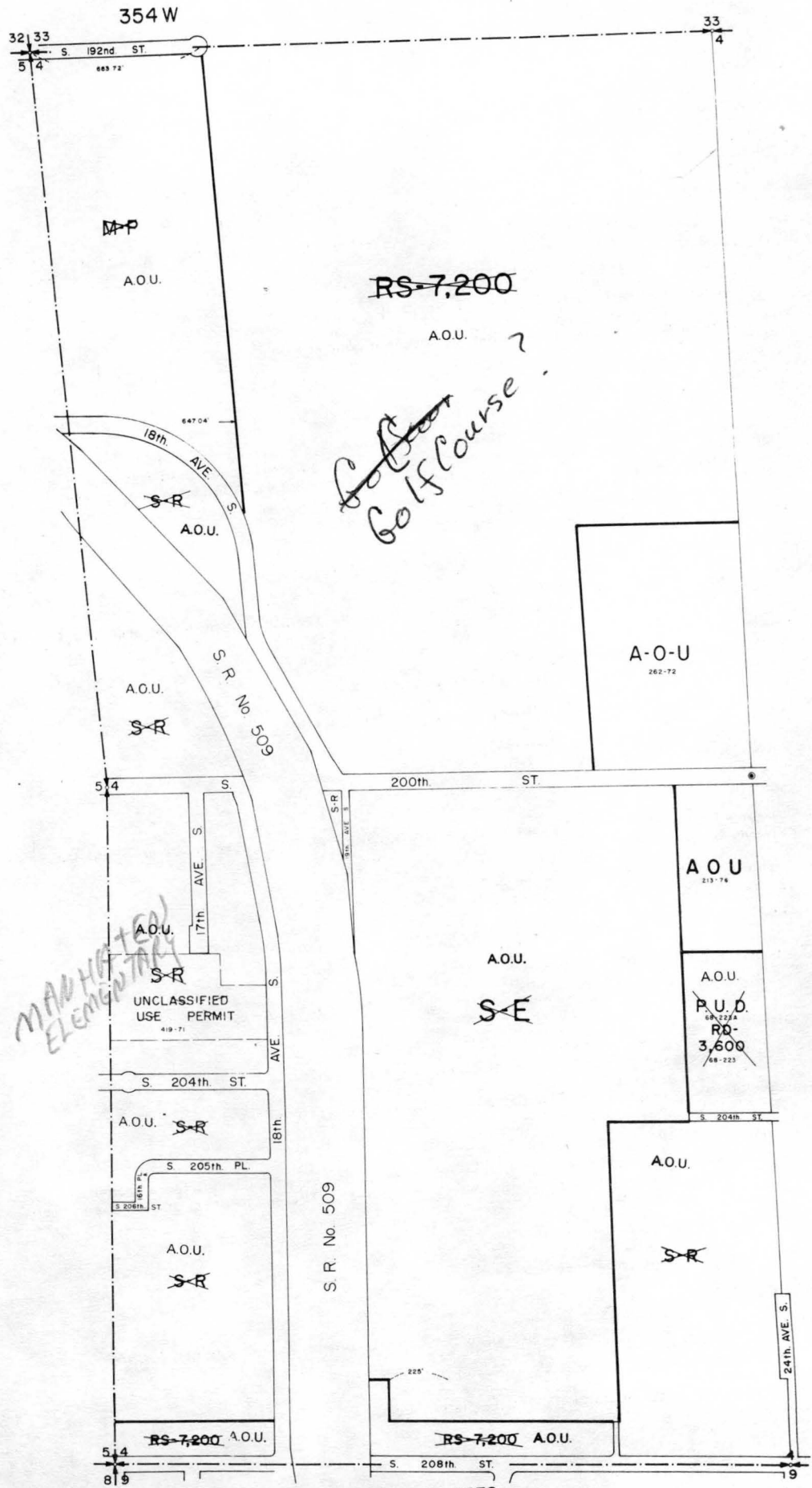
W 4-22-4

M-P, RS-7200, S-R, S-E and RD-3600, to AOU

Permits use of areas affected by Sea-Tac airport which is compatible with neighboring residential areas, open space areas, and airport clear zone requirements. Applicable policies are:

Sea Tac Communities Plan -- #72 and #73

(See appendix page 191 for complete policies)





REFERENCE TO HCP LAND  
USE PROPOSALS AND  
ZONING GUIDELINES

E 4-22-4

S#169 RS-7200 to RS-7200 (Potential RM-900)

Would permit maximum density apartments and offices between the Sea-Tac Airport and "99 Strip" Development. Applicable policies are:

Highline Communities Plan -- H-10  
Comprehensive Plan -- D-12, D-13 and D-16

(See appendix pages 183 and 189 for complete policies)

S#171 RM-900 to RM-1800  
S#172  
S#173  
S#174

High density apartment zoning is more compatible with adjacent zones than maximum density zoning (RM-900) as a transition to single family, if mobile home uses were to cease (see p. 4). Applicable policies are:

Highline Communities Plan -- H-10  
Comprehensive Plan -- D-12 and D-15

(See appendix pages 183 and 189 for complete policies)

S#170 RS-7200 to RS-7200 (Potential RM-2400)

Would permit medium density apartments adjacent to the "99 Strip" commercial area and the south airport acquisition area. Applicable policies are:

Highline Communities Plan -- H-10  
Comprehensive plan -- D-12, D-13, D-17 and D-18

(See appendix pages 183, 189 and 190 for complete policies)

S#169a RS-7200 to RS-7200 (Potential RM-1800)  
S#169b RM-2400 to RM-2400 (Potential RM-1800)  
S#175  
S#176

Would provide for high density apartments between the "99 Strip" commercial area and the south airport acquisition area. Applicable policies are:

Highline Communities Plan -- H-10  
Comprehensive Plan -- D-12 and D-15

(See appendix pages 183 and 189 for complete policies)

RS-7200 to RS-7200 (Potential B-C)

Would provide for air terminal-related business adjacent to Sea-Tac Airport. Applicable policies are:

Highline Communities Plan -- H-14  
Comprehensive Plan -- B-26  
Sea Tac Communities Plan -- #62, #87, #101, #104 and #105

(See appendix pages 183, 187, 191, and 192 for complete policies)

E#168 RD-3600 to RS-7200

Although the property owner may construct duplexes under existing zoning for a transition lot, the recommendation is to not extend apartment zoning east of the mobile home park. The emphasis is to avoid encroachment into the Angle Lake neighborhood. Applicable policy is:

Highline Communities Plan -- H-10

(See appendix page 183 for complete policies)

B-C to B-C-P

Establishes area devoted primarily to air terminal-related business. Applicable policies are:

Sea Tac Communities Plan -- #62, #100 and #101

(See appendix pages 191 and 192 for complete policies)

RD-3600 to RD-3600 (Potential RM-1800)

Would provide high density multi-family apartment living adjacent to Burien community business area. Applicable policies are:

Highline Communities Plan -- H-10  
Comprehensive Plan -- D-12, D-15 and D-16

(See appendix pages 183 and 189 for complete policies)

B#27 C-G to B-C-P

Allows office/retail uses at this location, rather than expansion of heavier commercial uses. Applicable policies are:

Highline Communities Plan -- H-14  
Comprehensive Plan -- B-24 and B-30

(See appendix pages 183 and 187 for complete policies)

B#28 C-G to RM-900-P  
B#29 RD-3600 to RM-900-P

Provides an area for office uses that could develop separately from general commercial or other retail business uses. Space for office uses in Burien is limited somewhat by the size and layout of the retail business core area and the mixture of business and general commercial uses along Ambaum. Offices here would also provide transition from commercial to apartment use. Applicable policies are:

Highline Communities Plan -- H-14  
Comprehensive Plan -- B-30

(See appendix pages 183 and 187 for complete policies)

B#39 C-G to RM-900-P

B#40 B-C to RM-900-P  
B#41

Provides office use rather than expansion of heavier commercial/ retail at this location. Provides for separate office use area and is related to properties north of S.W. 148th St. Applicable policies are:

Highline Communities Plan -- H-14  
Comprehensive Plan -- B-30

(See appendix pages 183 and 187 for complete policies)

B#34 C-G to BC-P  
B#46 C-G to B-C-P  
B#49

The plan emphasizes community business uses in and near the retail center, not heavy commercial. Applicable County Policies are:

Highline Communities Plan -- H-14  
Comprehensive Plan -- B-24

(See appendix pages 184 and 187 for complete policies)

C-G to B-C-P, C-G to RM-900-P, B-C to RM-900-P

P-Suffix site conditions for this area are outlined below:

1. Due to high traffic volumes on S.W. 146th and 148th Sts., corner properties should access to 8th and 9th Avenues S.W. only.
2. New development should be required to construct walkway improvements to meet county standards along 8th and 9th Avenues S.W.
3. It is desirable to limit vehicular access onto Ambaum Boulevard South from adjoining properties where side streets could adequately serve those sites. This is a strong recommendation rather than a requirement; however, ingress/egress details should be resolved during review of specific building permit applications.

RM-900 to RM-900-P

Establishes area devoted primarily to air terminal-related business. Applicable policies are:

Sea Tac Communities Plan -- #62, #100 and #101

(See appendix pages 191 and 192 for complete policies)

P-Suffix site condition for these areas is outlined below:

B-C to B-C-P & RM-900 to RM-900-P

The site shall be limited in use to air terminal-related activities, as defined below:

These businesses are particularly related to serving air passengers or the air travel industry, and are both public and private. Uses included are hotels, rental car facilities, airline ticketing facilities, restaurants, offices, parking facilities, baggage processing and other activities for passenger enplaning and deplaning, as well as terminal operations.\*

\*Note: *The definition of air terminal related business was taken from the HCP land use legend.*

RM-2400 to RM-2400 (Potential B-C)

Would provide for area devoted primarily to air terminal-related business. Applicable policies are:

Sea Tac Communities Plan -- #62, #100 and #101

(See appendix pages 191 and 192 for complete policies)

RM-1800 to RM-1800 (Potential B-C)

Would provide for area devoted primarily to air terminal-related business. Applicable policies are:

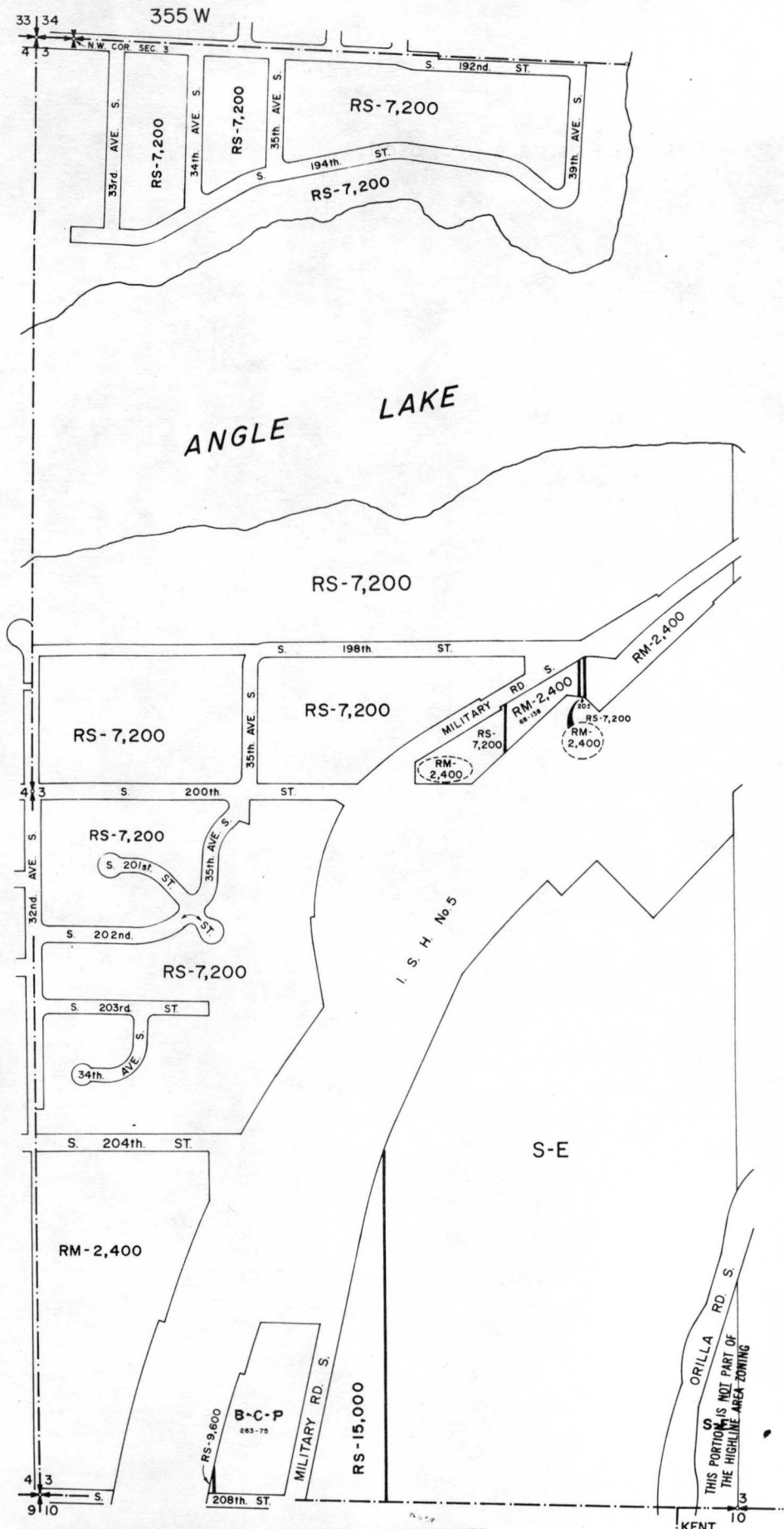
Sea Tac Communities Plan -- #62, #100 and #101

(See appendix pages 191 and 192 for complete policies)



W 3-22-4

No changes are proposed.

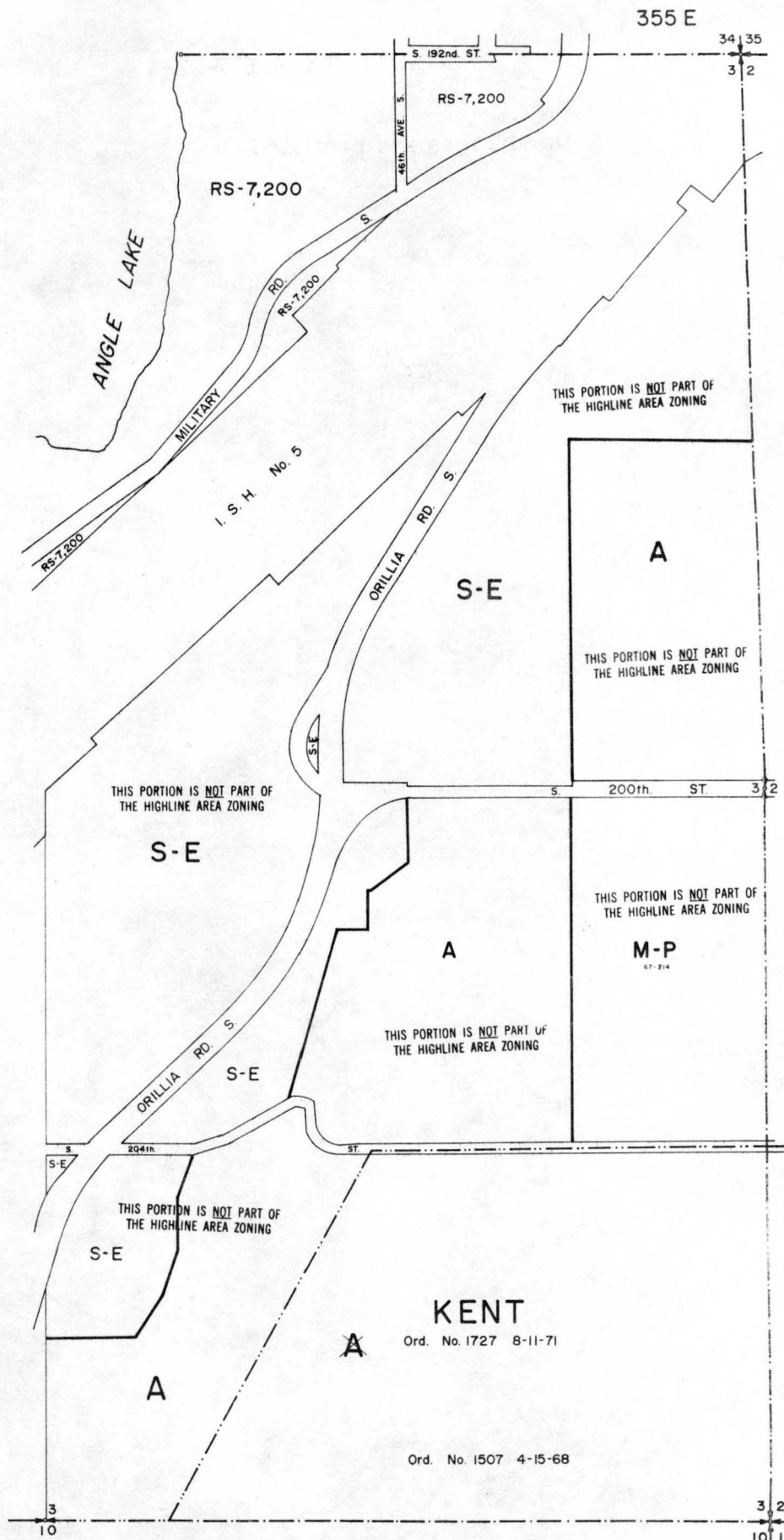


W 3-22-4 ZONING AS OF FEBRUARY, 1979

E 3-22-4

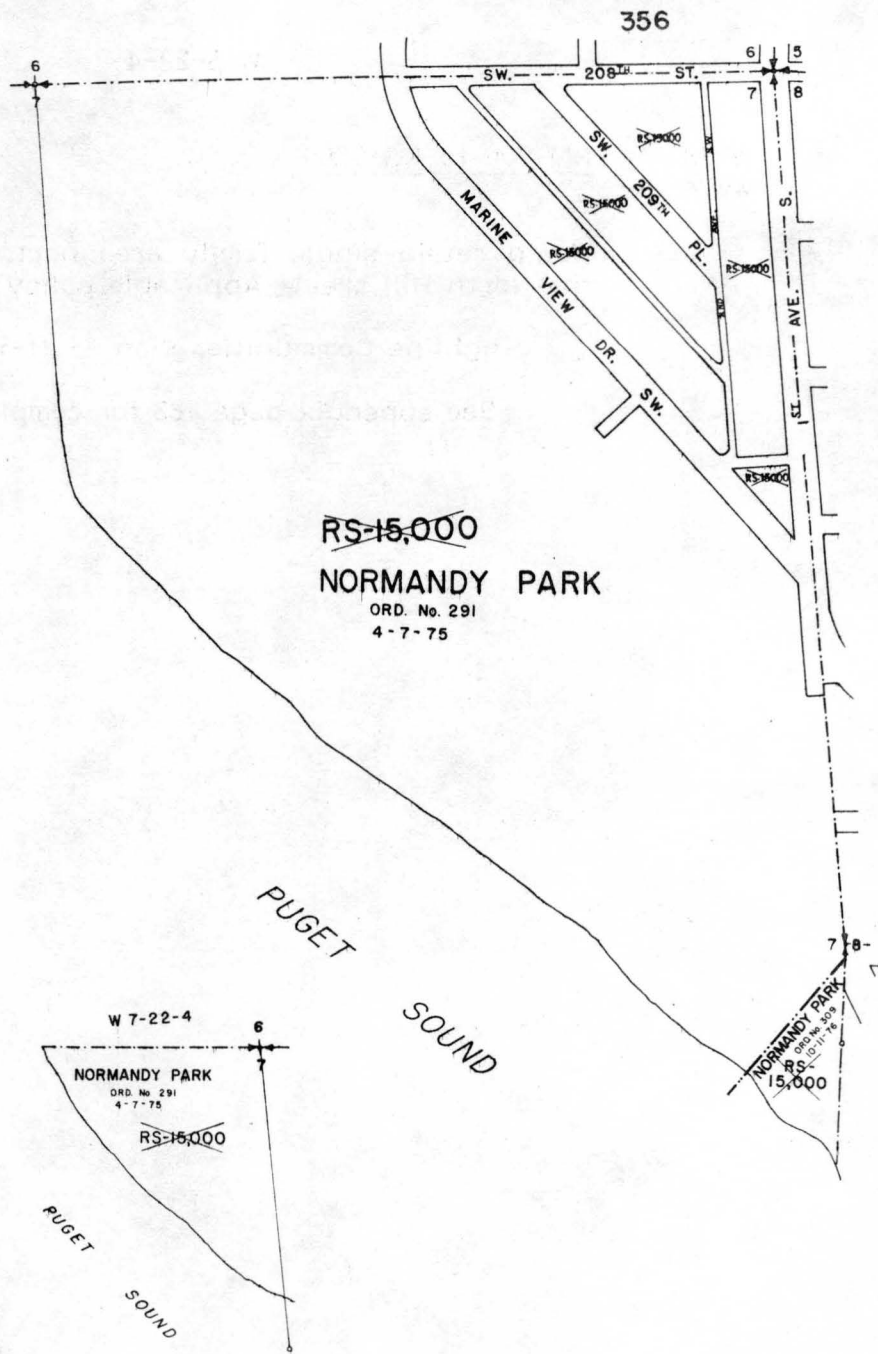
No changes are proposed.





W & E 7-22-4

No changes are proposed



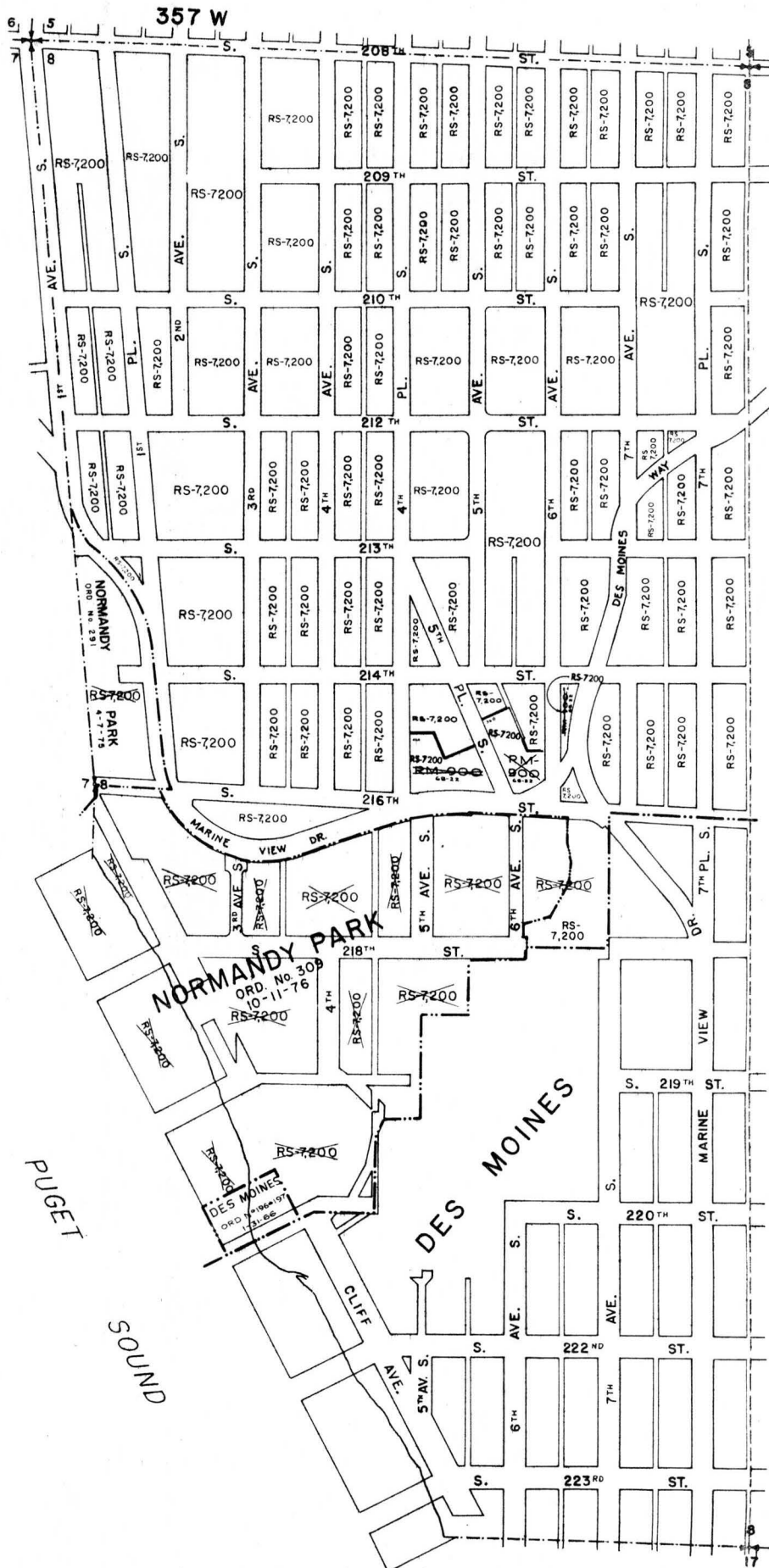
W#73  
W#74

RM-900 to RS-7200

Would retain single family area north of Marine View Drive in the North Hill area. Applicable policy is:

Highline Communities Plan -- H-10

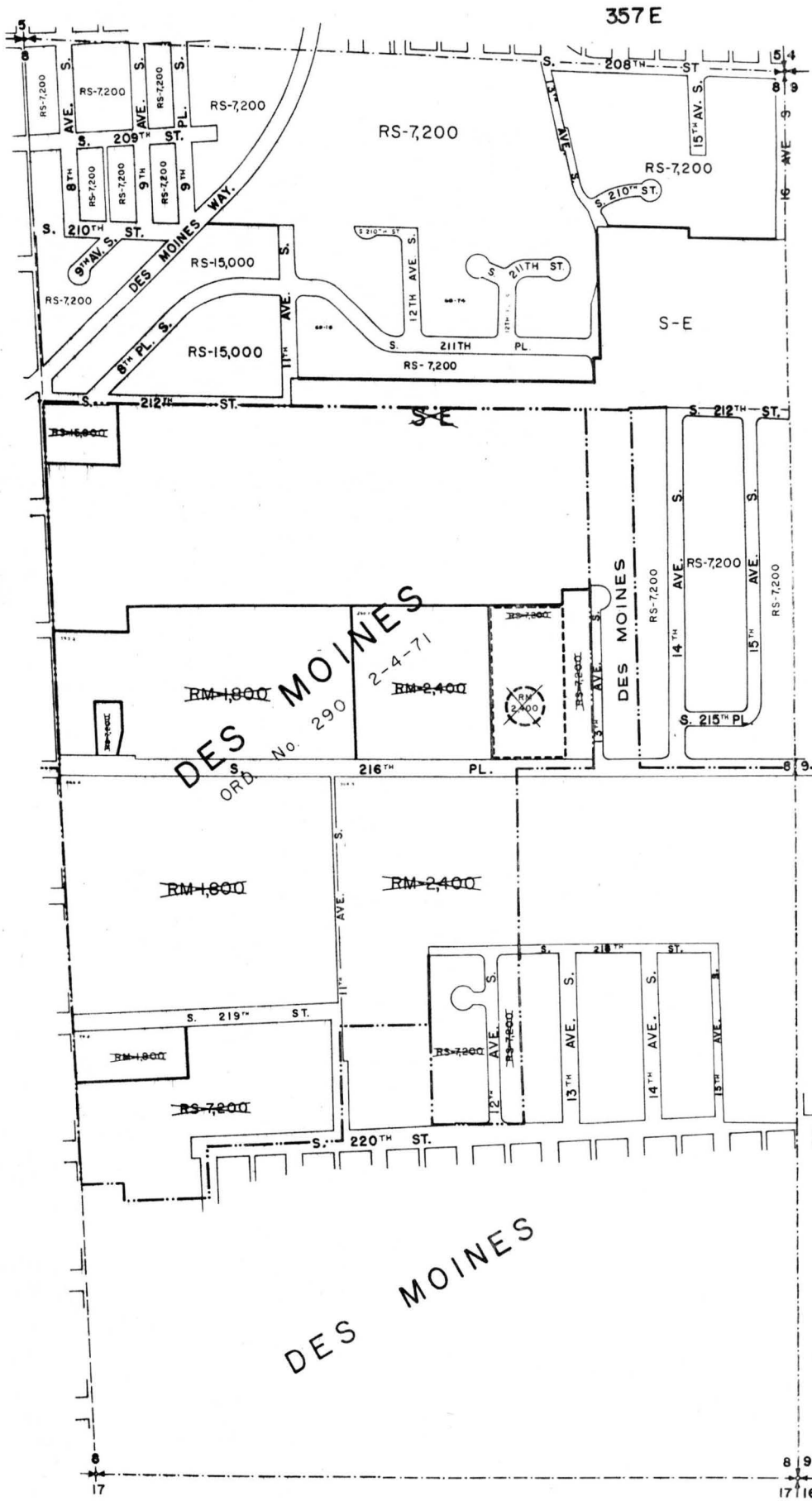
(See appendix page 183 for complete policy)



W 8-22-4 ZONING AS OF FEBRUARY, 1979

E 8-22-4

No changes are proposed.



ZONING AS OF FEBRUARY, 1979 E 8-22-4



RS-7200 & S-R to AOU

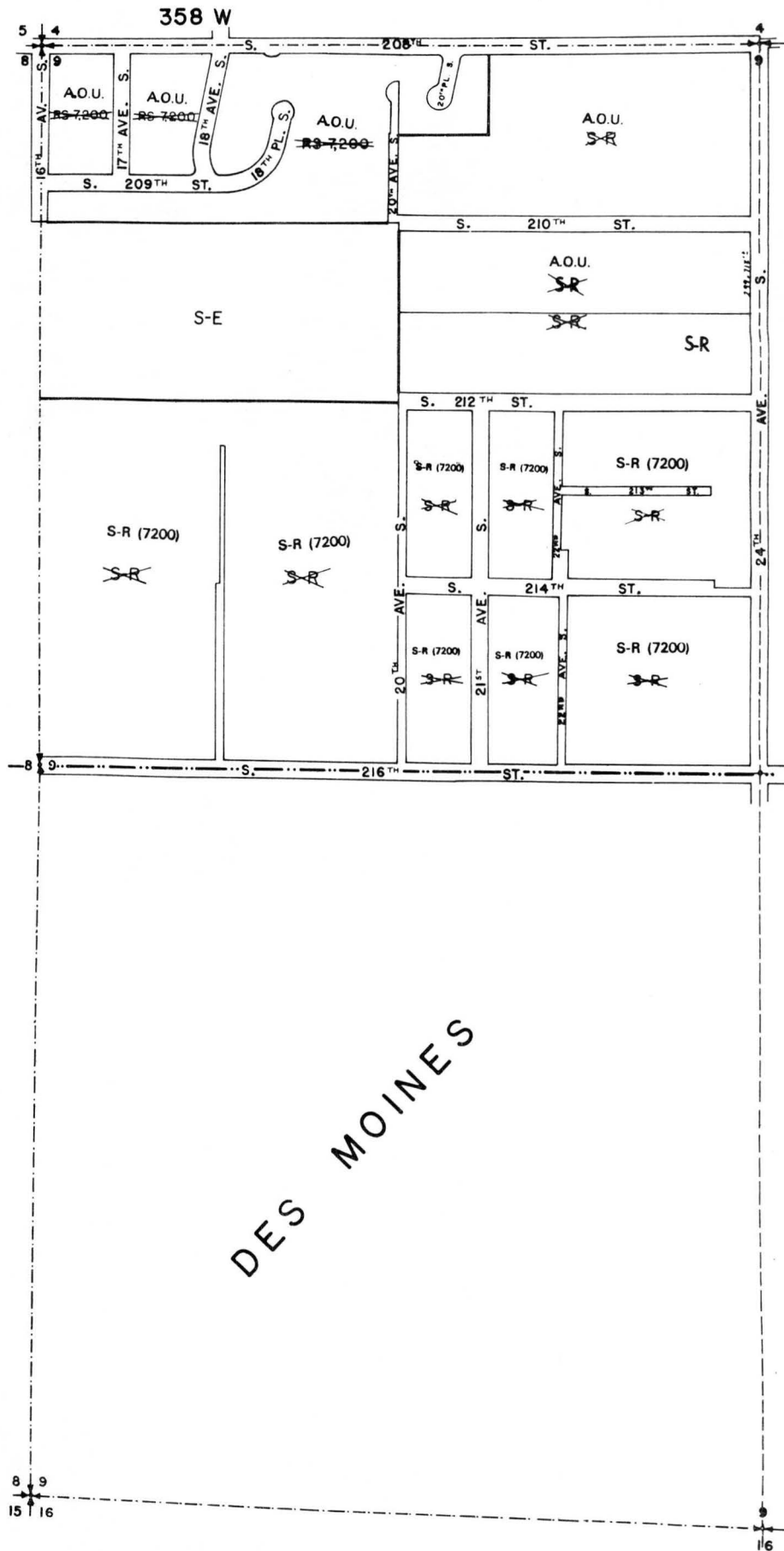
Permits use of areas affected by Sea-Tac airport which is compatible with neighboring residential areas, open space areas, and airport clear zone requirements. Applicable policies are:

Sea Tac Communities Plan -- #72 and #73

(See appendix page 191 for complete policies)

S-R to S-R (7200)

Addition of density suffix creates urban sized lots provided adequate services are available.



W 9-22-4 ZONING AS OF FEBRUARY, 1979

S-R to S-R (9600)

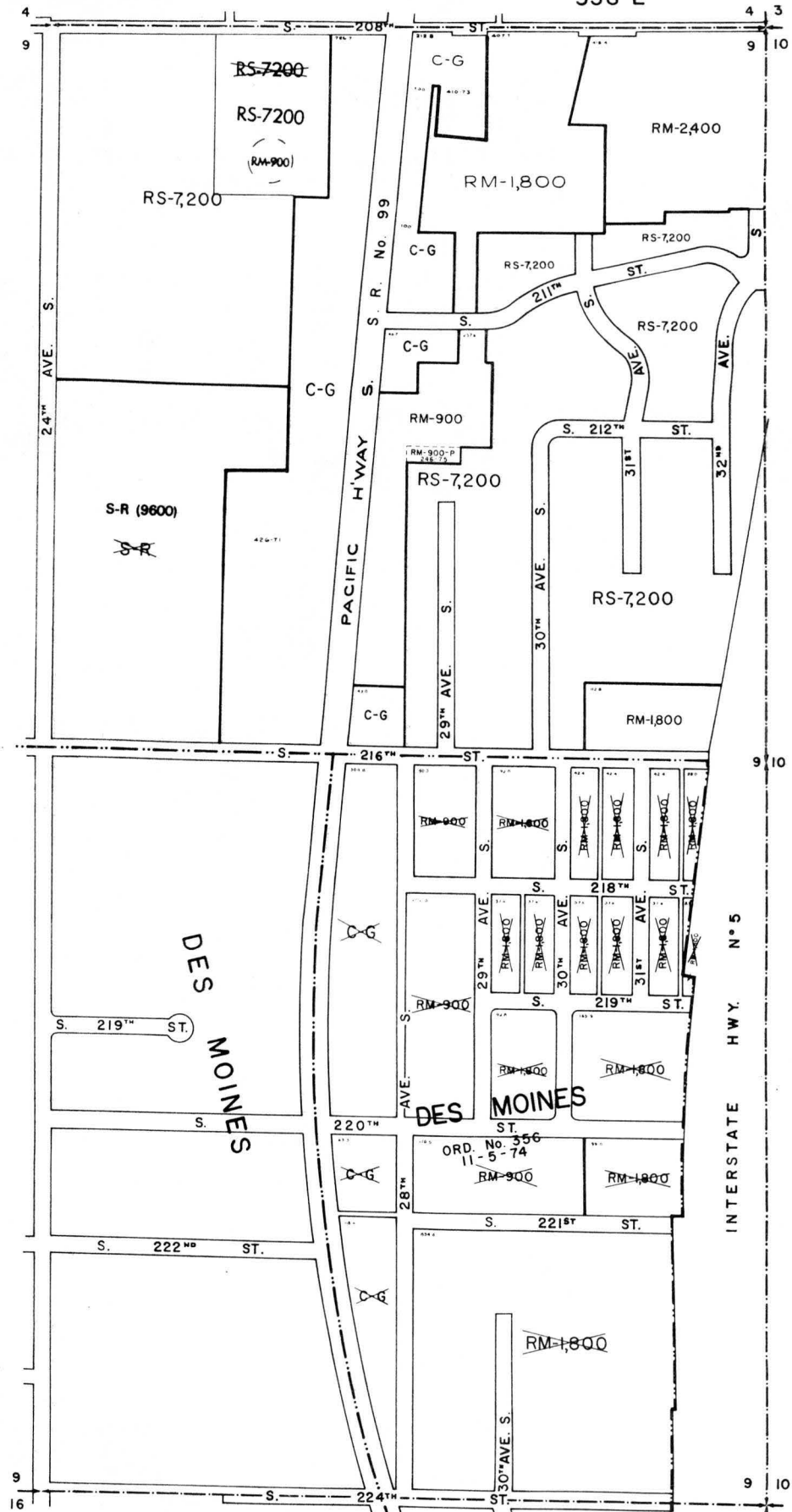
The addition of the density suffix creates urban sized lots provided services are available.

RS-7200 to RS-7200 (Potential RM-900)

Would provide area for maximum density multi-family apartments. Applicable policy is:

Highline Communities Plan -- H-10

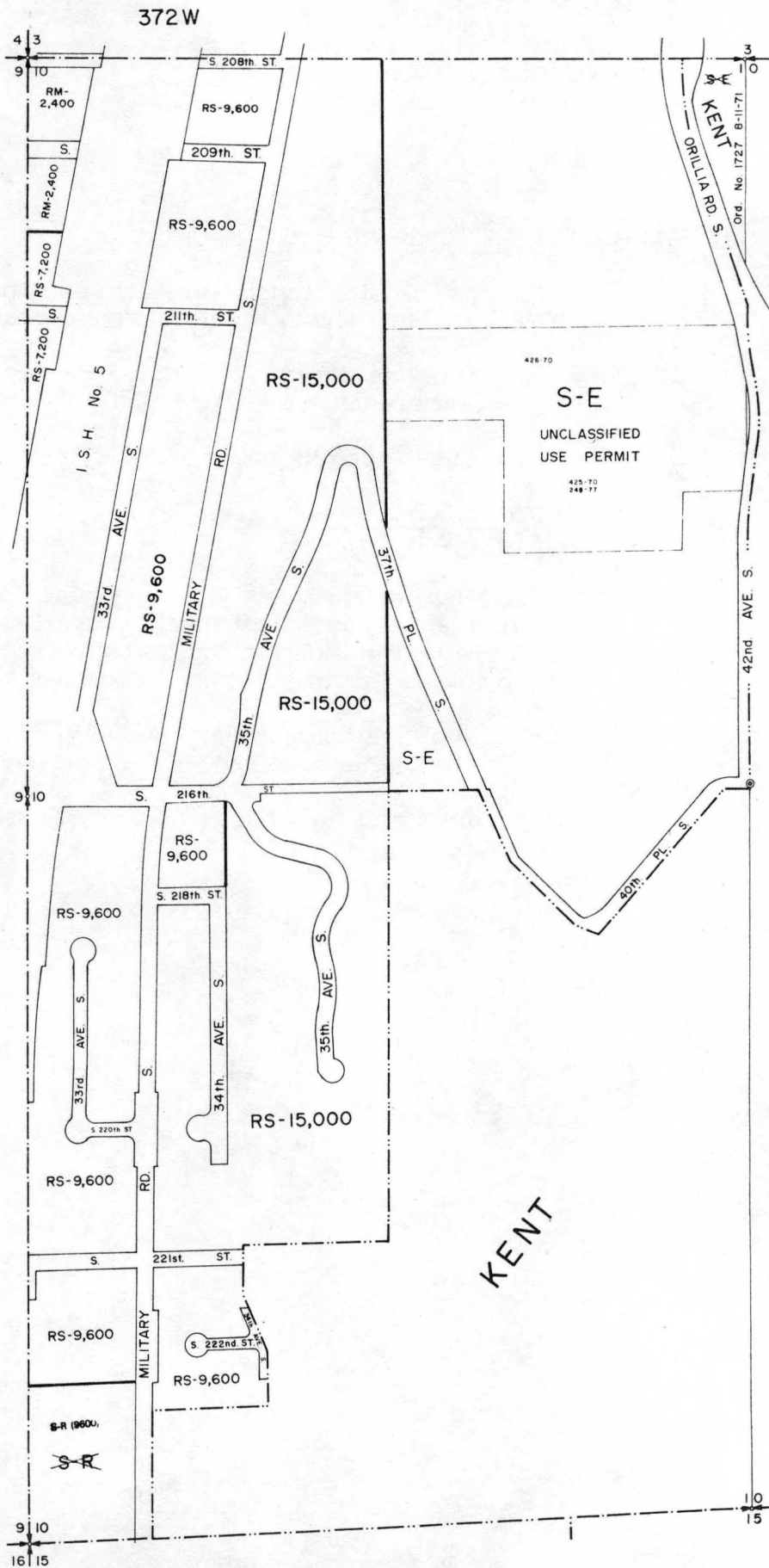
(See appendix page 183 for complete policies)



W 10-22-4

S-R to S-R (9600)

The addition of the density suffix creates urban sized lots provided services are available.



W10-22-4 ZONING AS OF FEBRUARY, 1979



REFERENCE TO HCP LAND  
USE PROPOSALS AND  
ZONING GUIDELINES

W 17-22-4

S#181      RS-7200 to RS-15,000

Retains density consistent with existing development west of Marine View Drive. Applicable policies are:

Highline Communities Plan -- H-10  
Comprehensive Plan -- D-9

(See appendix pages 183 and 189 for complete policies)

S#179      RS-15,000 to S-E  
S#180      RS-7200 to S-E

Establish estate-sized lots or larger for that portion west of 7th Avenue South and north of S. 240th St. This is consistent with the existing lot pattern along this portion of beach and further south. Applicable policies are:

Highline Communities Plan -- H-10  
Comprehensive Plan -- D-8 and D-5

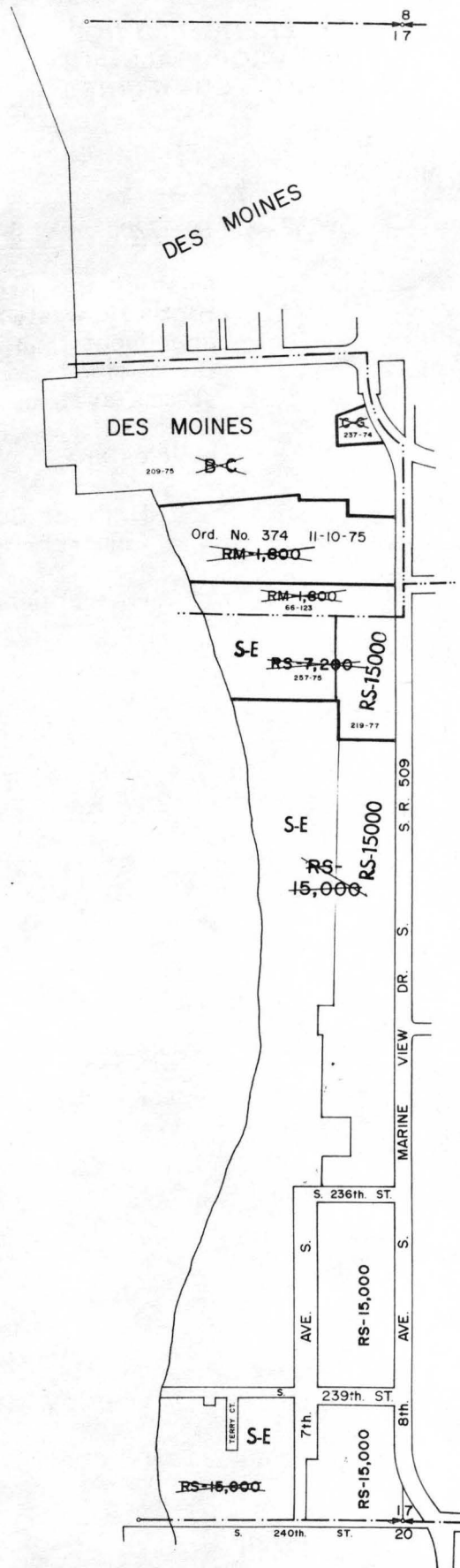
(See appendix pages 183 and 188 for complete policies)



359 W

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REFERENCE TO HCP LAND  
USE PROPOSALS AND  
ZONING GUIDELINES

E 17-22-4

S#182      RS-7200 to RS-7200 (Potential RM-1800)

Most of the property along Kent/Des Moines Road from Pacific Highway westward to the city of Des Moines is designated for apartments. High density apartments are encouraged by the Des Moines Comprehensive Plan. Because of the ravine and stream system, the property may be most suitable for development with a Planned Unit Development (PUD). Applicable policies are:

Highline Communities Plan -- H-10  
Comprehensive Plan -- D-12 and D-15

(See appendix pages 183 and 189 for complete policies)



REFERENCE TO HCP LAND  
USE PROPOSALS AND  
ZONING GUIDELINES

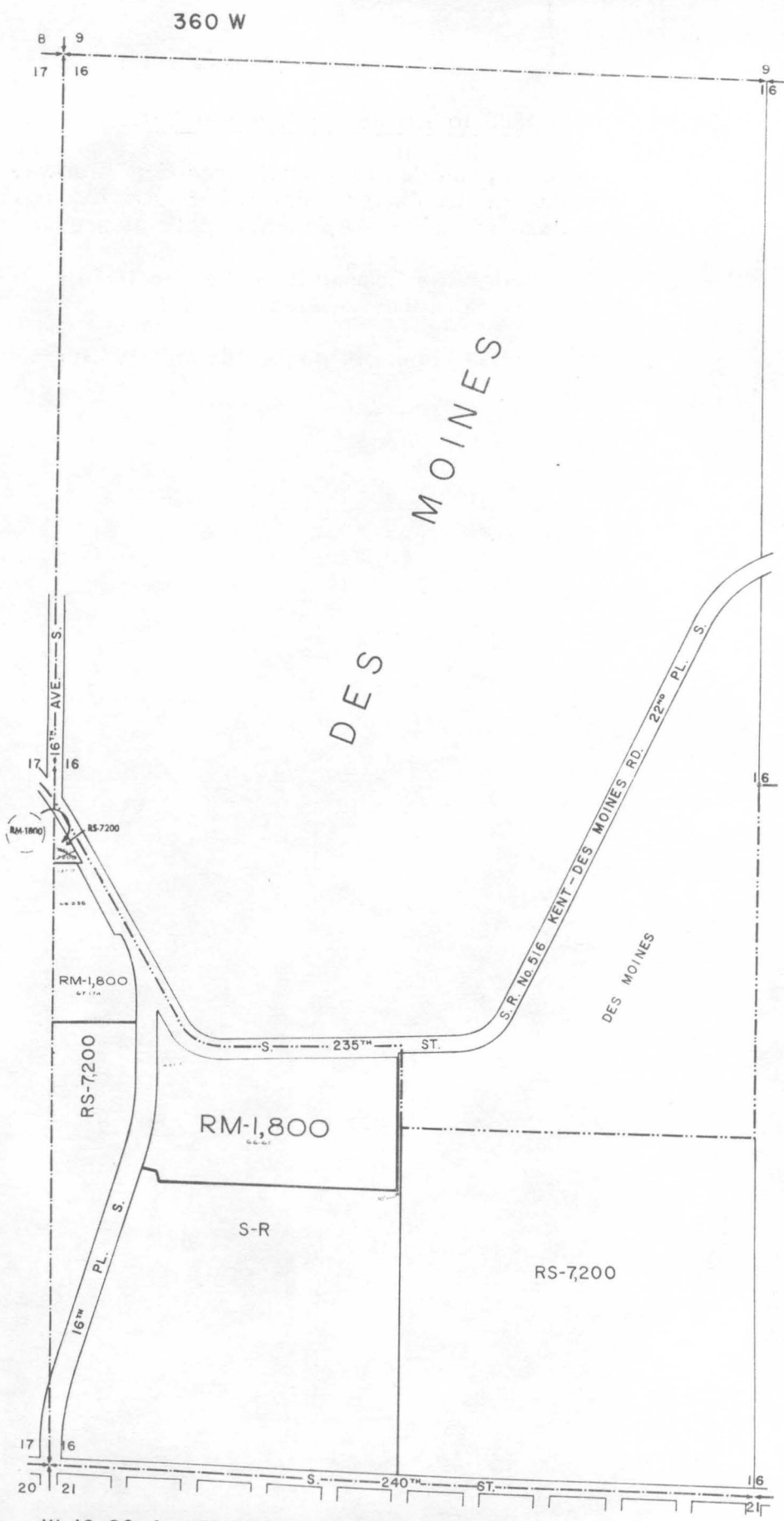
W 16-22-4

S#182      RS-7200 to RS-7200 (Potential RM-1800)

Most of the property along Kent/Des Moines Road from Pacific Highway westward to the city of Des Moines is designated for apartments. High density apartments are encouraged by the Des Moines Comprehensive Plan. Because of the ravine and stream system, the property may be most suitable for development with a Planned Unit Development (PUD). Applicable County Policies are:

Highline Communities Plan -- H-10  
Comprehensive Plan -- D-12, D-15, and D-38

(See appendix pages 183, 189 and 190 for complete policies)



W 16-22-4 ZONING AS OF FEBRUARY, 1979

E 16-22-4

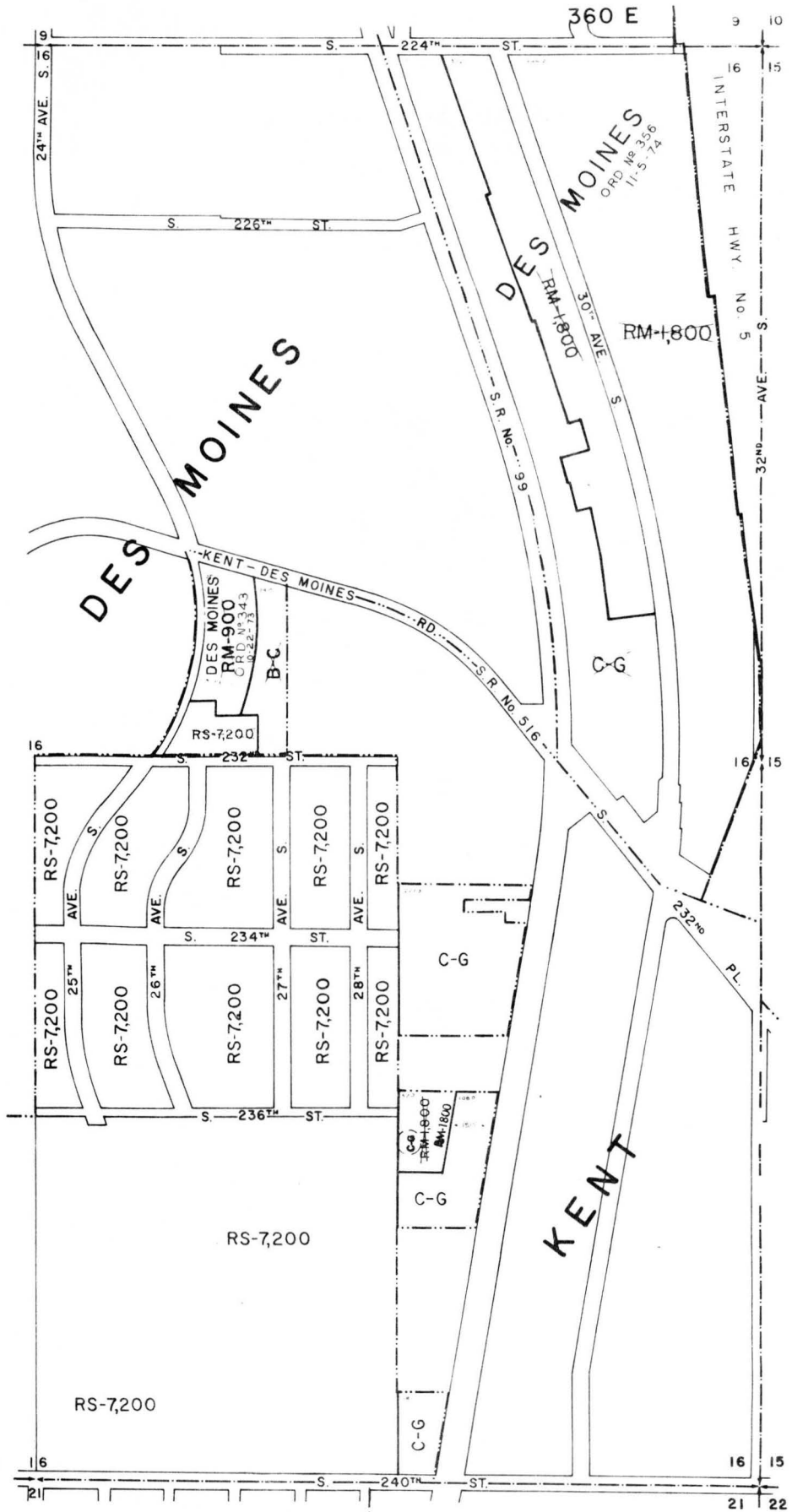
S#183 RM-1800 to RM-1800 (Potential C-G)

Would provide additional area for highway-oriented business adjacent to Pacific Highway South by expanding the general commercial zone. Applicable policies are:

Highline Communities Plan -- H-14  
Comprehensive Plan -- B-32

(See appendix pages 183 and 187 for complete policies)

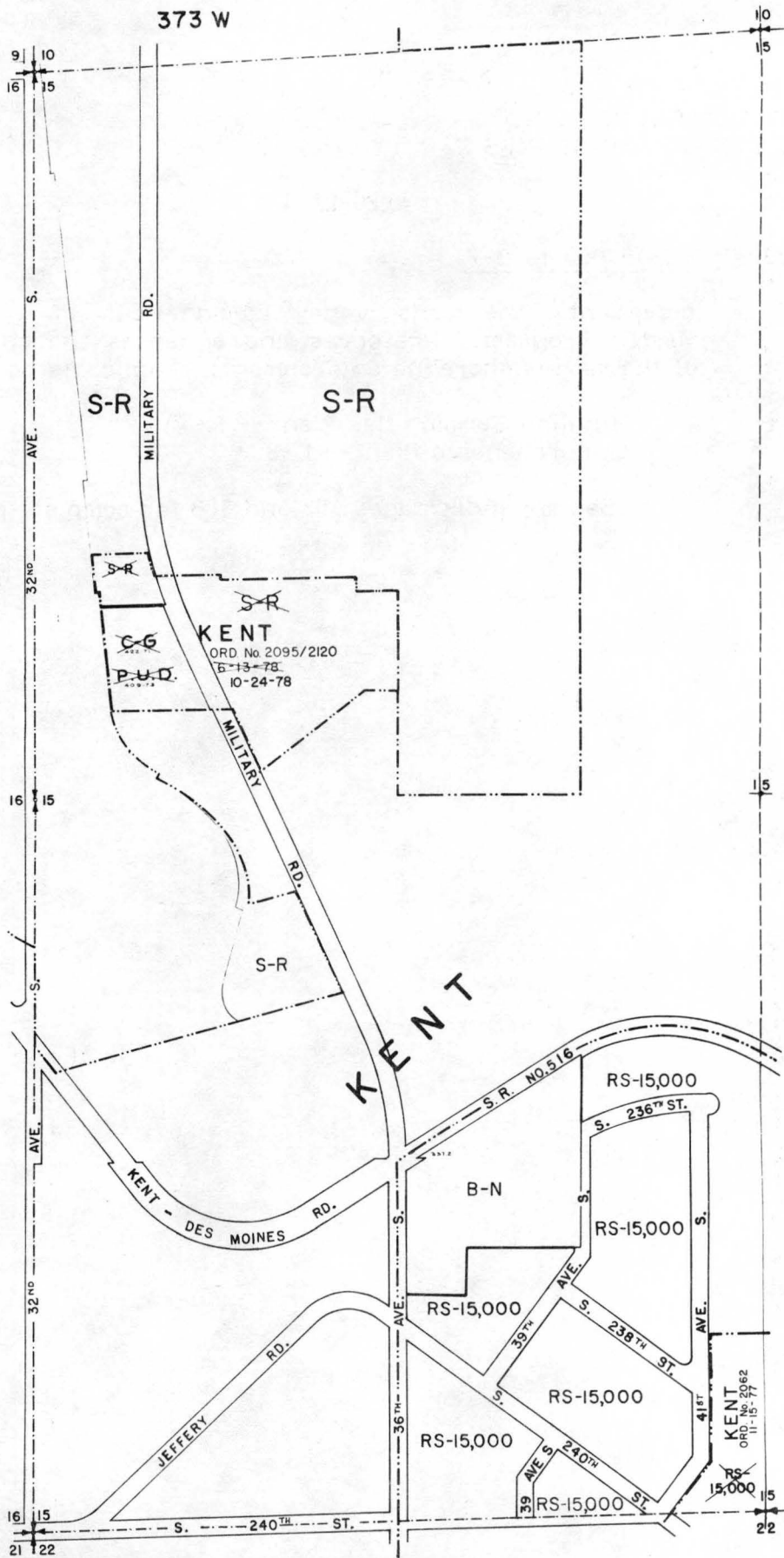






W 15-22-4

No changes are proposed.



W 15-22-4 ZONING AS OF FEBRUARY, 1979

REFERENCE TO HCP  
LAND USE PROPOSALS  
AND ZONING GUIDELINES

W 20-22-4

S#179      RS-15,000 to S-E

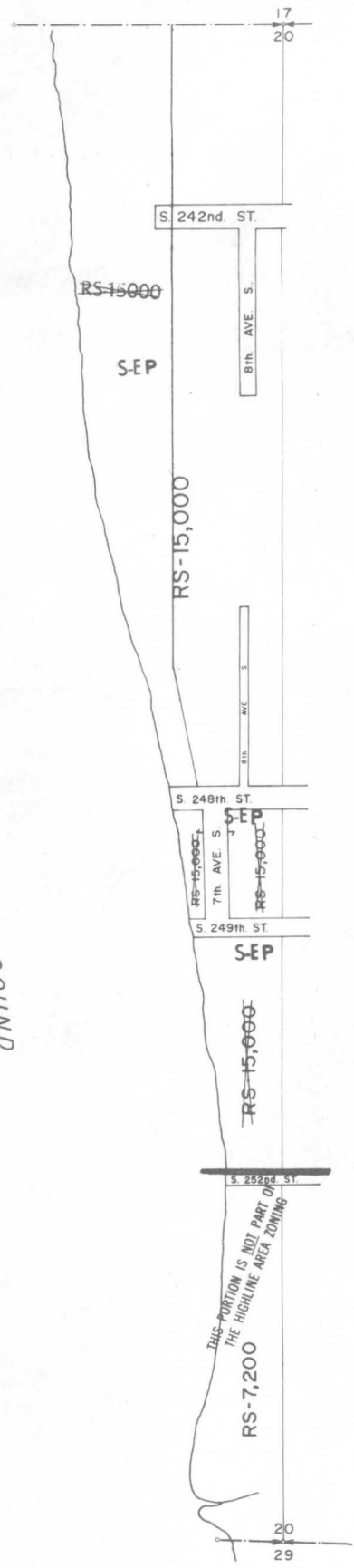
Implements the conservancy designations of the Shoreline Master Program. Preserves and enhances the characteristics of the marine shoreline environment. Applicable policies are:

Highline Communities Plan -- H-10  
Comprehensive Plan -- D-8

(See appendix pages 183 and 188 for complete policies)

PUGET

SOUND



E 20-22-4

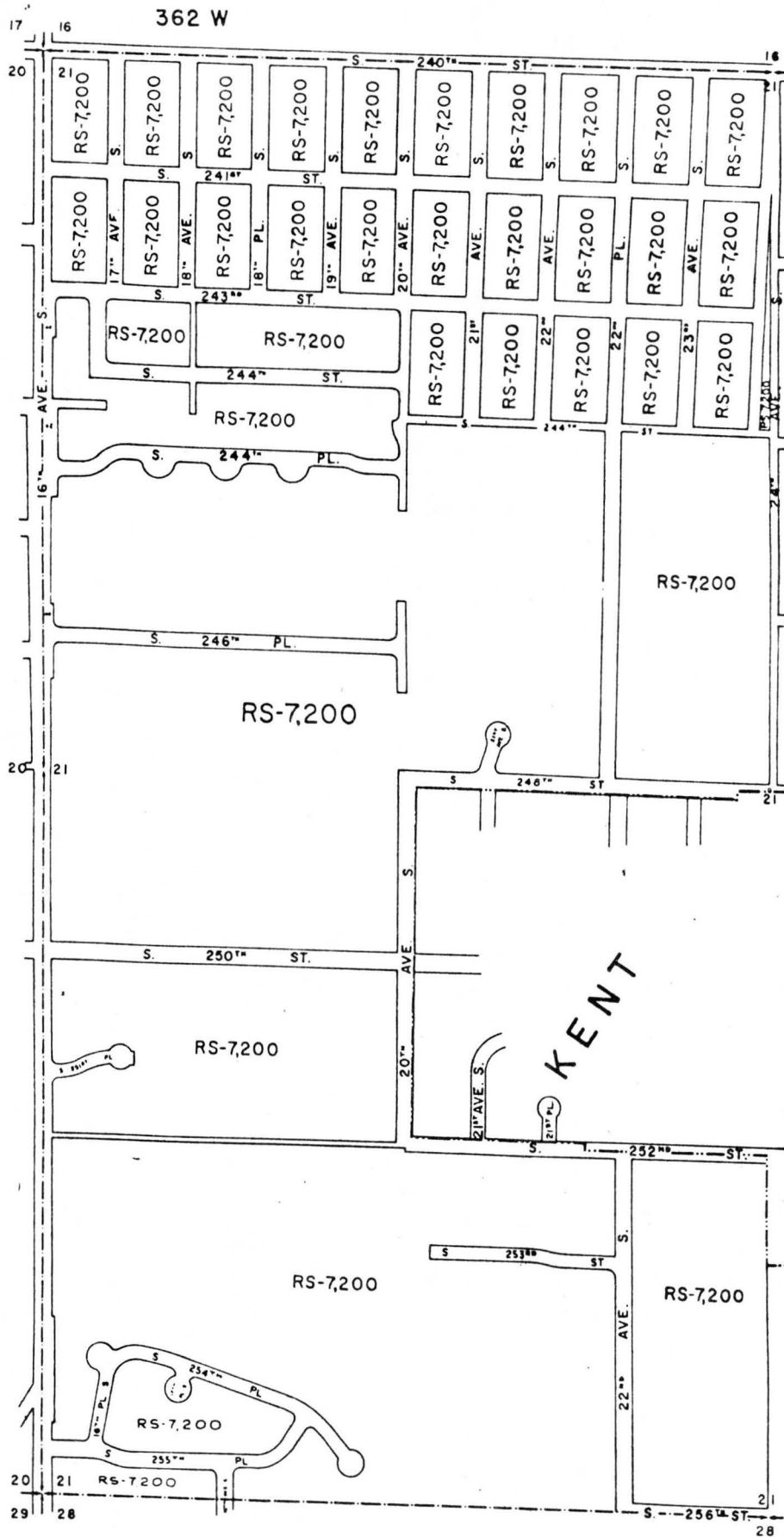
No changes are proposed.



W 21-22-4

No changes are proposed.





W 21-22-4 ZONING AS OF FEBRUARY, 1979

REFERENCE TO HCP  
LAND USE PROPOSALS  
AND ZONING GUIDELINES

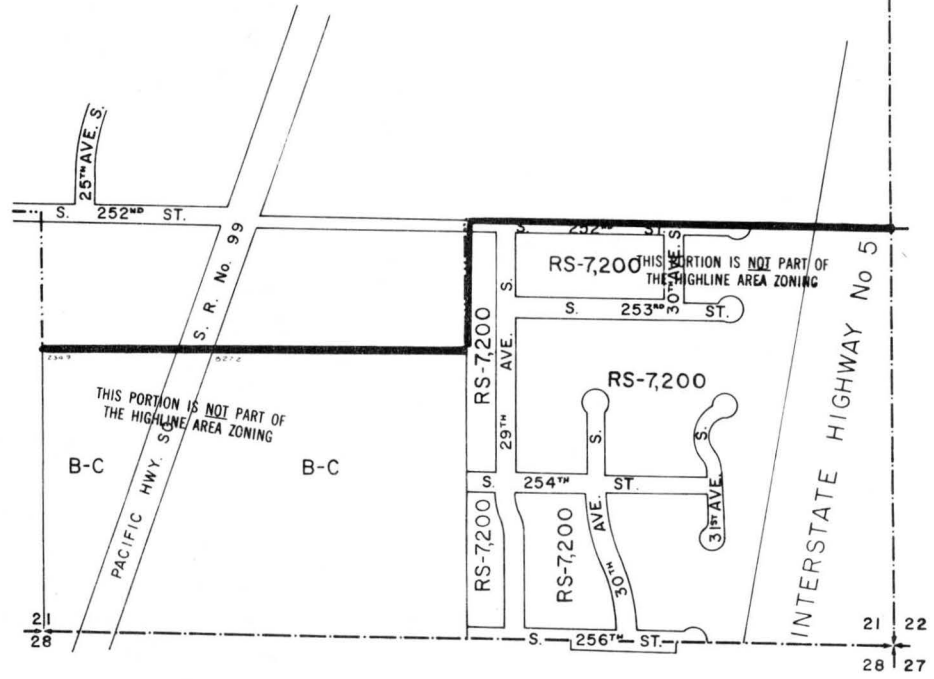
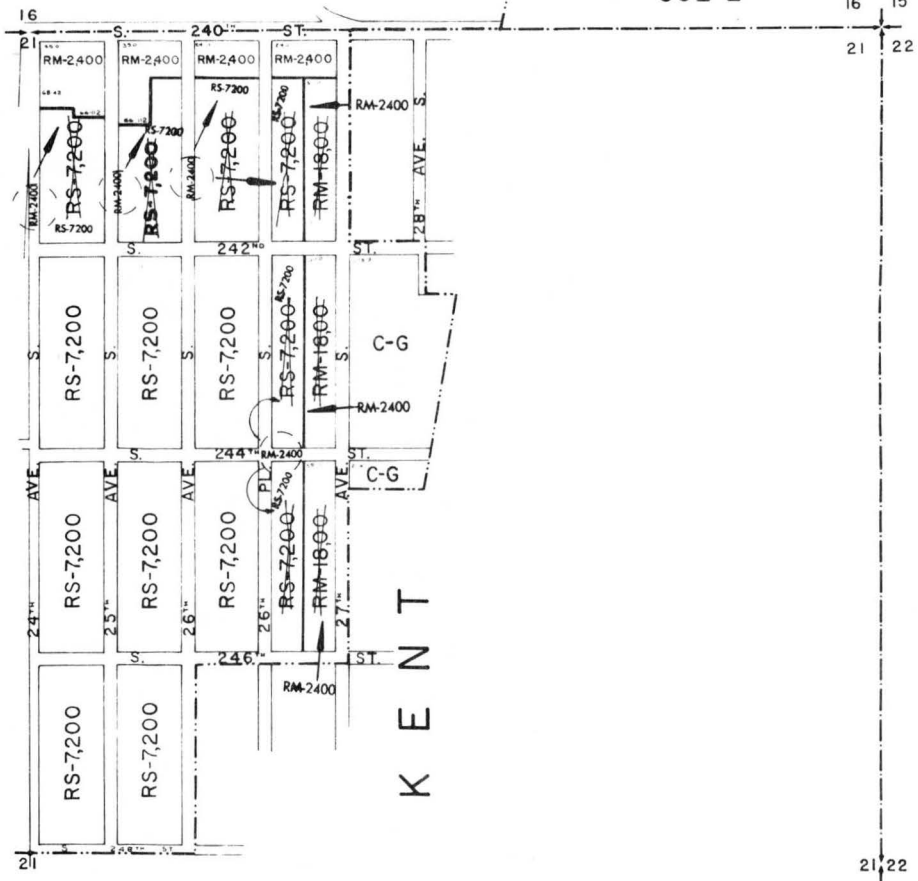
E 21-22-4

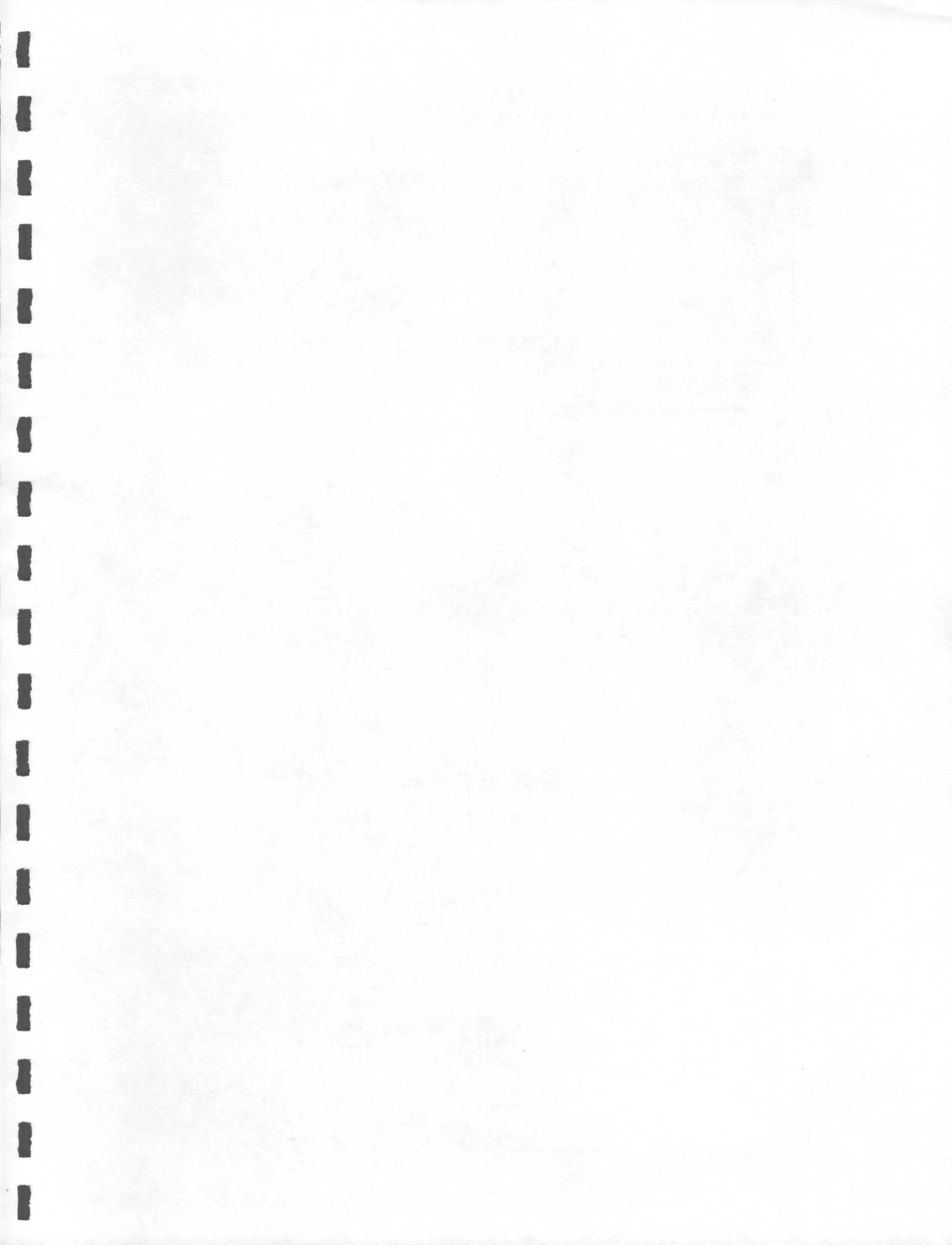
S#177 RS-7200 to RS-7200 (Potential RM-2400)  
S#178 RM-1800 to RM-2400

Would provide additional medium density apartments near Highline Community College and provide a transition between commercial uses along Pacific Highway South and single family neighborhoods to the west. Applicable policies are:

Highline Communities Plan -- H-10  
Comprehensive Plan -- D-12, D-13, D-17 and D-18

(See appendix pages 183, 189 and 190 for complete policies)





## **APPENDICES**

**King County Zoning Code Synopsis**

**Highline Communities Plan Policies**

**Selected King County Comprehensive Plan Policies**

**Selected Sea-Tac Communities Plan Policies**

# ZONING CODE SYNOPSIS

## Chapter 21.08 RS Residential Single Family Classification

Provides an area for single family dwellings and townhouses at urban densities and other related uses which contribute to a complete urban residential environment. These other uses, churches, schools, libraries, etc., are considered compatible with single family residential uses.

### RS 5000 - Dimensional Standards

*min. lot area: 5,000 sq. ft. \**  
*min. lot width: 40 feet*  
*lot coverage: 35 percent*  
*front yard: 20 feet. key & transitional lots may be reduced to 15'*  
*side yard: 5 feet*  
*rear yard: 5 feet for dwelling units*  
*height: 30 feet; non-residential buildings may be increased by 1' for each foot of additional side yard to a maximum of 50 feet.*

### RS 7200 - Dimensional Standards

*min. lot area: 7,200 sq. ft. \**  
*min. lot width: 60 feet*  
*front, side & rear yards; height & lot coverage same as RS 5000*

### RS 9600 - Dimensional Standards

*min. lot area: 9,600 sq. ft. \**  
*min. lot width: 70 feet*  
*front, side & rear yards; height & lot coverage same as RS 5000*

### RS 15,000 - Dimensional Standards

*min. lot area: 15,000 sq. ft. \**  
*min. lot width: 80 feet*  
*front, side & rear yards; height & lot coverage same as RS 5000*

\*NOTE: In new subdivisions within the RS zone, clustering of lots and townhouses are permitted, provided the average allowable density is not exceeded.

## Chapter 21.18 SE Suburban Estate Classification

Provides an area permitting uses and activities more rural, e.g., horses, private stables, chickens and agricultural crops, than is practical in the more concentrated urban areas.

### SE - Dimensional Standards

*min. lot area: 35,000 sq. ft.*  
*min. lot width: 135 feet*  
*lot coverage: 35 percent*  
*residential building setbacks:*  
*front yard: 30 feet*  
*side yard: 10 feet*  
*rear yard: 10 feet*  
*height: 35 feet except for agricultural buildings*

## Chapter 21.19 SC Suburban Cluster

Permits uses and activities more rural in character than practical in the more concentrated urban areas. Provides flexibility in individual lot size while maintaining a long-term low density character.

### SC - Dimensional Standards

*Minimum lot area/minimum lot area per dwelling unit: 10 acres except may be reduced through subdividing or short subdividing.*

*Lot dimensions/coverage/height/limits/yards/open space:*

*parcels over five acres: same as "A" except in multiple lot subdivision and short subdivision*

*parcels of five acres or less: same as SE except in multiple lot subdivisions and short subdivisions.*

*Lots in multiple lot subdivisions and short subdivisions: same as nearest comparable RS classification lot area and provided on-site sewage disposal requirements can be met. If public sewers are available, the minimum lot size shall be 9600 square feet.*

*Densities in multiple lot subdivision:*

- 1. Parcels less than five acres: one dwelling unit per acre provided that lot clustering is used to avoid inclusion of sensitive areas in building sites.*
- 2. Parcels with five or more acres: one dwelling unit per acre with lot clustering and the provision of and open space or "reserve" tract greater than or equal to 50% of the site.*

## Chapter 21.20 SR Suburban Residential Classification

Provides for the orderly transition of areas from a suburban to an urban character. Within this classification small scale and intensive agricultural pursuits may be mixed with developing urban subdivisions.

### SR Dimensional Standards

*lot area: in areas for which there is an adopted community plan, the minimum required lot area may be reduced from 5 acres when consistent with a community plan density policy and with dimensional standards, whichever requires the larger lot size. 7,200 or 9,600 sq. ft. with sewers, water, paved streets, curbs, drainage. 15,000 sq. ft. with approved sewage disposal system, paved streets and walkways.*  
*min. lot width: 330 ft. unless platted*  
*front yard depth: 30 ft. unless platted*  
*side yard depth: 10 ft. unless platted*  
*rear yard depth: 10 ft. unless platted*  
*lot coverage: 36%*  
*height: 30 ft. except for accessory buildings*

## Chapter 21.22 A Agricultural Classification

Preserves agricultural lands and discourages the encroachment of urban type development in areas which are particularly suited for agricultural pursuits.

### A - Dimensional Standards

*min. lot area: 10 acres*  
*min. lot width: 330 feet*  
*lot coverage: 60 percent*  
*height: 35 feet except for agricultural buildings*  
*Residential buildings setbacks:*  
*front yard: 30 feet*  
*side yard: 10 feet*  
*rear yard: 10 feet*

## Chapter 21.24 G General Classification

Regulates the use of land in areas generally undeveloped and not yet subjected to urban development pressures to prevent the improper location and intrusion of business and industrial uses.

### G - Dimensional Standards

*min. lot area: SE uses 35,000 sq. ft., SR uses 5 acres, A uses 10 acres*  
*min. lot area/dwelling unit: 35,000 sq. ft. for single family*  
*min. lot width: 135 feet*

*Residential building setbacks:*  
*front yard: 30 feet*  
*side yard: 10 feet*  
*rear yard: 20 feet for dwelling units*  
*height: 30 feet except for agriculture buildings*

## Chapter 21.21 GR Growth Reserve

Provides for limited residential growth adjoining existing supporting public facilities but reserves large tracts of open land for possible future urban or suburban growth.

### GR - Dimensional Standards

*min. lot area; min. lot area/dwelling unit: 20 acres except that the area may be reduced through subdivision or short subdivision and lot clustering; and except that lots containing 2-10 acres prior to the application of the GR-5 zone (or 2-5 acres prior to the application of the GR-2.5 zone) may be short subdivided to create one additional lot.*

*max. densities in subdivision and short subdivisions:*

*GR-5: one dwelling unit per five acres with lot clustering and provision of a reserve tract greater than or equal to 75% of the total site.*  
*GR-2.5: one dwelling unit per 2.5 acres with lot clustering and provision of a reserve tract greater than or equal to 65% of the total site.*

*In any GR zone, min. lot size of the building sites must be sufficient to meet on-site sewage disposal requirements.*

*Lot dimensions/lot coverage/height limitations and building setbacks: conform to the requirements of the nearest comparable RS or S zone.*



## Chapter 21.25 G-5 General; Five Acres

Provides for an area-wide rural character and prevents premature urban development in areas without adequate urban services.

### G-5 - Dimensional Standards

*min. lot area: five acres except that parcels containing 2-10 acres prior to application of the G-5 zone may be short subdivided to create one additional lot, provided that on-site sewage disposal requirements can be met on both lots.*

*min. lot dimensions: depth-to-width ratio no greater than 4-to-1.*

*height: 35 feet except for agricultural buildings*

*residential building setbacks:*

*front yard: 30 feet*

*side yard: 10 feet*

## Chapter RT Residential, Townhouse

Provides for townhouses (single family dwelling attached by common side walls) either on individually platted lots or on a commonly held site, in a residential environment.

### RT - Dimensional Standards

*min. lot area per dwelling\*\*: varies from 1600 to 3600 sq. ft.*

*lot coverage: 50% for townhouses, 35% for detached dwellings*

*side yard: 5 feet for townhouses at end of row*

*front and rear yards: front 25 ft. rear 20 ft.; front and rear yards may vary by 10 ft., provided each lot has a total of 45 ft. of front and rear yards.*

*lot coverage: 50% structures, 15% impervious surfaces*

*height: same as RS, except that when rows of townhouses are arranged east-to-west, the southerly row's height and rear setbacks must allow a 20 degree sun exposure plane to reach the base of the northern row of townhouses.*

**\*\*NOTE:** lot clustering is allowed in the RT zone provided the average allowable density is not exceeded.

## Chapter 21.10 RD 3600 - Two-Family Dwelling Classification

Permits limited increase in density while maintaining a family living environment.

### RD 3600 - Dimensional Standards

*min. lot area: 7200 sq. ft.*

*min. lot width: 60 feet*

*lot coverage: 35 percent*

*side yard: 5 feet*

*front yard: 20 feet; key & transitional lots 15 feet*

*rear yard: 5 feet for dwelling units*

*height: 30 feet. Non-residential buildings and structures may be increased by 1' for each foot of additional side yard to a maximum of 50 feet.*

## Chapter 21.12 RM 2400 Medium Density Multiple-Dwelling Classification

Establishes areas permitting a greater population density while maintaining a residential environment consistent with such density.

### RM 2400 - Dimensional Standards

*min. lot area: 7200 sq. ft.*

*min. lot width: 60 feet*

*lot coverage: 50 percent*

*side yard: 5 feet*

*front yard: 20 feet; key & transitional lots 15 feet*

*rear yard: 5 feet for dwelling units*

*lot area/dwelling unit: 2400 sq. ft.*

*height: 30 feet. Non-residential buildings and structures may be increased by 1' for each foot of additional side yard to a maximum of 50 feet.*

## Chapter 21.14 RM 1800 High Density Multiple-Dwelling Classification

Provides a higher density for the accommodation of those who desire to live in a residential atmosphere without the necessity of individually maintaining a dwelling unit.

### RM 1800 - Dimensional Standards

*min. lot area: 7200 sq. ft.*

*min. lot width: 60 feet*

*lot coverage: 50 percent*

*front, side & rear yards: same as RM 2400*

*lot area/dwelling unit: 1800 sq. ft.*

*height: 35 feet. Height may be increased 1' for each additional foot of side yard*

## Chapter 21.16 RM 900 Maximum Density Multiple-Dwelling Restricted Service Classification

Establishes areas permitting the maximum population density and also permits certain uses other than residential, e.g., medical, dental, social services and certain professional offices.

### RM 900 - Dimensional Standards

*min. lot area: 7200 sq. ft.  
min. lot width: 60 feet  
lot coverage: 60 percent for residential uses  
front, side & rear yards: same as RM 2400  
permissible floor area: two times the area of lot; does not apply to dwelling units if the only use on the lot  
lot area/dwelling unit: 900 square feet  
height: 35 feet. Height may be increased 1' for each additional foot of side yard.*

## Chapter 21.26 BN Neighborhood Business Classification

Provides for shopping and limited personal service facilities to serve the everyday needs of the neighborhood. Dwelling units are excluded from this classification.

### BN - Dimensional Standards

*lot coverage: 100 percent  
height: 35 feet maximum  
permitted floor area: not more than total lot area*

## Chapter 21.28 BC Community Business Classification

Provides for the grouping of similar type enterprises including recreation, entertainment and general business activities, but excluding uses relying on outdoor sales. It is a further objective to concentrate a maximum variety of facilities as a contribution to the convenience of shoppers and patrons on a community-wide basis. Dwelling units are excluded from this classification.

### BC - Dimensional Standards

*lot coverage: 100 percent  
permitted floor area: not more than 3 times lot area  
height: 35 feet. Height may be increased 1' for each additional foot of side and rear yards.*

## Chapter 21.30 CG General Commercial Classification

Provides for the grouping of enterprises which may involve some on-premise retail service but comprised primarily of those with outside activities and display or fabrication; assembling including manufacturing and processing in limited degree. These uses, if permitted to locate in strictly on-premise retail and service areas, would introduce factors of heavy trucking and handling of materials that destroy the maximum service and attraction of strictly retail areas. With the exception of trailer parks, dwelling units are not permitted.

### CG - Dimensional Standards

*lot coverage: 100 percent  
permitted floor area: not more than 3½ times lot area  
height: 35 feet. Height may be increased 1' for each additional foot of side and rear yards.*

## Chapter 21.32 ML Light Manufacturing Classification

Provides for the heavier general commercial uses and for industrial activities and uses involving the processing, handling and creating of products, research and technological processes as distinguished from major fabrication. These uses are largely devoid of nuisance factors, hazard or exceptional demands upon public facilities or services.

### ML - Dimensional Standards (except adjacent to R or S zones)

*lot coverage: 100 percent  
permitted floor area: not more than 2½ times lot area  
height: 45 feet. Height may be increased 1' for each additional foot of side and rear yards.*

## Chapter 21.34 MP Manufacturing Park Classification

Provides for industrial areas of high standards of operational development and environment. Standards of intensity of use and standards of external effects which will minimize traffic congestion, noise, glare, air and water pollution, fire and safety hazards are established in this classification.

### MP - Dimensional Standards

*street property line setback: 50 feet  
side and rear yard setback: 20 feet  
permitted floor area: not more than 2½ times lot area  
height: 45 feet. Height may be increased 1' for each additional foot of side and rear yards.*

*See text of zoning code for detailed performance standards.*

## Chapter 21.36 MH Heavy Manufacturing Classification

Provides for industrial enterprises involving heavy manufacturing, assembling, fabrication and processing, bulk handling of products, large amounts of storage, warehousing and heavy trucking.

### MH - Dimensional Standards

*lot coverage: 100 percent*  
*permitted floor area: not more than 2½ times lot area*  
*height: 45 feet. Height may be increased 1' for each additional foot of side and rear yards*

## Chapter 21.38 FR Forestry and Recreation Classification

Allows the development of forest land for the sustained production of forest products and the development of compatible uses such as recreation.

### FR - Dimensional Standards

*min. lot area for building site: 35,000 sq. ft.*  
*min. lot width for building site: 135 feet*  
*front, side and rear yards: 20 feet*  
*height: 45 feet. Height may be increased 1' for each additional foot of side and rear yards.*

## Chapter 21.42 QM Quarry and Mining Classification

Insures continued development of natural resources through inclusion of known deposits of minerals and materials within a zone reserved for their development and production and allows for the necessary processing of such minerals and materials.

### QM - Dimensional Standards

*min. lot area: 10 acres*  
*front, side & rear yards: 20 feet except if adjacent to R or S zone*  
*permitted floor area: not more than total lot area*  
*height: 45 feet. Height may be increased 1' for each additional foot of side and rear yards.*

*See text of zoning code for detailed performance standards.*

## Chapter 21.43 AOU Airport Open Use Classification

Provides for economic uses and development of areas affected by major airports which are compatible with neighboring residential areas, designated open space areas and airport clear zone requirements.

### AOU - Dimensional Standards

*min. lot area (new lots): 1 acre*  
*lot coverage: ratio of 1 unit ground coverage to 5 units of total land area (20%)*  
*height: 30 feet*  
*street property line setbacks: 25 feet*

## Chapter 21.44 Unclassified Uses (Not a Zone)

Provides for uses possessing characteristics of such unique and special form as to make impractical their being automatically included in any zone. The authority for location and operation of these uses is subject to review and issuance of a use permit.

## Chapter 21.46.060 Potential Zone

Recognizes the suitability of a location for a future type of use and the impracticability of precisely zoning the property until properly designed and planned.

## Chapter 21.46.150 P Suffix - Site Plan Approval

The requirement for site approvals based upon a recognition that development on the designated property may require special conditions to protect the public interest such as dedication of rights-of-way, street improvements, screening between land uses, signing controls, height regulations or others to assure its compatibility with adjacent land uses as well as the community. All conditions stipulated as a result of an area zoning process or zone reclassification shall be reflected and/or included in the site plan submittal.

## Chapter 21.48 Zero-Lot-Line Provision

In subdivisions or short subdivisions within an R, S or G zone, yard and lot width requirements may be varied in order to make better use of the lots, by specifying a building envelope on the face of the plat. Structures on adjacent lots must maintain a distance of 10 ft. or share a common wall. Before a lot in subdivisions using this arrangement can be sold, a copy of the plat and explanation of this provision must be shown to the buyer.

## Chapter 21.56 Planned Unit Development (Not a Zone)

Permits flexibility within a zone that will encourage a more creative approach in the development of land than a lot-by-lot development with the result that a more efficient and desirable use of land is produced. A minimum area of 1 acre is required.

## Chapter 21.54.040 Flood Hazard Area

A hazardous situation may exist within an urban, suburban or rural area and in a residential, agricultural or industrial zone. No permit or license for structures of the development or use of land shall be issued by King County within a flood hazard area unless approved by the Manager of the Building and Land Development Division. Such approval shall be based on a review of the provisions set forth in the Chapter and the technical findings and recommendations of the Director of Public Works.

# HIGHLINE COMMUNITIES PLAN POLICIES

<u>Plan Page</u>	<u>Policy</u>
19	H-1 Ensure environmental protection in areas of hazards, wetlands, shorelines, view and substantial remaining natural vegetation.
24	H-2 Preserve and enhance views and vistas.
24	H-3 To the greatest extent possible, existing trees should be preserved and incorporated as a site amenity in all new development.
25	H-4 Promote sanitary sewerage of unsewered areas.
26	H-5 King County and other agencies should review their procedures for applying chemical treatment to ballfields, playgrounds, along roads and on other areas of vegetation.
26	H-6 The removal of existing shade trees along streams and wetlands is to be avoided.
26	H-7 Require shade tree planting along streams and wetlands in new developments.
27	H-8 Utilize isolated improvements to remedy isolated drainage problems.
27	H-9 Flow stabilization should be controlled and maintained primarily through holding pond or other retention systems.
28	H-10 Provide for a range of housing densities, both single and multi-family.
29	H-11 Improve deteriorated or declining housing through rehabilitation and repair.
29	H-12 Low-cost multi-family housing should be located with convenient access to urban services.
29	H-13 Disperse, rather than concentrate, low-cost multi-family housing.
31	H-14 Provide for future space demands through the development and redevelopment of existing service and retail centers.
32	H-15 Encourage full utilization of land currently available for manufacturing and industry.



- 33 H-16 Recognize freeways and major arterials as potential barriers/boundaries between different land uses.
- 33 H-17 Setbacks and landscaping should be provided as buffering between areas planned for different land use.
- 36 H-18 Conversion of land uses within or near single-family residential areas should be accomplished through orderly transition programs.
- 37 H-19 Protect and enhance historical features in the development of public and private projects.
- 38 H-20 Landscaping, including street trees, should be a part of all future arterial street development or redevelopment.
- 38 H-21 Within key areas of growth or redevelopment, landscaping and circulation provisions should further enhance the quality and cohesiveness of development.
- 38 H-22 Landscaping should be included as part of all apartment, business, commercial, industrial and public facility development.
- 40 H-23 Bikeway development should emphasize the use of secondary and collector arterial rights-of-way and utility rights-of-way.
- 40 H-24 Pedestrian facilities development should emphasize the use of street and utility rights-of-way.
- 40 H-25 Road construction, including major improvement projects, should include provisions for pedestrian and bicycle movement.
- 41 H-26 Emphasize the development of hard surface pathways, rather than sidewalks.
- 41 H-27 New development should include provisions for pedestrian circulation.
- 41 H-28 Integrate bicycle and pedestrian routes with school locations, activity centers and walkway systems.
- 41 H-29 Improve local transit or para-transit service, especially east-west.
- 42 H-30 Provide good transit connections to major employment areas.
- 42 H-31 Integrate bicycle, pedestrian, bus and street systems to emphasize easy transfer between different modes of transportation (e.g. bicycle and bus).

- 42 H-32 Encourage final determination of the terminus of the SR-509 route with immediate emphasis on completion to South 188th Street and improvements to the 1st Avenue South Bridge corridor.
- 43 H-33 Along major arterials, consolidate access points to frontage properties where possible.
- 43 H-34 Emphasize operational projects to improve circulation and maximize the efficiency of the existing system.
- 43 H-35 Encourage construction of highway facilities only when non-construction alternatives fail to provide adequate levels of service.
- 43 H-36 Encourage joint utilization of parking within business areas.
- 46 H-37 Promote public/private and public/public cooperation in developing the communities' recreational and cultural capabilities.
- 46 H-38 Emphasize the development of vacant park or available vacant school sites, the expansion and/or redevelopment of existing parks, and the development of other publicly-owned land as opposed to seeking new park sites.
- 47 H-39 Emphasize the development of active recreation opportunities.
- 47 H-40 Promote a close working relationship between King County and the local school districts in order to provide the best possible level of parks and recreation service.
- 47 H-41 Maximize the use of school facilities as activity and recreation centers for all ages.
- 47 H-42 Emphasize the combination of separate public use functions when developing park and recreation proposals.
- 48 H-43 Utilize remaining Forward Thrust dollars to fund the highest priority park and recreation needs in Highline.
- 50 H-44 Priority for funding employment and job training programs should be consistent with community need.
- 52 H-45 Congregate dispersed governmental offices in a central place, together with other community services, activities and facilities.
- 52 H-46 Utilize the Highline Communities Plan as the basis for development and spending decisions in the Highline area.

53 H-47 King County should facilitate on-going land use, program budget and capital improvement program review by Highline citizens.



# SELECTED KING COUNTY COMPREHENSIVE PLAN POLICIES

<u>Plan</u>	<u>Page</u>	<u>Policy</u>
★	69 B-11	Neighborhood business areas shall consist of neighborhood shopping and services only. Intensive and heavier general commercial uses, large outdoor space users, and residential uses are not considered compatible within neighborhood business areas.
★	69 B-12	A neighborhood business area should be designed to serve an area with a potential population of 8,000 to 15,000 persons residing within approximately a 3/4 mile radius, although the size and shape of the trade area will vary depending upon its population density or physical features.
★	69 B-13	Neighborhood business area needs normally can be served adequately by three to six acres of developed business land.
	74 B-22	An urban shopping district or center should be designed to serve a potential population of 30,000 to 100,000 persons residing in an area within approximately a two-mile radius, the size and shape of the area depending upon population density, physical characteristics, and the circulation system.
	74 B-24	Total developed land requirements for urban business areas may range from 40 to over 100 acres, depending upon the potential trade area population, the design of the business area, and the amount of land allocated for general commercial uses within the business area.
	75 B-25	Urban business areas should be located approximately four miles apart. Such areas also serve the function of community business.
	75 B-26	An urban business area shall locate at the intersection of two major arterials if the intersection is convenient to a freeway or expressway interchange.
	77 B-30	Major business and professional offices shall be encouraged to develop in concentrations and locate in conjunction with urban and community business areas.
	77 B-31	Professional offices and allied services often serve local residential areas, so shall be encouraged to locate in conjunction with any type of business area.

- 78 B-32 Highway-oriented business should be located functionally convenient to intersections of major arterials as part of other business areas. Preferably, the locations should be on the edge of the business area convenient to freeway or expressway interchanges.
- 79 B-36 Distributive, business service and light fabrication types of uses should be located with access provided to expressways or major arterial truck routes so that traffic will not pass through residential areas. These uses should be located in the fringes of central business districts and the larger urban business areas or adjacent to industrial areas except where special circumstances dictate a separate location.
- 102 C-3 In order that residential areas may be free from industrial traffic, industrial areas shall be located with access provided only to major transportation routes which include major arterial truck routes, expressways, freeways, major railroad lines, and navigable bodies of water.
- 102 C-4 Industrial areas should be located where they can be adequately served by necessary major utility lines, such as electric power stations and transmission lines, trunk sewer lines, trunk water lines, and trunk gas lines.
- 102 C-5 Land use types other than industrial or industrially related uses should be discouraged from industrial areas, with the exception of such convenience uses as banks, post offices, and restaurants.
- 102 C-6 Certain industrial uses generate heavy traffic, noise, smoke or other nuisances and should be located where it is feasible to provide an adequate transition, such as light industrial areas, commercial areas, or open space, to adjoining land use types.
- 114 D-5 As slope increases, residential density should decrease in order to avoid, partially or completely, the problems of drainage, siltation, flood control, and accessibility, which frequently are attributable to over-development of slope areas.
- 116 D-8 A maximum density of one housing unit per gross acre may be employed:
- a. in those areas of the County where a neighborhood character of estate-type uses and interests is already established or is proposed,

- b. where slopes exceed 30%, in areas subject to slide hazards, or in valley areas not suited for large-scale agricultural use and not required for industrial purposes.
- 116 D-9 A maximum density of two housing units per gross acre may be employed in the following types of areas:
- a. where a substantial majority of lots are already developed to a density not greater than two housing units per gross acre and permanent protection in order to maintain community identity is desirable,
  - b. in areas proposed for development at this density where permanent protection of lot size is desired,
  - c. in areas where slope ranges from 25% to 30%.
- 117 D-10 A maximum density of three housing units per gross acre shall be employed in rural tracts adjoining stream, lake, or salt-water frontage.
- 117 D-11 Single family residential areas, except as otherwise designated, shall have a maximum allowed density of five housing units per gross acre.
- 117 D-12 Multi-family residential areas shall always be located functionally convenient to a major or secondary arterial highway. Adequate arterial and collector streets should exist prior to or be developed concurrently with the establishment of such uses.
- 118 D-13 Since multi-family residential areas are complementary to shopping areas and other primary service facilities, they may logically be developed adjacent to such uses.
- 118 D-14 In order that a maximum number of persons can take advantage of the amenities of view, water access, and permanent open space, multi-family residential use may be located in or adjacent to such areas, provided that multi-story structures are so located and designed as to not destroy such amenities for adjoining existing or potential residential areas.
- 118 D-15 The high densities of multiple residential use shall be located adjoining or convenient to major highways with preference given to those routes which provide the most convenient and direct access (in terms of travel time) to the major trade and employment centers of the area.

- 119 D-16 The high densities of multiple residential use should be located adjoining either major shopping areas, cultural centers (at urban or multicommunity level), or locations having special amenities of view, water access, or permanent open space.
- 119 D-17 The lower densities of multiple residential use shall be located adjoining or convenient to major or secondary arterial streets.
- 119 D-18 The lower densities of multiple residential use should be located adjoining either business areas, cultural or community centers, or locations having special amenities of view, water access, or permanent open space.
- 119 D-19 The lower densities of multiple residential use may be located as a transitional use between higher density multiples and single family residential densities.
- 121 D-24 Areas where the allowed average residential density is three housing units per gross acre or greater should include the following minimum improvements:
- a. paved streets, curbs, and sidewalks;
  - b. street lighting;
  - c. underground drainage lines, except where surface storm drainage facilities are deemed to be adequate;
  - d. publicly approved water supply (normally publicly owned); and
  - e. sanitary sewers or suitable alternatives on temporary basis only.
- 129 D-38 As slope increases, residential density should decrease in order to avoid, partially or completely, the problems of drainage siltation, flood control,, and accessibility, which frequently are attributable to overdevelopment of slope areas.
- 14 Ord #  
1683  
SS-3 Retain low-density uses or apply appropriate development controls on those lands in SS-2 that are allowed to develop and other lands with a slope of from 16%-25%.

# SELECTED SEA-TAC COMMUNITIES PLAN POLICIES

<u>Plan Page</u>	<u>Reference</u>	<u>Policy</u>
6.3.2 #8	#18	Permanent residential neighborhoods should be assisted in providing sanitary sewers in conjunction with the application and implementation of noise impact programs.
#13	#24	Plant shade trees in the unshaded areas of the upper reaches of Miller and Des Moines Creeks and along their related wetlands.
6.5.4 #17	#57	Remote parking must be eventually developed to supplement the existing parking garage.
6.6.1 #4	#62	A variety of retail, trade, service and commercial uses should be encouraged to locate within existing business concentrations or logical extensions of existing centers.
6.6.3 * #6	#72	The Airport acquisition areas should be primarily open space, put to community multiple use.
* #6	#73	Uses of noise impact acquisition areas should not further degrade the prevailing noise and air quality environment or the residential character of surrounding neighborhoods.
6.6.1 #7	#66	Incorporate the drainage holding ponds, water courses, and wetlands of Miller and Des Moines Creeks into a network of open space.
6.6.4 #2	#87	Land use changes in identified conversion areas shall be subject to the approval of planned unit developments or similar development conditions.
#14	#90	The East Conversion area should be encouraged to develop with high and medium density apartments and airport-related business.
6.6.4 #24	#93	Manufacturing and industry uses within the Sea-Tac Communities should be directed to locate within the Southwest Conversion Area.

- 6.6.5
- #12            #100            Commercial development of the "99 Strip" should be limited to the highway frontage.
  - #13            #101            Encourage the use of the "99 Strip" to be devoted primarily to the "immediate" needs of air passengers.
  - #14            #102            The use of 36th Avenue South, north of South 188th Street, should be restricted to low volume residential traffic.
  - #17            #104            The issues of south airport access and congestion at the Highway 99/South 188th Street intersection should be re-examined, and the currently proposed solutions re-evaluated.
  - #18            #105            Considerations for transportation and land use should, irrespective of jurisdiction, seek to fulfill the intent of the south Sea-Tac access concept.







