



highline

Community Plan



King County
Planning Division

November 1977

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Background

The Highline Communities Plan represents the second portion of community Planning activities in Highline. The initial phase, the Sea-Tac Communities Plan (STCP) has been adopted by the Port of Seattle Commission and the King County Council (Ordinance 2883).

The STCP effort developed data on land use, aviation demand and capacity, air and water quality, solid waste, noise exposure, community attitudes, neighborhood quality, circulation systems, natural features and other topics. Complete details on these and other existing and forecast conditions are to be found by referring to the Sea-Tac Communities Plan and its supplementary documents.

The Policy Development Commission's Companion Report to the Highline Communities Plan reviews the community involvement program which began in June, 1975, and has to date, engaged over 800 citizens in the process.

The following section intends only to briefly put the Highline Communities Plan into proper context. It does not repeat the substantial detail that can be found elsewhere.

The Plan: Process and Product

Highline Communities Plan Process

The process of developing and utilizing a community plan consists of three phases. Phase I was the identification and evaluation of the social, economic and physical composition of the community. In addition to previous studies which have examined various topics and geographic areas in Highline, current material was gathered commencing in June, 1975. Technical reports and maps were developed to incapsulate this information. Community meetings and workshops were conducted in October and December, 1975, to gather ideas and concerns, to display and interpret information and to invite comment by citizens and agencies with interest, responsibility or experience in Highline.

Phase II involved the development of community goals, policies and actions necessary to approach and solve community problems. Identified issues and concerns were translated into definable categories, followed by the development of policies and actions; the selection of a plan and its refinement. March, 1976, saw the first public review of the plan in its initial draft state. Presentation of a proposed plan to the King County Council, and subsequent adoption, will complete this phase.

Phase III will be the implementation period, the crucial time following plan adoption during which the document will be utilized to guide land use, capital improvement and some program decisions.

Study Organization

The King County Charter states that the Executive "shall prepare and present to the County Council comprehensive plans. . ." Ordinance No. 263 provided that community plans be developed to augment the comprehensive plan through detailed, mid-range plans for portions of the County. The Planning Division performs the function of community planning.

The Policy Development Commission (PDC), a citizen body constituted to recommend to King County on policy matters, assists the community planning process in a policy advisory role.

Throughout the development of the Highline Communities Plan a variety of individuals and groups contributed ideas and helped in the review of proposals. Two groups participated in the process as part of the study design.

The Highline Communities Plan Committee, an ad hoc group of the PDC, assisted in developing and reviewing the plan.

Following are persons who served on that committee:

Dick Burris, Chairman*	Dottie Harper
Carolyn Baldwin	Fred Herb
Bill Banks**	Jim Hunter
Sylvia Barnes	Jim Jennings
Patti Burgess	Paul Juhasz
Pauline Conrad	Sally Mackey
Larry Crowell	John McInturff
Dick Dahlgard	Ed Newell
Bob Dyrdaahl	Bob Nichols
Judy Fiedler**	Bronson Parrett
Nel Freeze	Marge Schroeder
Kathy Hand	Alice Wetzel

Laura Pharr was Policy Development Commission staff coordinator for the work of this committee.

The Technical Advisory Committee was established to coordinate with other agencies and districts having jurisdiction in Highline and to take advantage of available technical expertise. Following are agencies and their representatives who were consulted through that committee.

Ralph Colby, Chairman	Puget Sound Council of Governments
	Ron McConnell
	Labh Sachdev
City of Des Moines	Highline Community College
Stan McNutt, City Manager	George Dorr
Ethel Winje	
City of Kent	Port of Seattle
Grace Connelly	Joe Sims, Assistant Planning Dir.
City of Normandy Park	Fire and Water Representative
Rick Deming, City Manager	Neil Hayes
City of Tukwila	Washington State Department
Fred Satterstrom,	of Highways
Assistant Planning Director	Dave Glaze
	Don Nutter
Highline Public Schools	Highline - West Seattle Mental Health
James Jennings	Jerry Perez
South Central School District	Moshier Park Arts Center
John Fotheringham, Superint.	June Huson
Municipality of Metropolitan	King County Dept. of Public Works
Seattle (METRO)	Sandy Adams
Don Munro, Mgr, Transit Planning	King County Housing & Community
Joe MacKechnie	Development (Block Grant) Program
Ron Stroup	Randall Davis
Jeff Short	

*At-large member of the Policy Development Commission

**A member of the Community Development Committee, PDC.

Legal and Administrative Framework

A number of agencies have either plans, policies, rules or regulations that affect the Highline area. It is important to recognize that this plan does not stand alone, but is in the context of other policies and plans that exercise an influence on Highline.

The Comprehensive Plan for King County, Washington - 1964:

Advocates an "urban center development concept" for the County, recognizing and encouraging the expansion or renewal of existing urban (town) centers as focal points for employment, commerce and cultural activities to serve local community clusters; rationalizes and lists development policies for specific categories of land use, transportation, business, industrial, residential, open space, public and semi-public buildings, and utilities; specialized plans and reports on specific subject areas have supplemented the official Comprehensive Plan from time to time (an example is the "Urban Trails Plan"); additional policies (such as those in regard to open space) have also been adopted by the County Council as supplements to the Comprehensive Plan.

The Sea-Tac Communities Plan - 1976:

A plan to achieve maximum compatibility between Sea-Tac Airport and the surrounding communities. The plan established three basic programs to achieve that compatibility: outright acquisition of noise impacted areas; private redevelopment or conversion; and reinforcement of existing land use areas or neighborhoods.

Water quality and drainage plans were established for Miller and Des Moines Creeks; air quality was defined, as were methods of monitoring and improving air quality; a land use plan for the airport and its immediate surroundings was developed; purchase assurance, easements, insulation and property advisory services were devised to deal with noise affected areas not to be acquired.

The ordinance adopting the Sea-Tac Communities Plan for King County (2883 Sept., 1976) established that "the Highline Communities Plan shall, upon its adoption, be the official zoning guideline for implementing the land use concept of the Sea-Tac Communities Plan."

Data on land use, aviation demand and capacity, air and water quality, solid waste, noise exposure, community attitudes, neighborhood quality, population and employment trends and forecasts, public facilities and services, circulation systems and vehicular activity levels and development hazards was gathered as part of the planning process. Much of this information has been put to use in development of the Highline Communities Plan.

Interim Regional Development Plan, Puget Sound Governmental Conference - August 1971:

Adopted as an interim plan to guide urban growth decisions; contains general goals and policies in relation to health, education, law and justice, government relations, recreation and open space, land use, transportation, utilities, housing, and economic development, recognized by the Federal Government for funding purposes.

Transportation Planning

One of the first steps in updating the Comprehensive Plan was the development of the "King County Interim Transportation Plan: Focus 1990," adopted in 1974. The Interim Plan incorporated the adopted goals, policies and plans of King County, Metro, PSCOG, and cities and towns.

The next task in the process of updating the Comprehensive Plan was to develop County-wide transportation goals and policies. The "Report on Transportation Goals, Objectives and Policies" was adopted by the Policy Development Commission (PDC) in 1975 and is currently being considered for adoption by the King County Council. With intensive citizen and agency involvement an overall transportation goal was adopted: "Encourage the Development of a Balanced and Integrated Transportation System Which Can Be Operated and Maintained To Provide Optimum Transportation Services For All Users, While Supporting the Social, Economic, Environmental, Governmental and Land Use Goals of the Citizens of King County." Eighteen sub-goals and over 100 policies were established to further detail and define the overall goal.

The "Urban Trails Plan," adopted in 1971, and the "General Bicycle Plan: Focus 1990," adopted in 1975, set up County-wide trail and bicycle systems.

Using as a base the previously mentioned general plans, detailed multi-modal transportation plans for sub-areas of the County will be developed. Refinement of the County-wide policies and development of sub-policies adapted to the area will be undertaken. In the Highline area the Burien Area Transportation Study (BATS) is underway. Work on the BATS and the Highline Communities Plan (HCP) are closely coordinated. Much of the information from the HCP will be the base data for the technical portion of BATS. When completed and approved by the County Council the Burien Area Transportation Plan will be adopted as an amendment to the King County Comprehensive Plan.

Housing and Community Development (Block Grant) Program

King County, the cities and towns within the County (except Seattle and Bellevue) and the Muckleshoot Tribe are partners in a consortium which will receive a block grant totalling 4,518,000 million dollars in the third program year beginning July 1977. The funds come into King County

from the federal government based on the Housing and Community Development Act of 1974. The Act states its primary objective as "the development of viable urban communities, by providing decent housing and a suitable living environment and expanding economic opportunities, principally for persons of low and moderate income."

Solid Waste Management

Plans for a completely new, modern transfer station on the site of the present Bow Lake facility are in the final design stage. The King County Council has sold councilmanic general obligation bonds to provide capital expenditure funds for several Solid Waste Division projects, including the one at Bow Lake.

The new transfer station will be covered, contain a large storage area, space for compacting the refuse before it is placed in trailers and transported to the regional sanitary land fill at Cedar Hills, and electronic scales for determining fees charged. The new transfer station will provide a much cleaner, more convenient and efficient facility, as well as one that is aesthetically pleasing.

It is estimated that construction will begin in 1977 and will be completed in approximately 12 months. The present facility will be kept in operation during as much of the construction time as possible.

Other Policies, Plans and Programs

A number of other studies, adopted plans and ongoing programs have had and will have an effect in Highline. Adopted plans include the Shorelines Management Master Program, 1968 Fire District Planning Study, Public School Plans, RIBCO, and comprehensive plans for municipalities in the Highline area.

Programs which relate to Highline include Surface Water Management which is aimed at developing strategies for implementing plans, such as the Miller and Des Moines Creek drainage plans. Student study efforts have contributed information on the topics of Miller Creek drainage, the effects of Sea-Tac Airport on the surrounding communities and the development of the Burien business area.

The zoning which presently regulates land use in Highline was established in 1967. The plan will result in some recommended zoning change.

Much of the implementation of the plan will be through the County's ongoing capital improvement programming.

The Role of the Plan

The Plan, when adopted by ordinance by the King County Council, becomes the official development and program policy guide for Highline. It is used, in conjunction with the Comprehensive Plan, by the County Executive, Council, County departments and the Zoning and Subdivision Examiner when making decisions regarding Highline. Other local, regional and federal governmental agencies are urged to use the Plan in making decisions concerning Highline and in exploring new programs.

The Highline Communities

Highline is located in southwestern King County immediately south of the Seattle city limits. The communities area extends south to South 252nd, west to Puget Sound and east to I-5. Included in the area are the cities of Des Moines and Normandy Park and portions of the cities of Kent and Tukwila. All of the Highline School District and portions of the South Central school district are within the area.

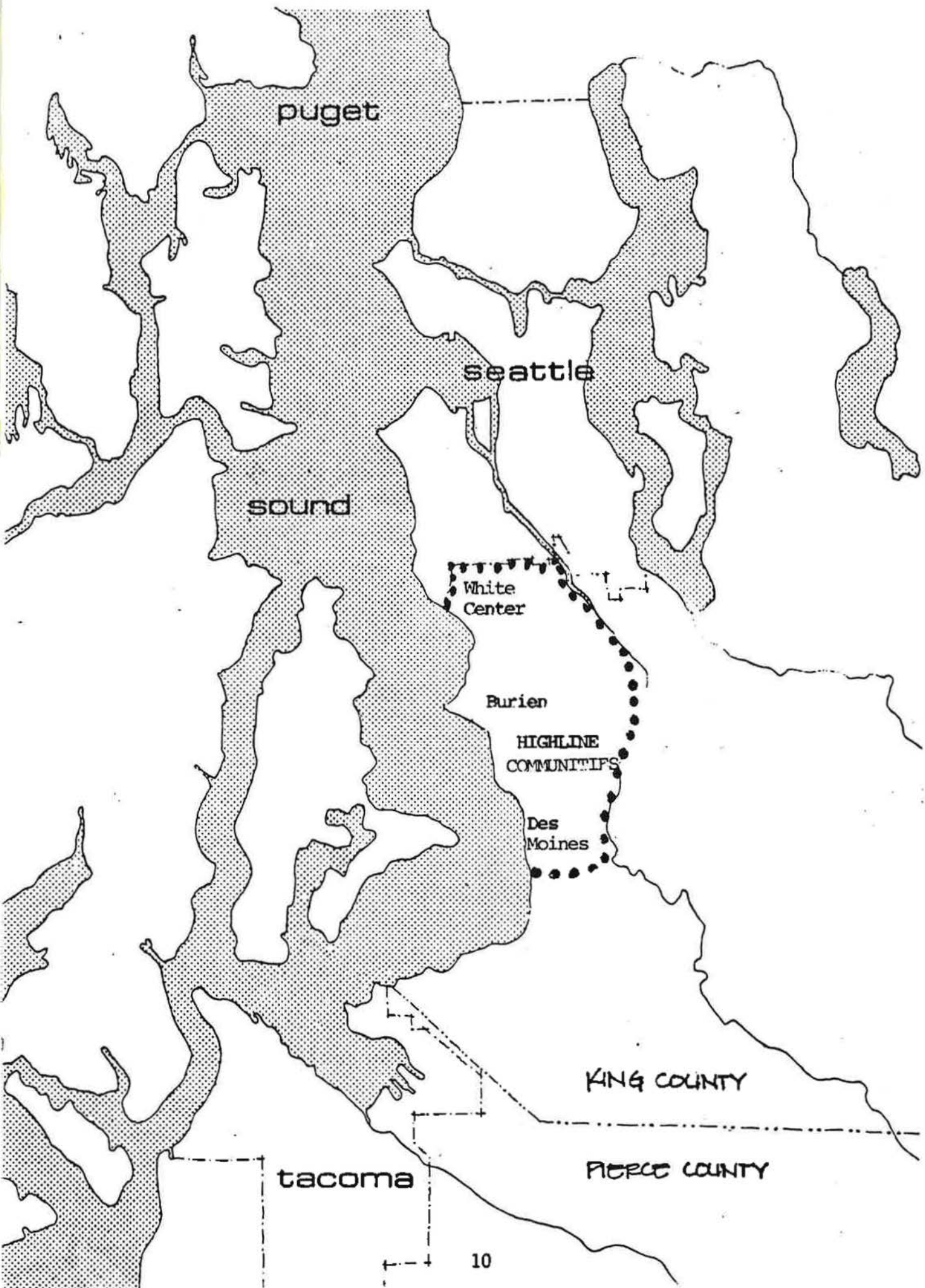
Environmental Determinants

Topographically the area is characterized as a gently rolling plateau, ranging from 350 to 450 feet in elevation with very abrupt slopes falling off to the east, northeast and west. The only sizeable area sloping gently to the sound is located at Des Moines. A smaller area with similar topography is located in the northern portion of Normandy Park near the outlet of Miller Creek. The three large creek drainage basins -- Des Moines, Miller and Salmon -- on the west side and the several small creeks on the east side of the plateau have created numerous rugged wooded ravines as they flow from the uplands to the Sound and river valley. Several lakes are located on the plateau, the largest being Lake Burien, Angle Lake, and Star Lake. Smaller lakes are Lake Hicks, Arbor Lake, Tub Lake, Lora Lake, Bow Lake and Arrow Lake.

Dominant species in the study area, which is located within the Humid Transitional Life Zone, are Douglas-fir, western hemlock and western red cedar. Undergrowth in the undeveloped areas is quite dense. Many species of wildlife are found throughout this life zone.

Natural processes both affect and are affected by development. Each year large sums of money are spent county-wide as a result of damage caused by natural processes such as floods, erosion and slides. Construction can alter or modify natural processes, i.e., impacting water tables or affecting soil erosion and stability factors.

Prior to development it is essential to determine specific potential impacts on the natural processes and flora and fauna so that any negative impacts can be minimized through careful design and engineering.



Historical Background

One of the first settlers in the central Highline area was a young Irishman named Mike Kelley, who in 1869 came into the rich Sunnysdale Valley and homesteaded near its north end. He blazed his trail off of the old military road that the army had built through the area in the 1850's. Many other settlers were right on his heels, anxious to farm in the fertile valley. By 1878, there was a large enough community in Sunnysdale Valley to support a school. A log school house became the nucleus of an expanding community. The Sunnysdale School served children from White Center to Des Moines, a total enrollment of 28. The school bell on the front lawn today was, in 1904, atop the first four rooms of the present Sunnysdale building.

Whereas Sunnysdale was largely a farming community, the area farther south owed its early growth mainly to the timber resources. While Mike Kelley was clearing his ranch, an Iowa man, T.A. Blasher, was scouting the shore looking for a suitable homesite. He found a beautiful spot - natural streams running into the Sound, clean swept beaches, and plentiful timber. He wrote home to friends who agreed to sponsor a townsite, provided it be named Des Moines.

In 1884, Des Moines profited from a real estate boom which was affecting the whole Puget Sound territory. Twenty-five foot lots sold for \$250 to \$500. Small buildings seemed to spring up overnight. Grand Avenue and several cross-streets were laid out. In 1889, the Post Office was established, and that year saw a movement to incorporate the city of Des Moines. But the action taken under territorial laws was invalid under the state laws. Not until eighty years later did Des Moines successfully incorporate. The first school building was erected near the present 6th Ave. and S. 220th Street in February, 1890.

Des Moines was an industrial center in these early years, with a large lumber mill owned by William Van Gasken. The mill dock also served as ferry dock until 1909, and Des Moines had daily boat service on the line that ran between Seattle and Tacoma.

The area expanded around the developing systems of transportation. The earliest settlements were near the most convenient water transportation on the Sound. The next settlements developed in areas near Military Road -- County road #1 -- which had been cut through in 1854. The Sunnysdale Valley settlers blazed a more direct trail to their farms by branching off the Military Road. As settlers in this valley took lands farther south, they simply added to the present road. Eventually it reached Des Moines, and so was called Des Moines Way. The first record of the Jacob Ambaum road is in 1906.

As settlements were established other schools were built. A school was established in 1893 in the Angle Lake Area. White Center residents had their first school in the Mt. View area on 16th S.W. in 1894. Riverton Heights had a school by 1900 and the old Manhattan School, which stood until recently at 180th and 1st Ave. S., was built in 1902.

Early residents gave their names to the areas they settled. In 1884, Gottlieb Boorian settled in what is now the Lake Burien district. Hazel Valley is named for the Haselton families, still living in the area, even though they purchased their property from earlier settlers such as the Solomon family (1870). Miller's Creek in Normandy Park bears the name of the family who settled there about 1890.

Summer beach homes first brought residents from Seattle to the Three Tree Point and Seahurst areas, probably after 1900. A boat dock at Three Tree Point and one at Seahurst beach provided commuter service with several daily stops. In 1911, White Center and Burien residents joined others in a volunteer community project of linking White Center and Burien to Seattle with a trolley line.

On June 30, 1912, the line was opened to White Center and Burien. Later, tracks were extended as far as Seahurst. In 1913, Burien's first school opened in a tent.

In 1917, a real estate boom opened White Center and Burien as residential areas. Ads appeared in the Seattle papers and on a fine Sunday afternoon many Seattle people would take the trolley out to see this new suburban development. The land was subdivided and sold, and houses began to spring up.

Initially most business growth occurred in White Center with some occurring in Burien. In Burien there was a real estate office and barber shop on the corner of 9th Ave. and 152nd Street and Wheeler's Department Store was on the corner of 151st and Ambaum. A lumber yard at 152nd and Ambaum stood where the Highline Trust and Savings Bank is today.

From 1917 to 1940 the growth of Burien was slow. White Center, being closer to Seattle, grew very rapidly. World War II and the sudden growth of defense activities and industries, especially the Boeing Airplane Company, account largely for the fact that in ten years, 1940-1950, the Highline population tripled from 15,000 to 45,000. The population again more than doubled between 1950 and 1960.

Although originally settled in small farms and logging communities, today Highline is essentially an urban residential area with a 1970 population of over 120,000 persons.

Social and Economic Characteristics

According to the 1970 census, the total population within the study area was 125,751 people. A 1975 estimate indicated that the population decreased by 2% to 122,908 people between 1970 and 1975. Relatively dense concentrations of people are apparent within White Center, east of Sea-Tac and in the North Hill neighborhood north of Des Moines. In general, population concentrations are higher in the northern half of the study area than in the southern portion.

The Boeing Company and other industries and businesses located in the adjacent river valleys are the principal source of employment for residents in Highline. The airport and airport-related business are the chief employers, generating over 15,000 jobs. Other major employers are the Highline School District and Highline Community College.

The Puget Sound Council of Governments has projected population, employment and land use for 1980 and 1990 using an Activity Allocation Model. The projected population and employment figures for each activity allocation module are shown below. Between 1970 and 1990 population is projected to increase by 21,138 people, or 17% and employment by 15,141, or 67%.

Land Use

Seattle-Tacoma International Airport dominates the area, both physically and economically. The opportunities and problems presented by the airport have been previously documented in the Sea-Tac Communities Plan.

The remainder of Highline is predominantly urban/suburban residential in character. Multi-family housing is generally clustered around existing commercial areas and the airport. Within the study area the primary commercial centers are those of Burien, Des Moines and White Center. Southcenter, a regional shopping center, is located directly east of the study area in Tukwila. Additionally, strip commercial developments are situated primarily along SR-99 and 1st Avenue South.

Recreation facilities located throughout Highline include neighborhood parks, community parks and swimming pools. Major parks are Des Moines Creek Park, Seahurst Park and Saltwater State Park. Seahurst and Saltwater provide access to Puget Sound beaches. The only major boat launching facility is the Des Moines Marina in the city of Des Moines. Cultural and art facilities are provided at Moshier Art Center and private galleries. In the Sea-Tac Communities Plan the north and south airport acquisition areas are planned to develop in primarily recreation uses, i.e., golf course, trails, wetland preservation, equestrian area, and additional park and community facilities.

The existing transportation system provides accessibility to the activities previously discussed and mobility for residents of the study area. The private auto is the principal mode of travel. Major street and highway facilities serving Highline include the limited access freeways I-5, SR-518 and SR-509. Other main highways are SR-516, SR-99, 1st Avenue South, Ambaum Boulevard and South 188th Street.

Supplementary modes of travel available in Highline are transit (Metro), aviation (Sea-Tac Airport), and bicycle and pedestrian facilities. Adjacent to the study area are passenger and freight trains, ferries and additional aviation facilities (Boeing Field).

An assumption of this Plan is that, with few exceptions, existing facilities will remain in public use throughout the planning period. Changes in existing systems may affect the requirements and, in turn, the proposals contained in this document.

Policies and Guidelines

Existing development in Highline is substantial and, for the most part, not subject to drastic reordering. Consequently, the plan concept focuses on reinforcing and improving existing centers and neighborhoods while striving for a balance of land uses in terms of proportion and the physical relationships of various intensities of commercial, industrial, residential, transportation and open space uses.

The future of Highline Communities will continue to be shaped by ongoing decisions and achievements. This section is a series of goals, objectives and policies which will serve as a guide in decision-making.

The goal and objective statements on the following pages portray ends toward which the community is striving. They establish the "why" of the plan and are based upon community expressed values. Goals and objectives provide a direction or orientation for land, community facility and program development.

The policies, upon adoption of the plan, become official guidelines or courses of action which will affect decisions. Policies are intended to apply to situations or circumstances. They define "how" goals are to be achieved. Application of policy will occur over time through land use, project and program decisions - both public and private.

Physical and Economic Development

The communities of Highline vary considerably in their physical form and appearance. Urban lot sizes in the White Center area, for example, contrast sharply with the estate-size properties along Puget Sound or in the more southerly portions of Highline. Citizens, however, share concerns about the protection of the landscape, environmental quality, neighborhood stability, community identity, orderly development and economic health.

Development Limitations

Many people credit their enjoyment and appreciation of the Highline area to its beauty and natural character. To maintain that character, deliberate community and governmental action will be necessary. Public and private development projects must include sensitivity to the natural environment. Also, the establishment of permanent, private and public open space can assure community aesthetics and often provide multi-use solutions to problems such as drainage or incompatible land uses.

Goal: Safeguard the Abundant Natural Features of View, Water and Vegetation.

Objective: Preserve and protect the natural environment.

Objective: Promote diversified and extensive open space systems.

Saving as many trees, ponds and greenbelts as possible should be part of responsible development. In order to retain natural qualities, specific measures must be applied to development.

H-1

policy: *Ensure environmental protection in areas of hazards, wetlands, shorelines, view and substantial remaining natural vegetation.*

Shorelines management, subdivision, short-plat, grading, planned unit development and zoning P-suffix approvals are the primary tools for ensuring responsible development.¹

¹ See Glossary, page 227.

Development Hazards:

The King County Comprehensive Plan contains a section on "Steep Slopes as Open Space" which addresses slope, landslide and erosion factors (Ordinance 1683). King County is currently considering modifying the criteria for development control in hazard areas. In response to the most current thinking, revised guidelines should be applied in the Soos Creek planning area.

Moderate Landslide and Seismic Hazards:

Moderate landslide and seismic hazard areas are areas of Class II Landslide and Class II Seismic Hazards (see map, page 21). As part of the development approval process, the following must be provided to King County:

1. site and soils analysis establishing the slope, soil and geologic character of the site.

Any of the following may be required at the discretion of King County, based on evaluation of (1) above:

2. a tree removal plan;
3. an erosion abatement plan;
4. a grading plan;
5. a reduction in the density permitted by zoning.

Severe Landslide and Seismic Hazards:

Severe landslide and seismic hazard areas are areas of Class III Landslide and Class III Seismic Hazards (see map, page 21). As part of the development approval process, all of the following must be provided to King County:

1. site and soils analysis establishing the slope, soil and geologic character of the site;
2. a tree removal plan;
3. an erosion abatement plan;
4. a grading plan;
5. a building site plan and a list of construction conditions to be imposed.

The following may be required at the discretion of King County, based on evaluation of (1-5) above:

6. a reduction in the density permitted by zoning.

Wetlands:

Existing wetlands policies (Ordinance 1838) establish criteria for preservation versus removal of wetlands and suggested means of implementation. Wetlands in Highline that are clearly important to the drainage system and open space network are proposed to be preserved through 1) purchase, 2) dedication to King County or 3) common open space required as a condition of development approval. When no maintenance is required undivided joint (private) ownership is satisfactory. When maintenance of the common open space will be necessary, the County can require it to be conveyed to a private association. Both of these methods are preferable to dedication, because these methods do not have budgetary or liability implications to the County that dedication has. Acquisition should be used only when there is a general public benefit which extends beyond the immediate neighborhood of the project. Wetland areas are depicted on the map, opposite.

Shorelines:

King County's Shoreline Master Program has been developed to effectively manage development of critical waterfront areas. Policies address shoreline use, economic development, public access, conservation, recreation, historical/cultural protection and restoration, circulation and residential development.

Shoreline environments are defined, with regulatory control having application to shorelines with particular characteristics.

In some instances, shoreline environment designations conflict with existing zoning. Implementation of the most appropriate land use type or density can properly be addressed by this plan and its subsequent area zoning. Areas affected by shorelines control are depicted on the map, opposite.

Views:

Taking advantage of view potentials and using open space as a visual focus are desirable features of development.

H-2 *policy: Preserve and enhance views and vistas*

The appreciation of view is certainly much more subjective than, say, recognition of the need for hazard area development controls. As such, detailed regulatory guidelines are of dubious value. The approach of this plan is twofold:

1. In matters requiring approval of the County Zoning Examiner or County Council, the above policy should be pursued by encouraging developers to capitalize on any view opportunities and discouraging actions detrimental to existing views;
2. Capitalize on and create desirable views and vistas in public projects, where possible. (This theme is reflected in a variety of plan proposals).

Vegetation:

A valuable consideration in any new development is sensitive treatment of existing stands of trees. A more desirable business or living environment will result if substantial groves of trees are considered a special resource and treated accordingly.

H-3 *policy: To the greatest extent possible, existing trees should be preserved and incorporated as a site amenity in all new development.*

Even in this highly developed portion of King County, potential value is also seen in the protection of land form and ground cover prior to the beginning of the building permit process. In some cases, property owners have cleared before any permits or zoning approvals have been even applied for. Regulatory control of clearing and grubbing would be to the benefit of water quality, drainage and community aesthetics. It is recognized that many difficulties exist, such as definitions, extent or degree of control and enforcement. Yet, it is recommended that King

County strengthen existing ordinances or consider the development of new ordinances to regulate major alternations to land form and tree cover. ^{G1}

Drainage and Pollution

The greenbelts formed by Miller, Des Moines and Salmon Creeks offer some of the greatest natural amenity in Highline. The existing streams and wetlands must be protected in order to fully realize their potential as open space elements. Additionally, large amounts of stormwater runoff create unnatural stream flows which destroy the stream environment and damage adjacent development. The peak stream flows, therefore, must be maintained at or near existing levels. In areas of severe drainage problems, the quantity of runoff should be addressed.

Goal: Solve Drainage and Pollution Problems

Objective: Protect existing streams and wetlands

Objective: Achieve and maintain natural peak stream flows

Water Quality:

Miller and Des²Moines Creek basins were the focus of the Sea-Tac Communities Plan. However, water quality conditions in other areas within Highline (notably Salmon Creek) are also affected by urban drainage. In areas that are already developed and with other urban services, there clearly is a need to.

H-4

policy: Promote sanitary sewerage of unsewered areas.

In areas outside current sewer district boundaries, annexation is the first step. The formation of Utility Local Improvement Districts (ULID's) must follow. Partial subsidy of ULID assessments has been

^{G1} Land form and tree cover controls

(NOTE: G subscripts are used throughout this section to denote the GENERAL proposals of the plan. Included are program recommendations, such as G1, and special public facility proposals. The GENERAL proposals are included in the Development Plans section and the Implementation Tables).

² Sea-Tac Communities Plan, King County and Port of Seattle, 1976, Chapter 6.3 "Water Quality and Drainage".

provided to certain areas in the past through the Housing and Community Development Block Grant Program; continued use of that special funding source is proposed.

Since the initiative of property owners is the basis for both annexation and ULID formation, concerted work with the public needs to be done to effectively carry out the above policy. A public information program should be undertaken to encourage public participation in demonstrating the need for and benefits of sewer service.^{G2}

Chemical pollution of streams and wetlands is also a factor in water quality. It can result from the application of fertilizers. Better use of chemical treatment may result if review of application procedures is undertaken.

H-5 *policy: King County and other agencies should review their procedures for applying chemical treatment to ballfields, playgrounds, along roads and on other areas of vegetation.*

The review of the proper use of fertilizers and weed and pest controls should also be extended to the broader community. Information is now being made available on proper procedures for the use of fertilizers and weed and pest control, urging that dosages be kept minimal.³

Water quality can also be improved by actions to reduce water temperature. Algae growth can be attributed to high nutrient concentrations due to the lack of sewerage and higher than natural water temperatures during the summer low flow periods. In addition to sewerage unsewered areas, the establishment of shade trees along stream banks will improve water quality and aesthetic conditions.

H-6 *policy: The removal of existing shade trees along streams and wetlands is to be avoided*

H-7 *policy: Require shade tree planting along streams and wetlands in new developments*

G2 Public information program - sanitary sewers

3 Home Tips for Clean Streams, Planning Division, King County Department of Planning and Community Development, 1976

Water Quantity:

Implementation of the drainage plans for Miller and Des Moines Creeks⁴ will substantially relieve urban runoff problems in Highline. For Salmon Creek Area, such a improvement plan is proposed to be developed (D1, page). Currently, Surface Water Management techniques are being developed by King County to implement such plans.

Some drainage problem areas are not logical elements of the watercourse system since they have no natural outflow, only infiltration. The Hermes Depression in White Center is a prime example. Such potholes need to be given special treatment in order to adequately receive runoff.

H-8 policy: *Utilize isolated improvements to remedy isolated drainage problems.*

Projects are identified which could and should proceed toward realization in advance of implementation of an overall drainage basin plan. Other areas, such as the one between 26th and 28th SW, from SW 98th to SW 104th St. in White Center, will need additional attention in order for problems to be documented and solutions developed.

The holding pond systems proposed for Miller and Des Moines Creeks are aimed at stabilizing flows to avoid destruction of the natural biota, erosion, siltation and property damage due to flooding. Both the Sea-Tac Communities Plan and River Basin Coordinating Committee (RIBCO) efforts clearly established that closed systems do not retain or restore the desirable natural character or function of streams and wetlands. While, in some instances conduits may be a logical necessity . . .

H-9 policy: *Flow stabilization should be controlled and maintained primarily through holding pond or other retention systems.*

Recreation use of holding pond areas should be established wherever practicable, and incorporated into a network of open space (STCP 6.6.1:7).

⁴ Sea-Tac Communities Plan, Loc. cit.

Population and Economy

Over the last 20 years, population and economic growth have resulted from rapid suburban expansion and a burgeoning Sea-Tac Airport. As the Highline area has matured, social and economic problems related to population growth and aircraft noise have come to the forefront. New opportunities to replace housing lost due to noise impact are needed. Reinforcement and improvement of areas already committed to apartment, business and industrial development should be encouraged.

- Goal: Maintain a Steadily Increasing Community Population and a Vigorous Economy
- Objective: Provide adequate variety and choice in housing.
- Objective: Reinforce existing apartment, business and industrial areas.
- Objective: Encourage a variety of retail trade, service and commercial uses to locate within existing business concentrations or logical extensions of existing centers.
- Objective: Encourage utilization of "skipped over" areas and redevelopment of poorly developed land.

Housing:

The period of greatest growth in Highline has passed. Between 1976 and 1990 the population is expected to increase modestly (20,000 persons) in comparison to pre-1970 growth. There is still a need to provide for that growth and to provide a choice in housing aimed at a variety of tastes, lifestyles and incomes.

H-10 policy: *Provide for a range of housing densities, both single and multi-family.*

Neighborhoods in the northern portions of Highline are the oldest and, in some cases, housing decline is evident. In order for low and moderately priced housing to remain a housing choice, public action is necessary.

⁵ Sea-Tac Communities Plan, Sixth Month Report: Environmental Assessment, King County, 1973

H-11

policy: *Improve deteriorated or declining housing through rehabilitation and repair.*

A prime opportunity to implement this policy lies with the King County Housing and Community Development Housing Repair program. The Housing Repair Program can provide eligible homeowners, who must voluntarily apply for repair funds, with up to \$2,000 on a grant basis and up to an additional \$1,000 on a deferred loan basis. The specific amount of money which each homeowner can receive is determined by the homeowner's household income and by the eligible repair work. Health and safety repairs must be made before other repairs can be assisted, because the homes must be safe and sanitary after the repairs are completed. The development plans identify areas recommended to receive housing repair assistance.

A variety of public housing units are located throughout the Highline area. Two issues have surfaced with regard to new housing units of that type. First, it is important that low cost housing be in close proximity to business areas so that personal services are readily accessible to elderly and low income families.

H-12

policy: *Low cost multi-family housing should locate with convenient access to urban services.*

It is also felt, however, that within a given urban center (i.e. White Center, Burien or Des Moines) an effort should be made to avoid highly concentrated pockets of housing intended exclusively for certain social, age or income groups (a one or two block area, for example). A preferable approach is to encourage housing variety within the community.

H-13

policy: *Disperse rather than concentrate low cost multi-family housing*

Mobile homes are another significant element of the housing market. As the cost of single family homes continues to rise, the mobile home increases in attractiveness for many families.

There is evidence of strong demand in Highline for mobile home living. Recently, the Port of Seattle attempted to relocate residents of a mobile home park that was within the airport acquisition area south of Sea-Tac. Port officials found very few vacancies in other Highline area mobile home parks.

In King County, mobile home parks are permitted outright only within the RM900 zone (maximum density multiple dwellings). This classification also permits business and professional offices as well as apartments at a density of one unit per 900 square feet of lot area. Often, fully developed mobile home parks are actually far less dense in terms of units per acre.

In order to more adequately provide for mobile home parks, it is recommended that mobile home parks be made a permitted use, with development conditions, in the high density (RM1800) and medium density (RM2400) classifications of the King County Zoning Code.^{G3}

Mixed Use:

The concept of mixed residential and commercial uses within one structure has received considerable support within the community. There is value seen in allowing some "apartments above - shops below" development within business areas. Particularly in Burien, between SW 153rd St. and Ambaum Blvd., the mixed use concept might work well and ought to be encouraged.

The mix of shopping, living and working activities would stimulate the business area by increasing development possibilities, encouraging close-in higher density living and adding some pedestrian oriented character to Burien. Mixed office, apartment and major retail use is not allowed within one structure under current County zoning regulations. It is recommended that current zoning regulations be modified or new guidelines be established to allow some of this type development to occur.^{G4} Mixed use zoning provisions should be geared to medium or large scale real estate projects that are characterized by:

- 1) Two or more significant revenue producing uses (such as retail, office, residential, hotel/motel and recreation) which are mutually supportive;
- 2) Significant functional and physical integration of project components (and thus a highly intensive use of land), including such elements as ground floor retail, offices and recreation with upper floor high density residential living, offices, hotel/motel, etc. Uninterrupted pedestrian connections and other amenities should also be included;
- 3) Development in accordance with a coherent plan which would stipulate the type and scale of uses, permitted densities and related items. In addition, the ground floor uses should serve the greater community rather than just the building itself.

G3 Code Revision - Mobile home parks

G4 Mixed Use Code Development

Commercial Development:

Economic assessments of the White Center⁶ and Burien⁷ business districts prepared as part of this planning effort, reveal that significant growth of commercial, retail and service uses is not to be expected. Population and employee disposable income and shopping patterns were analyzed to derive supportable floor area figures, by land use category, for White Center and Burien. Those figures fall very near the median supportable floor areas for each type of use. That is, throughout the country half of the businesses of a particular type operate with more market support, half with less. The median is felt to generally represent the dividing line between weak or failing businesses and thriving ones. Burien and White Center fall in the range of being reasonably healthy, economically, but have enough commercial, retail and services to meet the demands of their markets. It is therefore important to reinforce existing business areas.

H-14

policy: *Provide for future space demands through the development and redevelopment of existing service and retail centers.*

In addition to the business centers, arterial strip commercial development has occurred along Ambaum Blvd. S.W., 1st Ave. S. and Pacific Highway South. It is difficult to encourage development of land currently zoned for business or arterial commercial uses if the length or breadth of strip commercial areas can easily be extended. The planned growth of arterial commercial strips should be internal, emphasizing development and redevelopment of property already committed to that type of use. Within the current length and breadth of strip commercial areas, locational choice for highway oriented business still would exist. Discouraging the expansion of strip development is an adopted policy of King County and an important part of this plan.

The Development Plan maps depict the above commercial development policies. Areas of growth that are proposed emphasize "infilling" or the recognition that change has already begun in some areas. Implementation of these policies will occur as new development proposals are evaluated based on the plan.

In addition, consideration should be given to the possibility of relaxing height limitations for redevelopment and renovation proposals to encourage use of existing structures rather than expansion along arterials.

⁶ White Center Business Area: Economic Assessment, Planning Division, King County Department of Planning and Community Development, 1976.

⁷ Burien Market Support Study, Planning Division, King County Department of Planning and Community Development, 1976.

Adequacy of parking, character of existing structures and view obstruction are obvious elements to be included in assessing the desirability of any code change. G5

Manufacturing and Industry:

The Sea-Tac Communities Plan examined the industrial potential of Highline with particular attention paid to possible use of noise impact areas.

Industrial use must prove to be economical, feasible, and logically located. The Duwamish and Green River Valleys contain industrial development that is significant, not only to South King County, but to the entire region. These industrial areas have evolved and grown principally due to some distinctive advantages they possess such as rail access, navigable waterways, adequate power, and large level sites. In addition, they are also convenient to the Airport. The influence of the Duwamish and Green River Valley industrial belt on the Highline area is unmistakable. Very little non-airport industry exists on the Highline plateau; over 200 acres of land are currently zoned for manufacturing or industry and approximately 20 acres are presently developed with industrial uses.

The noise impacted areas do not contain the necessary economic factors and amenities to attract major industry in competition with nearby industrial centers. In addition, conversion of areas north and south of the Airport to industrial use could impose incompatible uses on surrounding permanent residential neighborhoods.

A significant market for air cargo related warehousing does not really exist either. The nature of air freight is one involving little lay-over in storage; to warehouse goods for long periods would defeat the purpose of rapid air shipping. The limited storage and warehousing needs, along with the more extensive maintenance facility requirements of air carriers, are presently being met by facilities located on the Airport itself. Future air cargo and aircraft maintenance needs can better be met by utilizing some land on the Airport's west side, south of S. 176th St.

Properties in the Riverton area, land to the southwest of Sea-Tac and a few parcels in White Center are suitable, zoned, and as yet undeveloped for light manufacturing or industry.

H-15

policy: *Encourage full utilization of land currently available for manufacturing and industry.*

G5 Research: possible zoning code amendment - height limitations.

Neighborhood Stability

The condition of residential neighborhoods is a fundamental concern of all communities. Action which can strengthen the identity or enhance the character of permanent neighborhoods should be encouraged.

The Sea-Tac Communities Plan establishes a variety of noise remedies aimed at resolving the uncertainty connected with noise impact. For a large portion of Highline, those programs will go the furthest toward stabilizing residential areas.

Road improvements, park development, establishment of community centers and orderly growth can also help to achieve lasting, desirable neighborhoods. Such elements are spread throughout this Plan. However, land use compatibility and encroachment relate specifically to neighborhood permanence.

Goal: Enhance and Protect Permanent Residential Neighborhoods.

Objective: Minimize the encroachment connected with urban growth and development

Land Use Compatibility:

Compatibility between land uses can often be better achieved by using freeways and arterials as planning elements as well as circulation features.

H-16

policy: Recognize freeways and major arterials as potential barriers/ boundaries between different land uses.

The Development Plans (pages 185-221) reflect the use of this policy.

Another key facet of compatibility amongst different land uses is the treatment employed at property lines where transition occurs.

H-17

policy: Setbacks and landscaping should be provided as buffering between areas planned for different land use.

Some landscaping provisions for new development are needed, in addition to the few screening requirements currently specified in the King County Zoning Code. While such guidelines would normally be drafted as County-wide regulations, until such codes are developed landscaping provisions can be implemented in Highline through this plan.

The development controls process offers some implementation possibilities. The zoning "P Suffix" will be applied in apartment and commercial areas to obtain conditional site plan approval when no policy application would otherwise occur. The landscaping guidelines will also be used in establishing conditions for planned unit development approval.

Currently, site plan approval is required for Manufacturing Park (M-P) developments; landscaping along property lines is called for in certain instances. Also, some requirements exist in the present Neighborhood Business Zone (B-N).

The buffering guidelines of this plan are to be used along with existing screening requirements; the more restrictive requirement would apply.

The following categories provide minimum landscaping criteria:

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 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.

The landscaping criteria above will be used in addition to the screening requirements specified in the County Zoning Code, as outlined below:

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.

Land Use Change:

In some instances compatibility amongst different land uses will result only through change within a neighborhood. Such change may occur over a number of years. To minimize problems, it is necessary that

H-18

policy: *Conversion of land uses within or near single-family residential areas should be accomplished through orderly transition programs.*

The tract PUD technique described in the Sea-Tac Communities Plan (6.6.4: 3, 4) would enhance the marketability of small parcels under multiple ownerships in areas of proposed land use change. The Tract PUD should be further developed as an official means to encourage orderly transition of single family areas where necessary or desirable. G⁶

Zoning (i.e., reclassification) is another means of achieving land use compatibility through change. This plan includes proposals to alter the zoning in certain areas, thereby modifying the intensity and range of land uses currently permitted (See Development Plans - land use proposals).

Community Identity

Many citizens within Highline have expressed a need for a greater sense of place and feeling of belonging, i.e. community identity. Unfortunately, growth and development have produced a variety of unrelated features which hinder a cohesive community identity. In combination, all aspects of a community contribute toward its image. Clustering community services, improving and beautifying business areas and neighborhoods, preserving a link to the past and orderly growth all are elements of identity.

G⁶ Tract PUD code development

Historic Preservation:

One aspect of community identity that has been met with an enthusiastic response is the development of a greater sense of community history.

Goal: Strengthen Community Identity Through Preservation and Enhancement of Features Having Historical or Community Significance.

Objective: Increase public awareness of historical buildings, streets places and events.

Identification and preservation of historic features and landmarks is an important element in planning for Highline's future. The ancestral and cultural bonds to the first settlements should be retained, where feasible, to insure that future generations will have an opportunity to appreciate the past. Preservation of historic features helps to build a sense of community identity and spirit. Since the original settlements of the area occurred relatively recently, opportunities still exist to retain a good record of Highlines heritage. Where possible, . . .

H-19

policy: *Protect and enhance historical features in the development of public and private projects.*

The identification of key historical features increases the likelihood that the above policy can be implemented. It is recommended that the historical inventory prepared as part of this planning effort⁸ be used as the basis for historical site and event designation throughout the Highline area.^{G7} However, some additional capability should be developed to effectively deal with key historical elements. To that end, King County should develop the legal framework to enable the formation of special historic districts and guidelines for the preservation of heritage sites in Highline.^{G8}

^{G7} Historical designations.

^{G8} Heritage sites ordinance development.

⁸ Historical Streets and Structures Inventory, Circa 1880 to 1910, Planning Division, King County Department of Planning and Community Development, 1976.

Aesthetic Quality:

Many factors are involved in assessing the aesthetic quality of any given structure, business area or community. Each person reacts subjectively to his environment with positive, negative or ambivalent feelings. An element of development quality which has received repeated attention from citizens is the appearance of business, apartments, parking lots and streets.

Goal: Improve the Aesthetic Quality of Public and Private Development

Objective: Encourage landscape treatment in new and existing development

The idea of landscaping and street trees along roadways has not always met with consensus approval. Citizen opinion is divided. However, it is felt that for the additional cost substantial visual improvement can be achieved. Consequently, major improvements to arterials proposed in this plan include the provision of landscaping. Also, the Burien and White Center business area plans include some landscape and street tree proposals in conjunction with circulation improvements.

H-20 policy: *Landscaping, including street trees, should be a part of all future arterial street development or redevelopment*

H-21 policy: *Within key areas of growth or redevelopment, landscaping and circulation provisions should further enhance the quality and cohesiveness of development.*

Where landscaping is to be provided as part of a public project, there must also be assurance of adequate, continuing maintenance.

Although much of the Highline area is developed, some new business and apartments can still be expected. Some vacant and underutilized areas remain which, when developed, can have substantial affect on the aesthetic quality of the community. Parking lot landscaping would go a long way toward creating pleasing effects in any new development.

H-22 policy: *Landscaping should be included as part of all apartment, business, commercial, industrial and public facility development.*

The zoning "P-Suffix" in apartment and business areas is proposed to be used to obtain conditional site plan approval when no policy application would otherwise occur. Landscaping guidelines would also be used in establishing conditions for Planned Unit Development (PUD) approval.

New apartment, office, business, commercial and industrial development should provide parking lot landscaping as outlined below, using again the minimum landscaping criteria on page 35 of this plan:

- (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 a mature spread of 50' are used (min. 15' tall when planted). One tree for every 5 spaces, if trees with a mature spread of less 50' are used (8' tall when planted)	No parking stall should be more than 70' from some landscaped area. Landscaping considered as achieving the desired effect must be located between parking stalls, at the end of parking columns, or between parking stalls & property line.
office	5'	5		
business/ commercial	5'	5		
industrial	10'	10		

The responsibility of the developer includes both installation and maintenance. Installation and the first two years of maintenance should be assured by a cash performance bond.

Transportation

The emphasis in transportation is on safe, efficient, low cost improvements that will increase the attractiveness of walking, biking and transit as well as accommodate auto travel.

- Goal: Develop an Improved and Balanced Transportation System.
- Objective: Provide more and better bicycle facilities
- Objective: Provide more and better pedestrian facilities
- Objective: Improve circulation
- Objective: Improve transit service
- Objective: Emphasize upgrading of arterials and improvements in business centers to provide adequate circulation and levels of service.

Bicycle and Pedestrian Circulation:

Citizens want low-cost bicycle and pedestrian facilities. Emphasizing use of publicly owned right-of-way rather than buying new right-of-way will reduce costs and result in the development of more facilities. Secondary and collector arterial rights-of-way should be emphasized for bikeway construction for safety reasons; speed limits and number of vehicle are generally lower than on major arterials.

The inclusion of pedestrian and bicycle improvements with road construction or reconstruction would also help reduce total costs. Hard surface pathways cost less than sidewalks and should be emphasized, although sidewalks may in some cases remain desirable, particularly in or adjacent to business areas. Finally, new development should provide linkages to bicycle and pedestrian systems as they do to the auto circulation system.

- | | |
|------|------------------------------------------------------------------------------------------------------------------------------------------|
| H-23 | <u>policy:</u> Bikeway development should emphasize the use of secondary and collector arterial rights-of-way and utility rights-of-way. |
| H-24 | <u>policy:</u> Pedestrian facilities development should emphasize the use of street and utility rights-of-way. |
| H-25 | <u>policy:</u> Road construction, including major improvement projects, should include provisions for pedestrian and bicycle movement. |

H-26

policy: *Emphasize the development of hard surface pathways rather than sidewalks.*

H-27

policy: *New development should include provisions for pedestrian circulation.*

Primarily, the above policies would be carried out by implementing the project proposals of this plan. Continuing review of new development, i.e. rezone, planned unit development, zoning P-suffix and subdivision approvals, would be a second means of implementation.

A clear emphasis desired by Highline residents is for the development of functional bicycle and pedestrian routes. That is, the routes would link activity centers of employment, education, commerce, recreation and governmental activities. Leisure or touring routes are clearly less desirable for this area. Integrating bicycle and pedestrian facilities with schools, business areas and parks will place the facilities where the demand is high.

H-28

policy: *Integrate bicycle and pedestrian routes with school locations, activity centers and walkway systems.*

Transit:

Most citizen comments on transit have been general . . . "improve transit service." The most mentioned specific concern has been to improve east-west transit service. Presently there is only one east-west transit route and it connects Burien, Sea-Tac Airport, Southcenter, Renton, Newport Hills, Bellevue, Kirkland, Bothell and Kenmore. Potential service improvements to be examined include: better coverage of the Highline area, better service to major attractions within Highline, and better connections to regional attractions like Southcenter, the Duwamish industrial area, Kent and Renton. Also to be considered is the feasibility of providing para-transit services such as dial-a-ride and carpool or vanpool related improvements.

H-29

policy: *Improve local transit or para-transit service, especially east-west.*

Metro's current transit emphasis is to provide a competitive transportation mode (i.e., transit) as an alternative to auto travel. Shifting commuters from private autos to transit decreases the pressure on streets and highways during the peak period of use thereby lessening the need for new highway facilities and major improvements to existing facilities. Concentrating on major employment areas will enable transit to serve the greatest number of people during the peak travel hours.

Another area of concern with Highline residents is serving non-work trips (shopping, recreation, etc.) more adequately during the off-peak times of the day, including service to the population dependent on non-auto travel (the elderly, young, poor and handicapped).

H-30 *policy: Provide good transit connections to major employment areas.*

Integrating the different transportation modes to increase mode transfer possibilities can improve travel times and reduce dependence on the private auto. Examples of mode coordination are: adjustment of bus schedules, provision of bicycle storage facilities at major transit transfer points and construction of park-and-ride lots, transit flyer stops and transit shelters.

H-31 *policy: Integrate bicycle, pedestrian, bus and street systems to emphasize easy transfer between different modes of transportation (e.g. bicycle and bus)*

Streets and Highways:

Two major problem spots affecting Highline are the SR 509 terminus and the 1st Ave. S. bridge in Seattle. SR 509, a limited access facility, currently terminates at Des Moines Way S. The auto traffic is dumped on to Des Moines Way S. which is not designed to handle it. The State Department of Highways owns right-of-way south to Kent-Des Moines Road (SR 516); -funding and environmental problems have delayed further construction. The Sea-Tac Communities Plan recognized the future extension of SR 509 to Kent-Des Moines Road, and proposed provisions for integrating a south access to Sea-Tac Airport. The State Department of Highways (DOH) is also cooperating in the Burien Area Transportation Study and examining the issue of a terminus for SR 509. The 1st Ave. S. bridge is also under the jurisdiction of the DOH. Work on it has also been postponed because of funding problems. Reconstruction of the bridge would eliminate a severe congestion and safety problem and enhance the SR 509 link from Seattle to South King County.

H-32 *policy: Encourage final determination of the terminus of the SR 509 route with immediate emphasis on completion to S. 188th St. and improvements to the 1st Ave. S. Bridge corridor.*

Along major arterials consolidation of access points would help to reduce confusing traffic movements and would increase safety for the

motorist, bicyclist and pedestrian. Two prime examples of confusing traffic patterns caused by numerous access points are Pacific Highway South and 1st Ave. S. In new development, provisions for curbing, landscaping and bicycle and pedestrian circulation can be obtained via the process of site plan approval for new construction.

H-33

policy: *Along major arterials, consolidate access points to frontage properties where possible*

In street construction and reconstruction, a strong emphasis should be on operational and low cost projects to improve circulation and maximize efficiency instead of construction of new facilities. Operational improvements can significantly reduce travel time and traffic congestion. Operational improvements are generally much less expensive than new construction, are supported by citizens and are environmentally acceptable. Examples of operational improvements are interconnected signals, restricting on-street parking, the provision of left turn lanes, and providing traffic control at intersections where warranted.

H-34

policy: *Emphasize operational projects to improve circulation and maximize the efficiency of the existing system.*

H-35

policy: *Encourage construction of highway facilities only when non-construction alternatives fail to provide adequate levels of service.*

Auto circulation remains a problem within the White Center and Burien business districts. Vast parking areas are unrelated to one another and sometimes even poorly related to the businesses they should directly serve. The business area development plans include proposals to allow more efficient use of available parking space. Joint use of parking areas can open the possibility of rear access to many businesses. In meeting required parking provisions for new construction, joint use would allow for reduction in the necessary number of parking stalls.

H-36

policy: *Encourage joint utilization of parking within business areas.*

Human Service

The emphasis of this plan in the realm of human service is on physical facilities devoted to serving the community. Parks and recreation represents the bulk of such facilities. Services for the elderly, crime prevention and control, employment and job training and animal control are largely beyond the scope of this plan. However, there is community concern about all of those subjects. That concern, expressed here, should serve as a resource in the development of human service programs.

- Goal: Meet the Human Service Needs of Highline, a Diverse, Highly Developed, Heterogeneous Community.
- Objective: Provide a balance in parks and recreation designed for a variety of age groups and interests both now and in the future
- Objective: Improve the level and accessibility of services to elderly and low income persons.
- Objective: Improve crime prevention and control
- Objective: Maintain or increase employment and job training opportunities
- Objective: Improve animal control

Parks and Recreation

In 1968 the voters of King County passed Forward Thrust Park and Recreation Resolution No. 34571. One hundred and eighteen million dollars were authorized for acquisition and development of park and recreation projects county wide.

Completed Forward Thrust projects are providing a multitude of park and recreation opportunities for county residents. However, rapidly increasing maintenance and operation costs have forced the County to investigate economy measures and program cut-backs. It is recognized that new park and recreation projects must be designed for cost efficiency. As a result, King County has embarked upon a program to determine how future park and recreation demand can best be satisfied in terms of the available financial resources.

While the County has shown concern over the high cost of park and recreation service delivery, local citizens have expressed similar kinds of ideas. The opening series of community meetings in Highline produced

concerns and suggestions for greater efficiency within the park and recreation program. An interest was expressed in allowing limited user fees for some new park and recreation opportunities, as long as such fees were not looked upon as a panacea, replacing existing budgetary commitments. More importantly, time and effort of interested citizens is a large untapped resource. Community groups are often anxious to contribute their efforts to development and upkeep projects.

To achieve desired levels of leisure time opportunities it will be necessary to. . . .

H-37 policy: *Promote public/private and public/public cooperation in developing the communities recreation and cultural capabilities.*

A specific example of community involvement to finance and develop special park and cultural facilities, would be an effort by local citizens to finance and construct a new performing cultural arts theater on county property adjacent to the Burien Library. The County should support, encourage and assist this and similar citizens' efforts to raise private capital where public financing may be limited.

Another important aspect of providing adequate parks and recreation facilities is the cost of operations and maintenance. It is critical that new capital projects be accompanied by commitments to adequately operate and maintain them.

H-38 policy: *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.*

Since the middle 1960's sports programs in King County have expanded at such a rate that, in spite of Forward Thrust, the County has not been able to build or expand athletic facilities rapidly enough to keep pace with the public demand.⁹ Many more teams exist than can be accommodated for soccer, softball and basketball. Tennis courts are jammed as well.

While needs for leisure parks and other facilities must be addressed in order to achieve a total parks and recreation concept for Highline, as a result of citizen involvement and continuing community support, active sports and recreation facilities remain a top priority.

⁹ Technical Report: Parks and Recreation Needs Assessment in the Highline Communities Planning Area, Planning Division, King County Department of Planning and Community Development, 1976.

H-39

policy: *Emphasize the development of active recreation opportunities.*

The Highline and South Central School Districts possess a vast array of facilities which have been bought and paid for by local taxpayers, the same taxpayers who pay for County facilities. The community cannot afford for the County and the school districts to develop completely independent recreation systems, each serving all the residents of Highline. Prudent management of expensive scarce resources would call for very close cooperation between the County and the school districts in maintaining a wide range of public facilities. This would ensure that the citizens of Highline are served by the widest possible range of park and recreation facilities for the least number of tax dollars.

H-40

policy: *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.*

H-41

policy: *Maximize the use of school facilities as activity and recreation centers for all ages.*

In some cases, opportunities also exist to accomplish several purposes, in addition to recreation, with a single action. Examples include the retention of steep slopes, ravines or wetlands for park purposes while mitigating slide or flood hazards. In addition, the Sea-Tac Communities Plan established that airport acquisition areas north and south of Sea-Tac should be developed for open space and recreation uses which are compatible with the noise abatement and drainage objectives of that plan.

The multi-use concept, accomplishing several separate functions with one action, would seem to be a good approach to resource and energy conservation.

H-42

policy: *Emphasize the combination of separate public use functions when developing park and recreation proposals.*

The total Forward Thrust account for Highline is currently in the 3 million dollar range.¹⁰ This amount represents an unexpended cumulative total of 560 thousand dollars earmarked for neighborhood parks, (some of

¹⁰ Technical Report: Forward Thrust Projects in the Highline Communities Planning Area, Planning Division, King County Department of Planning and Community Development, 1976.

which has been committed to particular neighborhood) 657 thousand dollars for Seola Beach boat launching, 40 thousand dollars for the Des Moines - Angle Lake trail and 1.8 million dollars for the Puget Sound Boulevard.

Certainly some, but probably not all, of the 1.8 million dollar Puget Sound Boulevard money will be available to be spent on new projects in Highline.

In addition to the 3 million, another 4 million dollars originally was slated for a county wide scenic highways package. If that project is dropped, the funds would be available for reallocation. It is not certain how this money will be distributed. However, Highline can expect a share of this sum.

Because of the limited amount of available Forward Thrust dollars, it will be necessary to seek additional funding to complete all of the contemplated projects in Highline. In order to assure that those proposals which rank among the top priorities will be completed

H-43

policy: Utilize remaining Forward Thrust dollars to fund the highest priority park and recreation needs in Highline.

Other Services

Crime Prevention and Control:

Vandalism and residential burglary are major concerns of those citizens expressing views on police protection. Better police protection is among the top priority issues in the east sub-area (McMicken Heights, Bow Lake, Angle Lake). This issue encompasses crime prevention and traffic law enforcement (control of hot-rodding and speeding).

In some instances, citizens feel that more police patrols are necessary; others suggest that if existing coverage were somehow more visible or obvious it would help. Many residents also recognize that an active neighborhood anti-crime or block watch program is something they can do.

Between October 1973 and October 1974, a residential burglary prevention program was undertaken in 6 patrol districts within the Southwest Precinct. The project area extended south from the city of Seattle to approximately S. 188th St., between U.S. 99 and Puget Sound. In 1972 this area had the highest rate of burglary in unincorporated King County. A public education effort was made through meetings, movies, literature, discussion of burglary and larceny patterns, preventative

measures, etc. While audiences were uniformly supportive, very few persons wanted further involvement (engraving items, security inspection, etc.).¹¹

The number of police patrols is a program consideration beyond the scope of this plan. However, there are other points that can appropriately be made:

1. The most frequent age of burglar is 15 years and most burglaries occur within 1 mile of the offenders home. The provision of adequate local activity and recreation facilities may help to reduce idleness, vandalism and burglary;
2. The Community Crime Prevention Unit of the King County Department of Public Safety is willing to meet with any interested citizen or group to discuss what citizens can do;
3. Citizen opinion obtained during the development of this plan seems to indicate that programs such as the regulation of locks and security hardware and mandatory bicycle registration would be desirable.

A new Southwest Precinct facility will be combined with the Roxbury and Airport District Courts in a new building near the Burien library.^{G9} This will enhance the efficiency of both law and justice services.

Animal Control:

Currently, a county wide leash law is being considered. The law would apply in unincorporated areas of King County, and would require that dogs not on their owners property be chained or leashed. Highline residents, who have expressed a desire for improved animal control, will be able to voice their opinions on the proposed leash law. The law will appear as an advisory question on the ballot September 21, 1976.

Employment and Job Training:

The 1976 King County budget review process included consideration of reductions in County "job-line" service to Highline residents. Eventually, proposed cuts were not implemented. That controversy focused community attention on the subject of employment and job training opportunities within Highline, particularly in the White Center area.

^{G9} Police Precinct/District Court Facility

¹¹ Final Report: Residential Burglary Prevention Program, King County Department of Public Safety, 1974.

Projects and Programs

Government Facilities:

Under present governmental organization, there are also ways to increase the effectiveness of local government. Congregating dispersed County field offices would make them more easily accessible to the public and would facilitate community/ governmental communications by increasing visibility and providing a focus in dealing with King County.

H-45

policy: *Congregate dispersed governmental offices in a central place, together with other community services, activities and facilities.*

In Burien, it is proposed that the Chelsea Park Elementary School facility be utilized as a governmental/community center^{G10}. In White Center, County services such as Job Line should be relocated to the White Center fieldhouse. Currently, the White Center Job Line is located in the Community Service Center within the Seattle City limits.

Use of the Plan

Decision-Making:

An issue repeatedly raised is the extent to which the Highline Communities Plan will affect government decisions on development and spending. Citizens involved in the planning process expect that adoption of this plan represents a commitment by King County to

H-46

policy: *Utilize the Highline Communities Plan as the basis for development and spending decisions in the Highline area.*

While this plan will not be officially adopted by other units of government serving Highline, it should be used to coordinate decisions amongst public agencies and between public and private interests.

G10 Highline Governmental/Community Center - Chelsea

On-going Planning:

Adoption of the community plan should represent a new beginning, rather than an end for community/County liason, discussion, monitoring and review. As a first step, King County will retain a local office to serve Southwest King County. Functions should include continuing to improve the working relationship between King County and the Port of Seattle which was established in the Sea-Tac Communities Plan and following through on many proposals begun through this plan.

A community office should continue to serve as a focus for citizen ideas, concerns and ongoing projects.

An effective means is also needed whereby Highline residents can monitor the implementation of this plan by County government.

H-47

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

Notifications to the Highline Community Council, Burien, White Center and Des Moines - Midway Chambers of Commerce and other general interest citizen groups should be made on:⁶¹¹

1. Zoning issues requiring County action in a public hearing forum. Specifically, Conditional Use Permit, Plat and Rezone applications;
2. Environmental Impact Statements;
3. Proposed County Program Budget;
4. Proposed County Capital Improvement Program.

Consistent referrals and conscientious advisory opinions will establish a system for community use of this plan and effective monitoring of its implementation.¹²

⁶¹¹ Community referral

¹² Currently, King County is exploring the idea of giving elected community councils greater authority in land use decisions made in their respective areas. The Policy Development Commission will formulate a proposal on this topic and submit it to the County Council in early 1978 for consideration.

Management and Planning

The unincorporated portions of Highline contain over 100,000 people. This area is the most urbanized and populated unincorporated place in the State of Washington. From the standpoint of local government, Highline contains many special purpose districts; King County serves as general purpose government. A few incorporation movements have surfaced over the years, as well as one proposal to establish a new county (Evergreen). None of these efforts have succeeded, and incorporation is not currently a visible issue in Highline.

Local Government

Throughout the development of this plan people have expressed the desire to improve the functioning of local government.

- Goal: Increase the Effectiveness of Local Government in Addressing the Urban Problems and Needs of Highline.
- Objective: Increase access to governmental services and programs
- Objective: Increase community/governmental communications
- Objective: Coordinate development and spending decisions amongst public agencies and between public and private interests
- Objective: Provide for on-going community use of the Highline Communities Plan

Delivery of Services:

As mentioned, services to Highline residents are delivered via many special districts. There are two school districts, nine fire districts, five sewer districts, fourteen water districts, King County and other service units doing business within the Highline area. Many citizens feel that confusion and a diminished capability for adequate service is a result. This plan process did not uncover a consensus for any one solution. Incorporation, consolidation of special purpose districts, a two-tier government concept and distinct service areas within County government (including, for example, rural, suburban and urban) are alternatives for improving management of Highline's local government.

H-44

policy: Priority for funding employment and job training programs should be consistent with community need.

This section contains the descriptions of all plan proposals, by functional category, including appropriate maps and implementation program tables.

The implementation program includes the estimated costs of all proposals, their relative priority and an indication of primary implementation responsibility. To the extent feasible, possible funding sources have been identified.

The tables indicate both a priority and a time frame.¹ While the time frame is necessary and useful, the priority is the key element; the availability of more or less funds may affect actual starting and completion dates. Another important factor is that extraordinary opportunities or constraints, unknown at this time, could bear on the sequence of achieving the proposals.

Estimated costs were obtained from the responsible jurisdictions, i.e., the cities of Des Moines and Normandy Park, the State Highway Department, King County Department of Public Works and King County Parks Division. As projects rise on the priority list, more detailed analysis of soils, drainage, specific design, etc. would be done by the responsible jurisdiction. For some projects, this additional information could change the scope of work required and the estimated project cost.

For the majority of projects listed as first priority, a funding source can be identified and money is available. General proposals must be integrated into departmental programs.

In parks and recreation, \$584,900 is available in the West Central Community Allocation (WCCA). The West Central area is primarily Highline, but includes Allentown and Skyway. The WCCA is this area's share of reallocated County Forward Thrust Funds made available by the abandonment of certain projects (e.g., Puget Sound Boulevard and County-wide Scenic Drives).

In the Implementation Program tables, first priority projects for which WCCA funds are suggested total to more than the allocation. Matching funds (e.g., IAC) or new sources, such as the recent Federal Local Public Works Employment Act (EDA) would be needed to accomplish all projects.

A similar philosophy applies to all categories of projects. That is, only certain funding sources are available now, but the priorities established here would guide the way funds, which might become available, would be spent.

This plan, including its proposed means of implementation, will bear significantly on development and spending decisions made in the future. It does not supplant the processes of area zoning, capital improvement programming and program budgeting which will follow plan adoption.

¹ See Appendix #1 for definitions of abbreviations used in the Implementation Program tables.

Land Use Proposals and Zoning Guidelines

The policies of the Plan propose buffering, landscaping and hazard area development guidelines to apply to new development. Most apartment, business, commercial and industrial zones, as well as residential zones within identified hazard areas, are currently subject to building permit review--not site plan review through which the guidelines of this plan can be implemented.

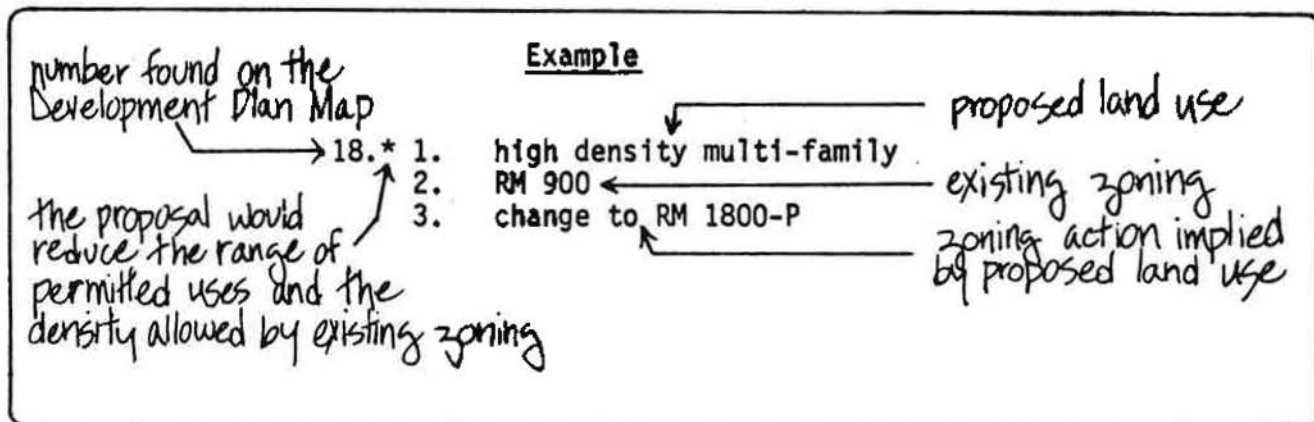
Lacking an overall development ordinance, the Plan proposes that apartment, business, commercial and industrial zones, and residential zones within hazard areas be amended (via subsequent area zoning) by attachment of the zoning "P-Suffix". This provision will allow policy implementation through mandatory site plan review and approval.

The Plan also recommends certain changes in the overall land use pattern and, consequently, implies zoning action. This section contains a list of zoning issues, including requests of some property owners, which outlines:

1. The land use which is proposed on the Development Plan Map²
2. The existing zoning³
3. The zoning action which is implied by the proposed land use

The issues are listed by community sub-area (i.e., White Center, Burien, etc.) The number at the left margin keys the proposal to a particular location on the Development Plan Map for that sub-area.

Some proposals imply zoning actions which would reduce the range, intensity or density of land uses from that allowed by the existing zoning. For easy reference, those issues are marked with an asterisk(*).



Each issue (or group of issues, as appropriate) is followed by a brief statement of the idea behind the proposal.

2 The definition for the proposed land use categories are found in Appendix #2. The Development Plan maps are found, by sub-area, beginning on page 185.

3 The definition for the zoning classifications contained on the list are found in Appendix #2.

White Center: issues 1 - 21k⁴

1.
 1. maximum density multi-familyproposed land use
 2. RM 1800existing zoning
 3. attach potential RM 900implied zoning action

2.
 1. maximum density multi-family
 2. RM 7200
 3. attach potential RM 900

(1 - 2) Provides for more apartments adjacent to the business district. The emphasis is on development of high density residential support in and around existing retail centers.

3.
 1. residential/mixed use
 2. RM 1800
 3. change to mixed use when new zone is adopted

4.
 1. residential/mixed use
 2. RM 1800
 3. change to mixed use when new zone is adopted

(3-4) Represents a new recommended zoning concept. Will provide maximum flexibility and greater utilization of land along 17th Ave. SW from SW 100th St. to SW 107th St.

5.
 1. highway oriented business
 2. BC
 3. change to CG-P

(5) Reinforces the general commercial/highway oriented business area by expanding use to a full block and providing a transition to adjacent light industry.

6.
 1. high density multi-family
 2. RS 7200 (potential RM 2400)
 3. change to potential RM 1800

7.
 1. high density multi-family
 2. RM 2400
 3. attach potential RM 1800

(6.&7.) Provides for more apartments adjacent to the business district. The emphasis is on development of high density residential support in and around existing retail centers.

⁴ In White Center the overall quantity of stormwater runoff is a major problem in addition to peak flow period flooding, a characteristic of the Miller and Des Moines Creek Basins. More intensive development than is allowed under current zoning should not be provided for until a drainage improvement plan for the Salmon Creek Basin has been developed and implementation begun.

- 8. 1. light manufacturing proposed land use
- 2. RM 2400 existing zoning
- 3. attach potential ML implied zoning action

- 9. 1. light manufacturing
- 2. CG
- 3. change to M L-P

(8.&9.) Recognition of the existence of manufacturing zoning in this area and provision for a small amount of expansion at this location. It then becomes unnecessary to establish more scattered zoning of this type intermingled with the retail core.

- 10. 1. medium density multi-family
- 2. RS 7200
- 3. attach potential RM 2400

(10.) Provides for expansion of an existing medium density multi-family living area.

- 11. 1. highway oriented business
- 2. RM 1800
- 3. attach potential CG

- 12. 1. highway oriented business
- 2. RS 7200 (potential 1800)
- 3. attach potential CG

(11.&12.) Fills out existing zoning pattern (one block in depth).

- 13.* 1. high density multi-family
- 2. RS 7200 (potential CG)
- 3. change to potential RM-1800

- 14. 1. maximum density multi-family
- 2. RS 7200
- 3. attach potential RM 900

(13.&14.) Provides high density living areas near business district and accomplishes transition from commercial to less dense residential use.

- 15.* 1. medium density multi-familyproposed land use
- 2. RM 900existing zoning
- 3. change to RM 2400-P, mobile home parks permitted .implied zoning action

(15.) Reflects the plan's recommendation that mobile homes be allowed in RM-1800 and RM-2400 zones, thus eliminating the need for RM-900 zoning. The less intensive apartment zone would be more compatible with adjacent zones, as a transition to single family, if mobile home use were to cease.

- 16. 1. residential/retail mixed use
- 2. BC
- 3. change to potential mixed use when new zone is adopted.

(16.) Represents a new recommended zoning concept. Mixed use is proposed at some locations in Burien and along Ambaum Boulevard. It would allow greater flexibility in the types of development (i.e., retail/apartment/office combinations).

- 17.* 1. high density multi-family
- 2. RM 900
- 3. change to RM 1800-P

- 18.* 1. high density multi-family
- 2. RM 900
- 3. change to RM 1800-P

(17.&18.) Reduces the spread of small office uses along 1st Ave. S. and encourages high density apartment uses instead.

- 19.* 1. single family, 4 - 6 units/acre
- 2. RM 900
- 3. change to RS 7200

- 20.* 1. single family, 4 - 6 units/acre
- 2. CG
- 3. change to RS 7200

(19.&20.) Maintains single family neighborhoods in the vicinity of 1st Ave. S. by containing the breadth of arterial strip development.

- 21. 1. maximum density multi-family
- 2. RM 2400
- 3. attach potential RM 900

(21.) Allows for maximum density apartment or office use, consistent with adjacent retail and multi-family zones.

- (Rector case - requests RM 900)
- 21a. 1. high density multi-family proposed land use
 - 2. RD 3600 existing zoning
 - 3. attach potential RM 1800. implied zoning action

- (Burke case-requests RM 1800)
- 21b. 1. single family, 3-4 units/acre
 - 2. RS 9600
 - 3. retain RS 9600

- (Thomasson case-requests CG)
- 21c. 1. general commercial
 - 2. BC
 - 3. change to CG-P

- (Orsillo case-requests RM 900)
- 21d. 1. single family, 4 - 6 units/acre
 - 2. RS 7200
 - 3. retain RS 7200

- (McConville case-requests RM 1800)
- 21e. 1. single family, 3 - 4 units/acre
 - 2. RS 9600
 - 3. retain RS 9600

- (Phelps case-requests ML)
- 21f. 1. highway oriented commercial
 - 2. CG
 - 3. retain CG

- (DiMartino case-requests BC)
- 21g. 1. general commercial
 - 2. CG
 - 3. retain CG

- (Hess case-requests RM 900)
- 21h. 1. single family, 4 - 6 units/acre
 - 2. RS 7200
 - 3. retain RS 7200

- (chamber request)
- 21i. 1. light manufacturing
 - 2. RM-900
 - 3. change to ML-P

- (chamber request)
- 21j. 1. general commercial
 - 2. RM-900
 - 3. change to CG-P

- (chamber request)
- 21k. 1. high density multi-family
 - 2. RS 7200
 - 3. change to RM-1800-P

(21b.-21k.) These issues are owner or White Center Chamber of Commerce initiated zoning requests.

- 37. 1. residential/retail mixed useproposed land use
- 2. BCexisting zoning
- 3. change to mixed use when new zone is adopted . . .implied zoning action
- 38. 1. residential/retail mixed use
- 2. BC
- 3. change to mixed use when new zone is adopted

(35.-38.) Represents a new recommended zoning concept. Mixed use is proposed at some locations in Burien and along Ambaum Boulevard. It would allow greater flexibility in the types of development (i.e., retail/apartment/office combinations).

- 39.* 1. offices
- 2. CG
- 3. change to RM 900 - P
- 40.* 1. offices
- 2. CG
- 3. change to RM 900 -P
- 41.* 1. offices
- 2. BC
- 3. change to RM 900 -P

(39.-41.) Recommends 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 SW 148th.

- 42. 1. residential/retail mixed use
- 2. CG
- 3. change to mixed use when new zone is adopted
- 43. 1. residential/retail mixed use
- 2. BC
- 3. change to mixed use when new zone is adopted
- 44.* 1. community retail business
- 2. CG
- 3. change to BC -P

(44.) Recaptures some land along 1st. Ave. S. for retail use. The overall concept for the Burien business area emphasizes retail use in the center, not heavy commercial.

(Note: no number 45)

- 46.* 1. community retail business.proposed land use
- 2. CGexisting zoning
- 3. change to BC -P.implied zoning action

(46.) Recaptures some land along Ambaum Blvd. for retail use. The overall concept for the Burien business area emphasizes retail use in the center, not heavy commercial.

- 47. 1. residential/retail mixed use
- 2. BC
- 3. change to mixed use when new zone is adopted

- 48. 1. residential/retail mixed use
- 2. RM 900
- 3. change to mixed use when new zone is adopted.

(47.&48.) Represents a new recommended zoning concept. Mixed use is proposed at some locations in Burien and along Ambaum Boulevard. It would allow greater flexibility in the types of development (i.e., retail/apartment/office combinations).

- 49.* 1. community retail business
- 2. CG
- 3. change to BC -P

- 50.* 1. community retail business
- 2. CG
- 3. change to BC -P

- 51. 1. community retail business
- 2. RM 1800
- 3. change to BC-P

(49.-51.) Recaptures some land along Ambaum Blvd. for retail use. The overall concept for the Burien business area emphasizes retail use in the center, not heavy commercial.

- 52.* 1. offices
- 2. CG
- 3. change to BC -P

(52.) Recommends office/retail use rather than expansion of heavier commercial uses at this location.

Burien: Issues 22 - 72c

- 22. 1. low density multi-family proposed land use
- 2. RS 7200. existing zoning
- 3. attach potential RD 3600 implied zoning action

- 23. 1. low density multi-family
- 2. RS 7200
- 3. attach potential RD 3600

(22.&23.) Provides transition between single family homes to the west and higher density multi-family zoning to the east. They will help establish the western limit of expansion for the Burien commercial and multi-family living areas.

- 24.* 1. medium density multi-family
- 2. RM 900
- 3. change to RM 2400 -P

- 25. 1. medium density multi-family
- 2. RD 3600
- 3. attach potential RM 2400

- 26. 1. medium density multi-family
- 2. RD 3600
- 3. attach potential RM 2400

(24.-26.) Provides for medium density apartment development adjacent to the urban retail center and close to urban services. Will provide economic support to the retail center without encroachment of businesses, offices or high density apartments into the single family residential neighborhoods.

- 27.* 1. offices
- 2. CG
- 3. change to BC -P

(27.) Recommends office/retail use rather than expansion of heavier commercial uses at this location.

- 28.* 1. offices
- 2. CG
- 3. change to RM 900 -P

- 29. 1. offices proposed land use
- 2. RD 3600 existing zoning
- 3. change to RM 900 -P implied zoning action

(28.&29.) 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.

- 30. 1. high density multi-family
- 2. RS 7200
- 3. attach potential RM 1800
- 31. 1. medium density multi-family
- 2. RS 7200
- 3. attach potential RM 2400
- 32. 1. high density multi-family
- 2. RS 7200
- 3. attach potential RM 1800
- 33. 1. high density multi-family
- 2. RS 7200
- 3. attach potential RM 1800

(31.-33.) Provides for more apartments adjacent to the business district. The emphasis is on development of high density residential support in and around existing retail centers.

- 34.* 1. community retail business
- 2. CG
- 3. change to BC -P

(34.) Recaptures some land along Ambaum Blvd. for retail use. The overall concept for the Burien business area emphasizes retail use in the center, not heavy commercial.

- 35. 1. residential/retail mixed use
- 2. CG
- 3. change to mixed use when new zone is adopted.
- 36. 1. residential/retail mixed use
- 2. CG
- 3. change to mixed use when new zone is adopted.

- 53. 1. offices proposed land use
- 2. RM 1800 existing zoning
- 3. change to RM 900-P. implied zoning action

(53.) 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.

- 54.* 1. maximum density multi-family
- 2. CG
- 3. change to RM 900-P

- 55.* 1. maximum density multi-family
- 2. BC
- 3. change to RM 900-P

(54.&55.) Provides for more apartments adjacent to the business district. The emphasis is on development of high density residential support in and around existing centers. Changes here provide a more consistent apartment/office pattern.

- 56.* 1. offices
- 2. CG
- 3. change to RM 900-P

(56.) 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.

- 57. 1. medium density multi-family
- 2. RD 3600
- 3. attach potential RM 2400

- 58. 1. medium density multi-family
- 2. RS 7200
- 3. attach potential RM 2400

(57.&58.) Provides transition between single family homes to the west and higher density multi-family zoning to the east. They will help establish the western limit of expansion for the Burien commercial and multi-family living areas.

- 59. 1. maximum density multi-familyproposed land use
- 2. RM 1800.existing zoning
- 3. attach potential RM 900.implied zoning action
- 60. 1. maximum density multi-family
- 2. RM 1800
- 3. attach potential RM 900
- 61. 1. high density multi-family
- 2. RS 7200
- 3. attach potential RM 1800

(59.&61.) Provides for more apartments adjacent to the business district. The emphasis is on development of high density residential support in and around existing retail centers.

- 62.* 1. high density multi-family
- 2. CG
- 3. change to RM 1800-P

(62.) Recommends apartments as more compatible with adjacent properties and consistent with the established land use pattern at this intersection.

- 63. 1. residential/retail mixed use
- 2. BC
- 3. change to mixed use when new zone is adopted
- 64. 1. residential/retail mixed use
- 2. BC
- 3. change to mixed use when new zone is adopted
- 65. 1. residential/retail mixed use
- 2. RM 900
- 3. change to mixed use when new zone is adopted
- 66. 1. residential/retail mixed use
- 2. RM 900
- 3. change to mixed use when new zone is adopted

(63.-66.) Represents a new recommended zoning concept. Mixed use is proposed at some locations in Burien and along Ambaum Boulevard. It would allow greater flexibility in the types of development (i.e., retail/apartment/office combinations).

- 67. 1. high density multi-family
- 2. RS 7200
- 3. attach potential RM 1800

- 68. 1. high density multi-family. proposed land use
- 2. RS 7200. existing zoning
- 3. attach potential RM 1800 implied zoning action
- 69. 1. high density multi-family
- 2. RS 7200
- 3. attach potential RM 1800
- 70. 1. high density multi-family
- 2. RS 7200
- 3. attach potential RM 1800
- 71. 1. high density multi-family
- 2. RS 7200
- 3. attach potential RM 1800
- 72. 1. high density multi-family
- 2. RS 7200
- 3. attach potential RM 1800

(67.-72.) Recommends high density apartment zoning near Burien. Although separated from the retail area by a major freeway, this is a desirable location for apartment growth and is adjacent to a community recreation center. This area is depicted as multi-family use on the adopted Sea-Tac Communities Plan.

- 72a.*1. single family, 4 - 6 units/acre
- 2. RS 7200 (potential RM 2400)
- 3. remove potential RM 2400
- 72b.*1. single family, 4-6 units/acre
- 2. SR (potential RM 1800)
- 3. remove potential RM 1800 (development conditioned upon provision of sewers and a surface water drainage system that does not impact Miller Creek)

(72a.-72b.) These recommendations reflect the adopted Sea-Tac Communities Plan which depicts single family residential on the Airport's west side.

- 72c. 1. offices
- 2. RS 7200
- 3. add potential RM 900

(72c.) Recognizes that the natural ravine is the boundary for Five Corners commercial center. Office use would provide transition by fronting on 1st Ave. S. and using buffering treatment along easterly property line.

West: issues 73 - 85

- 73.* 1. single family, 4-6 units/acre.proposed land use
- 2. RM 900existing zoning
- 3. change to RS 7200.implied zoning action

- 74.* 1. single family, 4 - 6 units/acre
- 2. RM 900
- 3. change to RS 7200

(73.&74.) Maintains existing single family neighborhoods by preventing encroachment of non-single family uses.

- 75. 1. high density multi-family
- 2. RS 7200
- 3. attach potential RM 1800

- 76. 1. medium density multi-family
- 2. RS 7200
- 3. attach potential RM 2400

(75.&76.) Recognizes adjacent medium and high density zones. Provides apartment areas adjacent to Manhattan neighborhood shopping area.

- 77. 1. high density multi-family
- 2. RS 7200
- 3. attach potential RM 1800

- 78.* 1. high density multi-family
- 2. MP
- 3. change to RM 1800-P

(77.&78.) Reflects Sea-Tac Communities Plan concepts for extensive multi-family housing between Des Moines Way and 1st Ave. S., east of Manhattan shopping center.

- 79. 1. light manufacturing
- 2. RS 7200
- 3. attach potential MP

- 80. 1. light manufacturing
- 2. RS 7200
- 3. attach potential MP

- 81. 1. light manufacturing proposed land use
- 2. RM 2400 existing zoning
- 3. attach potential MP implied zoning action

(79.-81.) Reflects Sea-Tac Communities Plan commitment for light manufacturing south of S. 176th St., near 12th Pl. S.

- 82. 1. high density multi-family
- 2. SR
- 3. attach potential RM 1800

(82.) Reflects Sea-Tac Communities Plan concepts for extensive multi-family housing between Des Moines Way and 1st Ave. S., east of Manhattan shopping center.

(Note: no number 83)

- 84. 1. neighborhood business
- 2. RS 9600
- 3. change to BN-P

(84.) Provides zoning for the long standing neighborhood business use of the property.

- 85. 1. offices
- 2. RM 1800
- 3. change to RM 900-P

(85.) Allows greater flexibility in determining use; offices are preferred.

North: Issues 88 - 146

- 86. 1. light manufacturing
- 2. SR
- 3. attach potential ML

- 87. 1. light manufacturingproposed land use
- 2. SRexisting zoning
- 3. attach potential MLimplied zoning action

(86.&87.) Provides for some additional manufacturing use in an area that is already primarily committed to industry.

- 88.* 1. high density multi-family
- 2. RM 900
- 3. change to RM 1800-P, mobile home parks permitted

- 89.* 1. high density multi-family
- 2. RM 900
- 3. change to RM 1800-P

- 90.* 1. high density multi-family
- 2. RM 900
- 3. change to RM 1800-P

(88.-90.) Provides additional areas strictly for high density apartment living; excludes offices.

- 91. 1. industry
- 2. RS 7200
- 3. attach potential MH

(91.) Provides for some additional manufacturing use in an area that is already primarily committed to industry.

- 92.* 1. medium density multi-family
- 2. RS 7200 (potential RM 900)
- 3. change to potential RM 2400

- 93.* 1. medium density multi-family
- 2. RM 900
- 3. change to RM 2400-P

(92.&93.) Realigns zoning in this area for transition between single family and industrial zoning. Recommends that offices use not be introduced into this area.

(Note: no number 94.)

- 95. 1. medium density multi-family proposed land use
- 2. RS 7200 existing zoning
- 3. attach potential RM 2400. implied zoning action
- 96. 1. medium density multi-family
- 2. RS 7200
- 3. attach potential RM 2400
- 97. 1. medium density multi-family
- 2. RS 7200
- 3. attach potential RM 2400

(95.-97.) Allows for apartment development between Des Moines Way S. and W. Marginal Way S. Recognizes zoning in the vicinity.

(Note: no number 98.)

- 99.* 1. single family, 4-6 units/acre
- 2. RM 2400
- 3. change to RS 7200

(99.) Recommends continued single family residential and removal of isolated zone.

(Mortenson case - requesting RD 3600)

- 100. 1. low density multi-family
- 2. RS 7200
- 3. change to RD 3600

(100.) Concurs with property owners request. Will provide transition between eventual medium density apartments to the north and single family homes to the south.

(Pizzaro case - requests RM 2400)

- 101. 1. medium density multi-family, except for properties fronting Roseburg which are planned for single family, 4-6 units/acre.
- 2. RS 7200 (potential RM 2400), except along Roseburg where the zoning is RS 7200.
- 3. change to RM 2400-P, except along Roseburg where zoning would remain RS 7200.

(101.) Concurs with owner request for medium density apartment zoning, except along Roseburg where single family residential would remain. Development conditions added via P-suffix.

(Knighton-Bode case - request RM 2400)

- 102. 1. medium density multi-family proposed land use
- 2. RS 7200 (potential RM 2400) existing zoning
- 3. change to RM 2400-P implied zoning action

(102.) Concurs with owner request for medium density apartment zoning. Development conditions added via P-suffix.

- 103. 1. medium density multi-family
- 2. RS 7200
- 3. attach potential RM 2400

- 104. 1. medium density multi-family
- 2. RS 7200
- 3. attach potential RM 2400

- 105. 1. medium density multi-family
- 2. RS 7200
- 3. attach potential RM 2400

- 106. 1. medium density multi-family
- 2. RS 7200
- 3. attach potential RM 2400

(103.-106.) Establishes buffer between business and adjacent single family residential properties.

- 107.*1. medium density multi-family
- 2. RM 900
- 3. change to RM 2400-P

- 108.*1. medium density multi-family
- 2. RM 900
- 3. change to RM 2400-P

(107.-108.) Recommends apartment rather than office use, for development along the corridor near the retail areas.

- 109.*1. medium density multi-family
- 2. BC
- 3. change to RM 2400-P

(109.) Would establish apartment property, to front on Roseburg Ave. S., rather than commercial. Presently, commercial areas are served by S. 120th and Des Moines Way S. Apartments provide transition to single family areas east of Roseburg.

- 110.*1. low density multi-familyproposed land use
- 2. RS 7200 (potential RM 2400).existing zoning
- 3. change to potential RD 3600.implied zoning action

- 111.*1. low density multi-family
- 2. RS 7200 (potential RM 2400)
- 3. change to potential RD 3600

- 112.*1. low density multi-family
- 2. RS 7200 (potential RM 2400)
- 3. change to potential RD 3600

- 113.*1. low density multi-family
- 2. RM 2400
- 3. change to RD 3600

- 114. 1. low density multi-family
- 2. RS 7200
- 3. attach potential RD 3600

(110.-114.) Because of slope, soil, and access, duplex units are recommended. This would reduce neighborhood impacts on nearby single family areas and be more consistent with environmental constraints.

(Shavey Case - requests RM 900)

- 115. 1. offices
- 2. RS 7200 (potential RD 3600)
- 3. change to RM 900-P

- 116. 1. offices
- 2. RS 7200 (potential RD 3600)
- 3. change to potential RM 900

(115.&116.) Establishes areas for office development related to Riverton Hospital.

- 117. 1. neighborhood business
- 2. RS 7200
- 3. attach potential BN

(117.) Expands neighborhood business use to southeast quadrant of S. 128th S. and Des Moines Way. Expansion is consistent with the adopted Sea-Tac Communities Plan.

- 118.*1. high density multi-family proposed land use
- 2. RM 900. existing zoning
- 3. change to RM 1800-P implied zoning action

(118.) Provides additional areas strictly for high density apartment living; excludes offices.

- 119. 1. low density multi-family
- 2. RS 7200
- 3. attach potential RD 3600

(119.) Allows for some increase in potential density for property adjacent to Pacific Highway South. Property is oriented to the highway, more so than to single family areas to the east.

- 120. 1. high density multi-family
- 2. RD 3600
- 3. attach potential RM 1800

- 121. 1. high density multi-family
- 2. RD 3600
- 3. attach potential RM 1800

- 122. 1. high density multi-family
- 2. RS 7200
- 3. attach potential RM 1800

(120.-122.) Allows for higher density related to arterial strip.

- 123.*1. high density multi-family
- 2. RM 900
- 3. change to RM 1800-P, mobile homes parks permitted

(123.) Reflects the plan's recommendation that mobile homes be allowed in RM-1800 and RM-2400 zones, thus eliminating the need for RM-900 zoning. The less intensive apartment zone would be more compatible with adjacent zones, as a transition to single family, if mobile home use were to cease.

- 124. 1. medium density multi-family
- 2. RS 7200
- 3. attach potential RM 2400

(124.) Establishes a medium density multi-family zone between high density apartments and single family zoning.

- 125. 1. high density multi-family proposed land use
- 2. RS 7200 existing zoning
- 3. attach potential RM 1800 implied zoning action

(125.) Fills in high density apartment area.

- 126.*1. high density multi-family
- 2. RM 900
- 3. change to RM 1800-P, mobile home parks permitted.

(126.) Reflects the plan's recommendation that mobile homes be allowed in RM-1800 and RM-2400 zones, thus eliminating the need for RM-900 zoning. The less intensive apartment zone would be more compatible with adjacent zones, as a transition to single family, if mobile home use were to cease.

- 127.*1. single family, 4-6 units/acre
- 2. RS 7200 (potential RM 2400)
- 3. remove potential RM 2400

(127.) Recommends retention of a single family residential, as per adopted Sea-Tac Communities Plan.

- 128.*1. medium density multi-family
- 2. RM 1800
- 3. change to RM 2400-P

- 129. 1. medium density multi-family
- 2. SR
- 3. attach potential RM 2400

- 130.*1. medium density multi-family
- 2. RS 7200 (potential RM 1800)
- 3. change to potential RM 2400

- 131.*1. medium density multi-family
- 2. RM 1800
- 3. change to RM 2400-P

- 132.*1. medium density multi-family
- 2. RM 1800
- 3. change to RM 2400-P

- 133.*1. medium density multi-family
- 2. RS 7200 (potential RM 1800)
- 3. change to potential RM 2400

- 134.*1. medium density multi-family.proposed land use
 - 2. RM 1800.existing zoning
 - 3. change to RM 2400-P.implied zoning action
- 135.*1. maximum density multi-family
 - 2. RM 900
 - 3. change to RM 900-P, with the stipulation that future use be residential (either mobile homes or apartments) rather than offices.

(128.-135.) Establishes a medium density apartment area adjacent to a small neighborhood business intersection. Higher density would increase traffic on Des Moines Way S.

(Florito case - requests a zone to permit equipment storage, i.e. CG or ML)

- 136. 1. high density multi-family
 - 2. RS 7200 (potential RM 1800)
 - 3. retain RS 7200 (potential RM 1800)
- 137. 1. high density multi-family
 - 2. RS 7200
 - 3. attach potential RM 1800
- 138. 1. high density multi-family
 - 2. RS 7200
 - 3. attach potential RM 1800
- 139 1. high density multi-family
 - 2. RS 7200
 - 3. attach potential RM 1800

(136.-139.) Provides high density apartments near SR-518 and transition to single family residential.

- 140.*1. high density multi-family
- 2. RM 900
- 3. change to RM 1800-P, mobile home parks permitted.

(140.) Reflects the plan's recommendation that mobile homes be allowed in RM-1800 and RM-2400 zones, thus eliminating the need for RM-900 zoning. The less intensive apartment zone would be more compatible with adjacent zones, as a transition to single family, if mobile home use were to cease.

- 141. 1. medium density multi-family
 - 2. RS 7200
 - 3. attach potential RM 2400
- 142. 1. medium density multi-family
 - 2. RS 7200
 - 3. attach potential RM 2400

- 143. 1. medium density multi-family. proposed land use
- 2. RS 7200. existing zoning
- 3. attach potential RM 2400 implied zoning action

- 144. 1. medium density multi-family
- 2. RS 7200
- 3. attach potential RM 2400

- 145. 1. medium density multi-family
- 2. RS 7200
- 3. attach potential RM 2400

- (Giovanni case - requests RM 1800)
- 146. 1. medium density multi-family
- 2. RS 7200 (potential RM 2400)
- 3. change to RM 2400-P

(141.-146.) Establishes a medium density multi-family zone between high density apartments and single family zoning. Numbers 144 and 145 reflect the adopted STCP.

East: issues 147 - 168

(Note: several issues are absent from the final plan due to Council Planning and Community Development Committee and McMicken Heights Improvement Club, Inc. draft revisions).

- 148. 1. medium density multi-family
- 2. RS 7200
- 3. attach potential RM 2400

(148.) Makes zoning consistent with surrounding properties along Military Road, allowing for apartments.

- 149.*1. Single family residence - 4 to 6 units/acre
- 2. RS 7200 (potential RM 2400)
- 3. remove potential RM 2400

(149.) Illustrates community desire for strengthening single family character of McMicken Heights area.

- 150. 1. neighborhood business.proposed land use
- 2. RS 7200.existing zoning
- 3. attach potential BN.implied zoning action

(150) the community desires a larger neighborhood business area at this location.

- 153.*1. single family residence - 4 to 6 units/acre
- 2. RS 7200 (potential RM 2400)
- 3. remove potential RM 2400

(153.) Illustrates community desire for strengthening single family character of McMicken Heights area.

- 157.*1. single family residence - 4 to 6 units/acre
- 2. RS 7200 (potential RM 900)
- 3. remove potential RM 900

(157.) Illustrates community desire for strengthening single family character of McMicken Heights area.

- 157*A.1. single family residence - 4 to 6 units/acre
- 2. RS 7200 (potential RM 2400)
- 3. Remove potential RM 2400

- 157*B.1. single family residence - 4 to 6 units/acre
- 2. RS 7200 (potential RD 3600)
- 3. remove potential RD 3600

(157 A & B) Illustrates community desire for strengthening single family character of McMicken Heights area.

- 158. 1. highway oriented business
- 2. RM 2400
- 3. change to CG-P

(158.) Provides additional area for highway oriented business adjacent to Pacific Highway S. Completes a logical expansion of similar uses.

- 159. 1. high density multi-family.proposed land use
- 2. RS 7200.existing zoning
- 3. attach potential RM 1800implied zoning action

- 160. 1. air terminal related business
- 2. RS 7200
- 3. attach potential CG

- 161. 1. high density multi-family
- 2. RS 7200
- 3. attach potential RM 1800

- 162. 1. air terminal related business
- 2. RM 900
- 3. attach potential BC

- 163. 1. air terminal related business
- 2. RD 3600
- 3. attach potential BC

- 164. 1. air terminal related business
- 2. RS 7200
- 3. attach potential BC

(159.-164.) Reflects the conversion to commercial and high density apartment development adopted as part of the Sea-Tac Communities Plan.

- 166.*1. single family, 4-6 units/acre
- 2. RS 7200 (potential RM 900)
- 3. remove potential RM 900

(166.) Retains as single family residential because of poor access for more intense uses.

- 167. 1. medium density multi-family
- 2. RS 7200
- 3. attach potential RM 2400

(167.) Allows for eventual 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.

- 168.*1. single family, 4-6 units/acre proposed land use
- 2. RD 3600 existing zoning
- 3. change to RS 7200 implied zoning action

(168.) 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.

South: issues 169 – 182

- 169. 1. maximum density multi-family
- 2. RS 7200
- 3. attach potential RM 900
- 169a.1. high density multi-family
- 2. RS 7200
- 3. attach potential RM 1800
- 169b.1. high density multi-family
- 2. RM 2400
- 3. attach potential RM 1800
- 170. 1. medium density multi-family
- 2. RS 7200
- 3. attach potential RM 2400
- 171.*1. high density multi-family
- 2. RM 900
- 3. change to RM 1800-P, mobile home parks permitted
- 172.*1. high density multi-family
- 2. RM 900
- 3. change to RM 1800-P, mobile home parks permitted
- 173.*1. high density multi-family
- 2. RM 900
- 3. change to RM 1800-P, mobile home parks permitted
- 174.*1. high density multi-family
- 2. RM 900
- 3. change to RM 1800-P, mobile home parks permitted
- 175. 1. high density multi-family
- 2. RS 7200
- 3. attach potential RM 1800

- 176 1. high density multi-family proposed land use
- 2. RS 7200 existing zoning
- 3. attach potential RM 1800. implied zoning action

(169.-176.) These proposals refine the Sea-Tac Communities Plan's southeast conversion area land use plan. Maximum, high and medium density apartments and mobile homes are planned between 24th Ave. S. and the highway oriented business strip adjacent to Pacific Highway South.

- 177. 1. medium density multi-family
- 2. RS 7200
- 3. attach potential RM 2400

- 178.*1. medium density multi-family
- 2. RM 1800
- 3. change to RM 2400-P

(177.&178.) Provides additional medium density apartment uses near Highline Community College while providing transition between intensive uses along Pacific Highway and single family neighborhoods.

- 179.*1. single-family, 1 unit/acre
- 2. RS 15000
- 3. change to SE-P

- 180.*1. single-family, 1 unit/acre
- 2. RS 7200
- 3. change to SE-P

(179.&180.) Applies and implements the conservancy designation of the Shoreline Master Program. The entire marine beach environment is fragile and subject to repeated wind and winter surf erosion.

- 181.*1. single family, 2-3 units/acre
- 2. RS 7200
- 3. change to RS 15000

(181.) Retains an ultimate density consistent with existing single family zoning west of Marine View Drive.

- 182. 1. maximum density multi family. proposed land use
- 2. RS 7200 existing zoning
- 3. attach potential RM 1800. implied zoning action

(182.) Additional high density apartments are encouraged by the Des Moines Comprehensive Plan. Most of the Kent/Des Moines Highway from Pacific Highway South westward to the town proper of Des Moines is being reserved for apartments.

- 183. 1. highway oriented business
- 2. RM-1800
- 3. change to CG-P

(183.) Provides additional area for highway oriented business adjacent to Pacific Highway S. by completing a logical expansion of the general commercial zone.

implementation program

category	title and location	cost and timing*				resp.	notes
		1977-1983		1984-1990			
		1priority	2priority	3priority	4priority		
LAND USE	Highline Area Zoning	*				KC	The area zoning process involves many separate properties under various ownerships and utilizes several of the zoning classifications available to express the County's current land use policy in zoning map form. The area zoning process will commence following adoption of the Highline Communities Plan.

*all costs are in 1976 dollars

Drainage Proposals

D1 Salmon Creek Drainage Improvement Plan and Wetlands Acquisition

Develop a comprehensive drainage improvement plan for the Salmon Creek catchment area. The purpose of this plan would be to determine the drainage and/or flood problems for both 25 and 100 year frequency storms and quality problems within the basin. It would include the investigation of alternatives, solutions and a preliminary cost estimate for the implementation of flood control and any attendant water quality improvement measures as they relate to the impact of health and physical deterioration problems which have been documented since the early 1900's. Subsequent phases will be the selection of a proposed solution and implementation.

Phase one, proposed here, would include the initial study plus acquisition of some wetlands which include the following area--

Roxbury to 98th between 11th and 12th

98th to 100th between 11th and 12th (west half of block)

100th to 102nd between 12th and 13th

The Salmon Creek Drainage Basin includes primarily census tracts 265, 266, 267, 268, 269.

D2 Hermes Depression Drainage Proposal

Improvement in the Hermes Depression area, which includes both Solomans Pond (Mayfair depression) and Haseltans pond (Hermes depression), will consist of excavating a maximum retention pond in the Mayfair flood problem area (Solomans pond) and development of a larger retention facility in the Hermes depression area (Haseltans pond) utilizing increased ground water infiltration through enlargement of the retention area. This may involve right-of-way acquisition as it relates to an interconnecting culvert between the Mayfair retention pond and the Hermes depression retention pond to provide maximum volume retention in both areas.

D3 Lake Reba Expansion

Increase volume by 111.5 acre-foot of an existing holding pond located in the north airport clear zone. Design integrated with wetlands preserve.

D4 Des Moines Way Holding Pond

Development of a new pond of approximately 3.0 acre-foot in volume for west-side drainage. Location in the northeast quadrant of the intersection of 152nd St. and Des Moines Way S.

D5 S.R. 509 Holding Pond

Development of a new pond of approximately 4.3 acre-foot in volume for freeway and west side drainage. Located in vicinity of S.R. 509 and Des Moines Way S.

- D6 1st Ave. S. Holding Pond
Development of a new pond between Ambaum Blvd, and 1st Ave. S. at approximately S. 164th St. Volume of approximately 11.5 acre-foot to handle roadway and commercial drainage.
- D7 S. 172nd St. Holding Pond
Located in lowland area east of Des Moines Way between S. 172nd and S. 176th Streets a new pond of approximately 9.1 acre-foot to handle future freeway and west side drainage.
- D8 Lake Burien Expansion
Increase the volume of an existing lake by 17.7 acre-foot through improved outlet control.
- D9 10th Ave. S. and S. 137th St. Holding Pond
Development of a new pond of approximately 17.6 acre-foot in volume to receive freeway and residential drainage.
- D10 Tub Lake Expansion
An approximate 6.5 acre-foot increase in the volume of Tub Lake. Site planning and development integrated with Miller Creek Trail and Tub Lake Wetlands Preserve.
- D11 Southeast Holding Pond
Development of a holding pond south of the tank farm to collect storm water runoff from future passenger-oriented and remote parking activities in this area.
- D12 Golf Course Pond Expansion
Increase the volume by 35.1 acre-foot of an existing pond located adjacent to the golf course in the south airport clear zone.
- D13 S. 200th St Holding Pond
Development of a new pond of approximately 58.5 acre-foot volume located downstream of the Southeast holding pond in the vicinity of S. 200th and 20th Ave. S. The design volume would depend on the outflow of the southeast pond as well as the intensity of land uses to the east and upstream.
- D14 S.R. 509 and 208 St. Holding Pond
Development of a new pond of approximately 10.0 acre-foot in volume to receive neighborhood and freeway drainage.
- D15 Marine View Dr. Holding Pond
Development of a new pond in the vicinity of Marine View Dr. and Des Moines Way of approximately 18.5 acre-foot in volume to receive primarily residential drainage.

implementation program

category	title and location	cost and timing*				resp.	notes
		1977-1983		1984-1990			
		1priority	2priority	3priority	4priority		
DRAINAGE	D1 Salmon Creek Drainage Improvement Plan and Wetlands Acquisition (WC)	135,000				DPW/PK	\$56,000 budgeted for 1977. \$79,000 remainder is proposed HCD project for land acquisition and park development (see Pa3).
	D2 Hermes Depression (WC)	300,000				DPW	Implementation of a previously funded HCD drainage study.
	D3 Lake Reba Expansion (B)	75,000				POS/KC	A STCP project.
	D4 Des Moines Way Holding Pond (B)	105,000				KC	A STCP project. Funding source is the subject of current SWM work.
	D10 Tub Lake Expansion (N)	49,000				KC	A STCP project. Funding source is the subject of current SWM work.
	D12 Golf Course Holding Pond (S)	214,000				POS/KC	A STCP project.
	D5 SR 509 Holding Pond (B)		132,000			KC	A STCP project. Funding source is the subject of current SWM work.
	D6 1st Ave. S. Holding Pond (B)		119,000			KC	A STCP project. Funding source is the subject of current SWM work.
	D7 S. 172nd St. Holding Pond (B)		69,000			KC	A STCP project. Funding source is the subject of current SWM work.
	D8 Lake Burien Expansion (B)		65,000			KC	A STCP project. Funding source is the subject of current work.
	D9 10th Ave. S./S. 137th St. Holding Pond (N)		331,000			KC	A STCP project. Funding source is the subject of current SWM work.
	D11 Southeast Holding Pond (E)		30,000			POS/KC	A STCP project.
	D13 S. 200th St. Holding Pond (S)		200,000			KC	A STCP project. Funding source is the subject of current SWM work.
	D14 SR509/S. 208th St. Holding Pond (S)		246,000			KC	A STCP project. Funding source is the subject of current SWM work.
	D15 Marine View Drive Holding Pond (S)		400,000			KC	A STCP project. Funding source is the subject of SWM work.

*all costs are in 1976 dollars

Utility Proposals

U1 Beverly Park Sewer Project

Assist the development sewers in the area bounded by SW 100th to the north, Meyers Way to the east, 4th Avenue SW to the west and SW 108th to the south. The proposal is to partially subsidize ULID assessments.

The need is based primarily upon the fact that the lack of sewers does create a health hazard in this area. In addition, 7% of the residents live in over-crowded housing units (county average is 4%). This tract also has 6% of its residents below the poverty level (county average is 5%).

U2 Sunnydale Sewer Project

Assist development of sewers in the area bounded by SR518, 12th Ave. S., S. 176th St. and SR 509 right-of-way. The proposal is to subsidize a portion of ULID assesments in an area where the lack of sewers contributes to the pollution of Miller Creek.

U3 Cedarhurst Sewer Project

Assist development of sewers in the area bounded by SW 128th St., Des Moines Way S., SR 518 and SR 509. The proposal is to subsidize a portion of ULID assessments in an area where lack of sewers presents a health hazard and contributes to Miller Creek pollution.

U4 Riverton Heights Sewer Project

Assist development of sewers in the area bounded by 24th Ave. S., S. 144th St., 28th Ave. S. and S. 152nd St. The proposal is to subsidize a portion of ULID assessments. Residents should be aware that this project would be competing for funds in the future; inclusion in the plan is not assurance that funds will be available.

implementation program

category	title and location	cost and timing*				resp.	notes
		1977-1983		1984-1990			
		1priority	2priority	3priority	4priority		
UTILITIES	U1 Beverly Park Sewers (WC)	600,000				Sewer Dist/ KC/Residents	A proposed 50% ULID assessment subsidy by HCD program.
	U3 Cedarhurst Sewers (N)		2,500,000			Sewer Dist/ KC/Residents	A proposed 50% ULID assessment subsidy by HCD program.
	U2 Sunnydale Sewers (B)		750,000			Sewer Dist/ KC Residents	A proposed 50% ULID assessment subsidy by HCD program.
	U4 Riverton Heights Sewers (N)					Sewer Dist/ KC Residents	A proposed 50% ULID assessment subsidy by HCD program.

*all costs are in 1976 dollars

Housing Repair Proposals

- H1 Housing Repair Within the White Center Sewered Area
 Boundary North: W. Roxbury Street
 East: 21st Avenue S.W.
 West: 30th Avenue S.W.
 South: S.W. 112th Street
- H2 Housing Repair Within Salmon Creek Drainage Basin
 (census tracts 265, 266, 267, 268, 269 and 275)
- H3 Housing Repair Within Beverly Park Area to be Sewered
 Boundary North: SW 100th Street
 East: First Avenue S.W.
 West: Fourth Avenue S.W.
 South: S.W. 108th Street
- H4 Airport West Side Housing Repair
 Boundary North: SR-518
 East: 12th Ave. S.
 West: Des Moines Way S.
 South: SR 509 Right-of-Way
- H5 Cedarhurst Housing Repair
 Boundary North: SW 128th St.
 East: Des Moines Way S.
 West: SR 509
 South: SR 518
- H6 Hilltop Housing Repair
 Boundary North: S. 116th St.
 East: Pacific Highway S.
 West: Airport property
 South: SR518
- H7 Riverton/Allentown Housing Repair
 Boundary North: Transmission lines
 East: I-5
 West: Highway 99
 South: S. 144th St.
- H8 McMicken Heights Housing Repair
 Boundary North: S. 164th St.
 East: Military Road
 West: 32nd Ave. S.
 South: S. 176th St.
- H9 Maywood Housing Repair
 Boundary North: S. 196th St.
 East: 17th Ave. S.
 West: Des Moines Way S.
 South: S. 208th St.

implementation program

category	title and location	cost and timing*				resp.	notes
		1977-1983		1984-1990			
		1priority	2priority	3priority	4priority		
HOUSING REPAIR	H1 White Center Sewered Area (WC)	100,000				K/C Residents	HCD County-wide housing repair fund grants, based on income.
	H2 Salmon Creek Drainage Basin (WC)	50,000				K/C Residents	HCD County-wide housing repair fund grants, based on income.
	H7 Riverton/Allentown (N)		50,000			K/C Residents	HCD County-wide housing repair fund grants, based on income.
	H3 Beverly Park Sewer Project Area (WC)		50,000			K/C Residents	HCD County-wide housing repair fund grants, based on income.
	H6 Hilltop (N)			50,000		K/C Residents	HCD County-wide housing repair fund grants, based on income.
	H5 Cedarhurst (N)			50,000		K/C Residents	HCD County-wide housing repair fund grants, based on income.
	H4 Airport West Side (B)			50,000		K/C Residents	HCD County-wide housing repair fund grants, based on income.
	H9 Maywood (S)				50,000	K/C Residents	HCD County-wide housing repair fund grants, based on income.
	H8 McMicken Heights (E)				50,000	K/C Residents	HCD County-wide housing repair fund grants, based on income.

*all costs are in 1976 dollars

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Pc3a Beverly Park Playfield

Acquire and develop 4-8 acres in the vicinity of S.W. 110th St. and 2nd Ave. S.W. for development of a multi-purpose baseball/softball field. Include some passive open space, if appropriate to the site. This project is an alternate to the park and playfield described under Pc3.

Pc4 Highline Athletic Complex

Phase 1

Development of an athletic complex within the airport acquisition property between Renton-Three Tree Point Road and SR-518. First phase development would consist of 1 baseball and 2 soccer fields. A small passive park would also be developed along Miller Creek and adjacent to Lake Reba.

Phase 2

Second phase development would consist of 2 baseball and 3 soccer fields. If the tennis courts recommended for the Moshier Field expansion cannot be accommodated on that property, then they should also be located on the airport acquisition property. The initiative of local groups could allow portions of this project to be completed earlier than the overall priority suggests.

- Pc5 Moshier Park Improvements
Redevelopment of an existing community athletic center adjacent to Highline High School. The funds will be used to provide a sprinkler irrigation system to existing ball fields and new lights for field #1.
- Pc6 Moshier Park Expansion
Expand Moshier Park athletic fields east to include property between the existing park and Des Moines Way. The expansion should provide one football/soccer field, one baseball field, an indoor center and a variety of recreation activities for the elderly. In addition, if space permits, 4 tennis courts should also be provided.
- Pc7 Lighted Tennis Courts
Install on the tennis courts at Highline High School in order to make maximum use of an existing facility. A long term agreement with the Highline School District would be necessary.
- Pc8 Airport Viewing Park
Construct an airfield viewing park on the west side of Sea-Tac at approximately S. 170th St.
- Pc9 Sea-Tac: North Acquisition Area Athletic Complex
Development of 4 soccer fields and 6 tennis courts within the Sea-Tac Airport North Acquisition Area near 24th Ave. S. Potential sites include the S. 142nd and 24th Ave. S. Community Use Reserve, water reservoir and airport use/buffer areas depicted in the Sea-Tac Communities Plan.
- Pc10 Des Moines Way Grove
Preservation and limited development of an historic elm grove along Des Moines Way S. near S. 138th Street. The passive nature of the site relates to the Miller Creek Trail (Pc12) and Tub Lake wetlands preserve (Pc15).
- Pc11 Sunset Park Improvements
Improvement of the parking area, correction of drainage problems in the south portion of the park and installation of a sprinkler irrigation system to the north playfield area.
- Pc12 Miller Creek Trail, Segment #1
Development of approximately 4,000 feet of trail along Miller Creek within the Sea-Tac north acquisition area. To connect the Des Moines Way Grove (Pc10), Tub Lake wetlands (Pc15) and other community use areas.
- Pc13 Des Moines Way Playfield
Development of a 9 acre parcel within the North Acquisition Area, located east of Des Moines Way S. and north of SR-518 for community recreational use. The use to be determined by Sea-Tac Communities Plan post-plan administration activities upon specific proposals by community interests.

Park and Recreation Proposals

Community Parks

Pc1 Redevelopment of the White Center Park Complex

Redevelop the existing field house and ballfields and establish a community meeting center in the vacant library building across the street. The total project would involve three stages.

Phase 1

Bring the existing activity center into building code compliance; install new field lights for the main ballfield; install tennis court lighting; rebuild the destroyed grandstand facilities; improve parking area, to include curbing, striping and landscaping; renovate the multi-purpose court for basketball and volleyball; renovate the vacant library building across the street for a community meeting center, including kitchen improvements.

Phase 2

Solve the drainage problems at playfields 2 and 3 and at Astroland; install sprinkler system in ballfield areas. Complete renovation of vacant library building.

Phase 3

Additional renovation improvements to the activity center, including windows, roof, paint, staff facilities and elevator; install concession stand and restroom facilities under grandstand.

Pc2 Hicklin Community Playfield

On site expanded development of Cascade Jr. High and Evergreen High School playfield area to include one multi-purpose baseball/softball field (1-1/2 acres plus parking); four multi-purpose football/soccer fields (6 acres plus parking); and two additional tennis courts (one acre plus parking). Specific measures must be included in development of the playfield to avoid adverse impact on Hick's Lake water quality.

Pc3 Desmone Community Park and Playfield

Acquisition of Beverly Park gravel pit property for one multi-purpose football/ soccer field and one multi-purpose baseball/ softball field. Also, land would be devoted to passive open space to serve N.E. White Center. Residential development of the gravel pit property would not be conditioned upon park land acquisition. See Pc3a for an alternate proposal to serve this area.

Pc14 Southgate Community Park

Development of two properties currently owned by King County (SC #12 and KC #27). The neighborhood park development of SC #12 would be expanded to include two tennis courts. The adjacent KC #27 would be developed for passive leisure space (trail, picnic area, etc) to enlarge the overall park to more of a community scale.

Pc15 Tub Lake Wetlands Preserve

Establishment of a wetlands preserve and nature area in conjunction with the Tub Lake Expansion (D10). Improvement will be limited to nature trails, selected wetlands plantings, and other passive natural elements.

Pc16 Sunset Community Facility

Conversion of Sunset Junior High School to a community facility integrated with open space development. Modifications will reflect the needs of proposed users, which may include institutional (YMCA, publicly operated training academies for example) or recreational.

Pc17 Boulevard Park Community Facility

Conversion of Boulevard Park Elementary School and site to a multi-purpose community facility. A portion of the facility is to be used in conjunction with the North Golf Course for club house facilities, parking and related activities. Other modifications, if necessary would reflect the needs of prospective users.

Pc18 S. 144th St. Community Use Reserve

Partial development of the area located under the flight path south of S. 144th Street. Trail development within this greenbelt/buffer area would augment the Miller Creek Trail section.

Pc19 Valley Ridge Park Improvements

Renovation of existing ballfields at Valley Ridge Community Park, including drainage control, sprinkler irrigation and turfing; expansion and remodeling of the existing community building in order to make it more useable for meetings and indoor recreation activities; installation of lighting for tennis courts, athletic fields and parking area in order to expand facility use.

Pc20 Angle Lake Park Renovation

Renovation of the dock and bathhouse at Angle Lake Park in order to maintain adequate swimming facilities.

Pc21 Olympic Community Park & Playfield-

Phase 1

Develop 30 acres to include 3 softball fields, 4 football/ soccer fields and 4 tennis courts plus support facilities. The park would be located north of S. 208th St., west of 24th Ave. S., within the area designated for community use in the Sea-Tac Plan.

Phase 2

Develop 1 baseball, 1 football/soccer field and 2 tennis courts on the existing community park site. Also, develop 15-20 acres to the south of S. 208th St. for passive park use.

Prior to development of Olympic Community Park and Playfield, King County will contact and involve adjacent residents in planning and design for this park. Involvement of local residents is a standard practice in planning and design of all county parks.

Pc22 Zenith Community Park & Playfield-

Phase 1

Develop 1 soccer/football and 1 baseball field at the existing leased park site adjacent to S. 240th St. and 16th Ave. S. Development should include a comfort station and field lights for both fields. The remaining portions of the site should be left natural with only pathway development.

Phase 2

Acquire and develop 30 acres for active and passive park uses adjacent to the existing Zenith Park site. Development should include 2 baseball fields, 3 football/soccer fields and 2 tennis courts, all with lights, and passive community park space. Passive areas should be geared toward ease of use by the handicapped and elderly.

Pc23 Grandview Community Park Improvements

Develop 2 softball fields and 2 tennis courts with lights. Resurface the existing soccer fields with all-weather playing surfaces.

Neighborhood Parks

- Pn1 North Shorewood Neighborhood Park (H #1)
Continue preparation of park plans for bidding in the spring. Completion of the project will satisfy an identified need.
- Pn1a Shorewood Neighborhood Park (H #4)
Continue preparation of park plans for bidding in the spring. Completion of the project will satisfy an identified need.
- Pn2 Salmon Creek Neighborhood Park (H #5)
Development of this site, currently owned by King County, is about to begin. Completion of this project will satisfy an identified need.
- Pn3 Carr Neighborhood Park
Development of property bounded by Roxbury to the north, 11th to the east, SW 102nd to the south and 12th to the west -- for passive neighborhood and community recreation (i.e. hiking, picnicing, etc.) Two plus acres needed by 1990 -- The entire area is proposed for acquisition as a part of overall drainage control (D1).
- Pn4 Soloman Neighborhood Park
Acquire and develop the Hermes/Mayfair depression sites as a neighborhood passive park with trails and the eventual reconstruction of the 1870 log cabin of Ed Soloman. This would be a multi-use park with retention of the ponds for drainage control.
- Pn5 Salmon Creek Neighborhood Playfield
Develop on-site playfields to include three multi-purpose football/soccer playfields (1-1/2 acres plus parking) to serve the neighborhood around Salmon Creek Elementary School.
- Pn6 Green Neighborhood Playfield
On-site expanded development of White Center Heights Elementary Playfield area to include one multi-purpose football/soccer field (1-1.2 acres plus parking); and one multi-purpose baseball/softball field (1-1/2 acres plus parking). Additional acreage, would be obtained by relocating some of the housing units now at the northeast of the school site.
- Pn7 Manhattan Neighborhood Park
Acquire and develop 5 to 7 acres for passive park use adjacent or close to the Manhattan/Woodside Schools. This park should generally serve the neighborhood south of 12th Pl. S. and Normandy Road, between 1st Ave. S. and Des Moines Way S.
- Pn9 West Burien Neighborhood Park #1
Acquire and develop a passive neighborhood park between 21st Ave. S.W., Maple Wild Dr. and S.W. 158th St. in order to preserve a wooded ravine as a nature site. The project would include trails, picnic sites and possibly a small children's play area.

- Pn10 West Burien Neighborhood Park # 2
 Develop a passive park on vacant school property at the south end of Gregory Heights Elementary School. Development would provide picnic areas and open space.
- Pn11 Hilltop Neighborhood Park (H #8)
 Development of this site, currently owned by King County, is about to begin. Completion of this project will satisfy an identified need.
- Pn12 Southern Heights Neighborhood Park (H #7)
 Development of a vest-pocket park near S. 120th and 14th Ave. S. to serve the Southern Heights neighborhood. Under an agreement with Water District #20 (which must be accomplished) utilize the covered water reservoir at this location as the park site. Site size is only about 1 acre, but acquisition costs can be avoided. This project would complete H #7 of Forward Thrust.
- Pn13 Evansville Neighborhood Park (H #11)
 Acquisition and development of a 5 to 7 acre neighborhood park site to serve the Sunny Terrace and Cedarhurst areas and double as a viewpoint park. Burien Hill, immediately north of SR518 at about 8th Ave. S., should be the focus for site search in order to capitalize on unique view opportunities. Adequate parking to be provided; the park will be of more than neighborhood interest. This project would complete H #11 of Forward Thrust.
- Pn14 Boulevard Park Neighborhood Playfield
 Development of a 7 acre community use reserve within the North Acquisition Area, east of Boulevard Park Elementary School, between S. 128th and S. 132nd Streets. The area would serve as a neighborhood site for active recreation serving the Southern Heights, Boulevard Park and Hilltop Neighborhoods.
- Pn15 Madrona Neighborhood Park (H #26)
 Acquisition and development of a neighborhood park site to serve the Madrona neighborhood. Size should be about 5 to 7 acres. The neighborhood park concept would be expanded here to include the development of a soccer field and two tennis courts. The vicinity of Madrona Elementary School should be the focus for site search. This project would complete and augment H #26 of Forward Thrust.
- Pn16 Bow Lake Neighborhood Park (H #21)
 Acquisition and development of a neighborhood park site to serve the Bow Lake neighborhood. Size should be about 5 to 7 acres. The vicinity of the Bow Lake Elementary School should be the focus for site search. This project would complete H#21 for Forward Thrust.
- Pn16a Crestview Neighborhood Park (H #21)
 Development of 8 acres adjacent to the Crestview Elementary School facility for a neighborhood park to serve the Crestview area. This project would be in lieu of a Bow Lake area neighborhood park and would complete H #21.

Pn17 Des Moines Neightobhood Park

Acquire and develop 4 to 6 acres for passive purposes in the vicinity of 15th Ave. S. and S. 220th St., generally serving the area from Des Moines Creek southward to S. 230th St. and from the SR-518 corridor westward to Puget South.

Pn18 Parkside Neighborhood Park

The proposal is to lease, if feasible, or acquire and develop 5 to 7 acres for a passive park on or near the Parkside Elementary School site. It will generally serve the residential neighborhoods south of S. 240th St. between I-5 and Puget Sound.

Pn19 North Hill Neighborhood Park

The proposal is to develop 5 to 7 acres for passive park uses within the designated community use reserve area of land acquired by the Port of Seattle. This park would generally serve the neighborhoods north of Des Moines between 1st Avenue S. and Des Moines Way S.

Special Facilities

- Ps1 White Center Cultural/Service Center
Acquisition of property within the same block and directly south of the White Center Library on 16th Ave. S.W. for development of indoor community meeting space (300 cap.) as well as display space, meeting rooms and small outdoor assembly space (would also serve as a community service center).
- Ps2 Salmon Creek Urban Park
Acquire Salmon Creek for 1990 Urban Park needs, 25 mile trail needs and marine beach access for the White Center Community. It would include possible connection with Seahurst Park. Residential development of buildable acreages surrounding Salmon Creek would not be conditional upon park land acquisition.
- Ps3 "The Pumpkin Patch"
Preserve the existing agricultural land on Miller Creek at Sunnydale through county acquisition for use as an urban farm or peapatches. A small use charge could be established to help defray the cost of acquisition and maintenance.
- Ps4 Burien Cultural Center
Provide a performing arts center and museum that would include a 350 to 500 seat theatre as part of the Highline Center development at Chelsea Park School.
- Ps5 Miller Creek Trail - Segment #2
Acquire sufficient right-of-way and develop a public pedestrian trail that would follow Miller Creek from Des Moines Way to S.W. 175th Pl. Since the trail would be within the jurisdiction of both King County and the City of Normandy Park, responsibility for the acquisition and development should be shared.
- Ps6 Morasch House Historical Park
Renovate the Morasch House on the Roy Kurosu property, as an additional segment of the Moshier Park expansion. The home could be used as a historical museum to display pioneer artifacts and crafts of the Highline area.
- Ps7 Des Moines Creek Park/Des Moines Angle Lake Trail
Phase 1:
Design the overall Des Moines Creek Park, to include picnic areas, comfort stations, children's play area, a walking and hiking trail, an archery range, and parking. Construct the DM/AL trail from Puget Sound to Angle Lake Park following Des Moines Creek upstream to SW 200th and then continuing north-eastward to Angle Lake. The trail section from SW 200th Street to Angle Lake will require detailed analysis to determine the exact route and may require further acquisition of right-of-way. Fence and sign critical sections to prohibit motorized vehicles.

Phase 2:
Complete development of Des Moines Creek Park in accordance with design established under Phase 1.

Ps8 Des Moines Marina Improvements and North Des Moines Beach

The proposal is to do several related projects in conjunction with the City of Des Moines: improve the boat launching capability at the Marina, provide an extended fishing pier, acquire and develop a community park with marine shoreline and provide day use docking facilities. The design, scope, funding and project timing should be closely coordinated with the City of Des Moines.

Ps9 Des Moines Creek Equestrian Trails

Fence approximately 40 acres of acquired land within the Sea-Tac south acquisition area for equestrian trails. Equestrian user groups would undertake further development (corrals, small arena, etc.)

implementation program

category	title and location	cost and timing*				resp.	notes
		1977-1983		1984-1990			
		1priority	2priority	3priority	4priority		
PARKS AND RECREATION	Pc22 Zenith Comm. Park-Phase 1 (S)	140,000				PK	\$70,000 budgeted for 1977. \$100,000 proposed through WCCA. M&O costs: \$6,000/yr.
Community Parks and Playfields	Pc1 White Center Comm. Park (HC) (Phase 1) (Phase 2) (Phase 3)	499,713	180,000	237,900		PK	See note opposite page See note opposite page See note opposite page
	Pc7 Lighted Tennis Courts (B)	5,000				PK	Funding proposed through WCCA. Long term agreement with HSC necessary. M&O costs: \$1,500/yr.
	Pc19 Valley Ridge Park Improvements (E)	150,000				PK	\$25,000 budgeted for 1977. \$125,000 proposed through WCCA and EDA (lights). M&O costs: \$6,000/yr.
	Pc20 Angle Lake Park Renovation (E)	100,000				PK	Budgeted for 1977. No additional M&O costs.
	Pc9 Sea-Tac N. Acq. Area Athl. Complex (N)	190,000				PK/POS	Funding proposed through WCCA. M&O costs: \$3,000/yr.
	Pc10 Des Moines Way Grove (N)	20,000				PK	A STCP project. Funding proposed through WCCA. M&O costs \$3,000/yr.
	Pc5 Moshier Park Improvements (B)	87,000				PK	\$75,000 proposed through WCCA or EDA. \$12,000 proposed through WCCA. No additional M&O costs.
	Pc8 Airport Viewing Park (B)	75,000				POS	A STCP project.
	Pc4 Highline Athletic Complex-Phase 1 (B)	80,000				PK/POS/ Rec Groups	Use agreement with POS necessary. Funding proposed through WCCA.
	Pc2 Hicklin Comm. Playfield (HC)		190,000			PK/HSD	Use agreement with HSC necessary. M&O costs: \$6,000/yr.
	Pc4 Highline Athletic Complex Phase 2 (B)		110,000			PK/POS/ Rec Groups	M&O costs: \$11,000/yr.
							Use agreement with POS necessary. M&O costs: \$19,000/yr.

* all costs are in 1976 dollars

implementation program

category	title and location	cost and timing*				resp.	notes
		1977-1983		1984-1990			
		1priority	2priority	3priority	4priority		
Community Parks and Playfields (Cont'd)	Pc21 Olympic Comm. Park - Phase 1 (S)		260,000			PK/POS	Use agreement with POS necessary. M&O costs: \$21,000/yr.
	Pc11 Sunset Park Improvements (N)		65,000			PK	No additional M&O costs
	Pc2 Miller Creek Trail-Segment #1 (N)		16,000			PK	A STCP project. M&O costs: \$4,000/yr.
	Pc13 Des Moines Way Playfield (N)		45,000			PK/Recreation Groups	A STCP project. M&O costs: \$4,000/yr.
	Pc6 Moshier Park Expansion (B)			400,000		PK	M&O costs: \$26,000/yr.
	Pc14 Southgate Comm. Park (N)			70,000		PK	Partial FT (SC#12) funding. M&O costs: \$4,000/yr.
	Pc23 Grandview Comm. Park (S)			60,000		PK	M&O costs: \$5,000/yr.
	Pc15 Tub Lake Wetlands Preserve (N)			30,000		PK	A STCP project. M&O costs: \$2,500/yr.
	Pc18 S. 144th St. Comm. Use Reserve (N)			65,000		PK/Recreation Users	A STCP project. M&O costs: \$1,500/yr.
	Pc3 Desmore Comm. Park (WC)				170,000	PK	M&O costs: \$4,000/yr.
	Pc3a Beverly Park Playfield (WC)			70,000		PK	Alternative to Pc3
	Pc16 Sunset Comm. Facility (N)				100,000	PK	A STCP project. M&O costs: \$16,000/yr.
Pc17 Boulevard Park Comm. Facility (N)				100,000	PK	A STCP project. M&O costs: \$1,500/yr.	
Neighborhood Parks and Playfields	Pn1 North Shorewood Neigh. Park (WC)	35,000				PK	This FT project is committed. M&O costs: \$5,000/yr.
	Pn1a Shorewood Neigh. Park (WC)	35,000				PK	This FT project is committed. M&O costs: \$4,000/yr.
	Pn2 Salmon Creek Neigh. Park (WC)	35,000				PK	This FT project is committed. M&O costs: \$4,000/yr.
	Pn11 Hilltop Neigh. Park (N)	35,000				PK	This FT project is committed. M&O costs: \$2,500/yr.

*: all costs are in 1975 dollars

implementation program

category	title and location	cost and timing*						resp.	notes
		1977-1983		1984-1990		1990+			
		1priority	2priority	3priority	4priority	5priority	6priority		
Neighborhood Parks and Playfields (Cont.)	Pn3 Carr Neigh. Park (WC)	35,000						PK/DPW	Includes drainage retention, Proposed funding through HCD (See D1).
	Pn15 Madrona Neigh. Park (S)		150,000					PK	M&O costs: \$3,500/Year.
	Pn16a Crestview Neigh. Park (E)		35,000					PK	M&O Costs: \$3,000/Year.
	Pn4 Soloman Neigh. Park (WC)		60,000					PK/DPW	Includes drainage retention. M&O costs: \$3,000/year.
	Pn19 North Hill Neigh. Park (S)		35,000					PK/POS	Use agreement with POS necessary. M&O costs: \$3,000/year.
	Pn5 Salmon Creek Neigh. Playfield (WC)		20,000					PK/HSD	HSD to assume M&O costs of \$3,000/year.
	Pn12 Southern Heights Neigh. Park (N)			30,000				PK/Water Dist. 20	Use agreement with W.D. 20 necessary. M&O costs: \$1,000/year.
	Pn9 W. Burien Neigh. Park #1 (W)			70,000				PK	M&O costs: \$2,000/Year.
	Pn13 Evansville Neigh. Park (N)			70,000				PK	M&O costs: \$2,000/Year.
	Pn18 Parkside Neigh. Park (S)			70,000				PK	M&O costs: \$3,000/Year.
	Pn6 Green Neigh. Playfield (WC)			55,000				PK/HSD/HA	Use agreement with HA & HSD necessary. M&O costs of \$2,500/year to be shared by HSD and P/C.
	Pn7 Manhattan Neigh. Park (W)				70,000			PK	M&O costs: \$3,000/year.
	Pn16 Bow Lake Neigh. Park (E)				105,000			PK	M&O costs: \$3,000/year.

*all costs are in 1978 dollars

implementation program

category	title and location	cost and timing*				resp.	notes
		1977-1983		1984-1990			
		1priority	2priority	3priority	4priority		
Neighborhood Parks and Playfields (Cont.)	Pn10 W. Burien Neigh. Park #2 (W)				35,000	PK	M&O costs: \$2,000/year.
	Pn17 Des Moines Neigh. Park (S)				70,000	PK/DM	DM to assume M&O costs of \$3,000 year.
	Pn14 Boulevard Park Neigh. Playfield (N)				70,000	PK/DOS	A STCP project. M&O costs: \$4,000/year
Special Facilities	Ps3 "Pumpkin Patch" (B)	90,000				PK	Funding proposed through WCCA. M&O costs \$6,000/year.
	Ps8 Des Moines Marina/N. Des Moines Beach (S)	2,500,000					Funding proposed through a combination of PK, DM, SDF and IAC. PK portion proposed as follows: 200,000 additional funds for N. Des Moines Beach; Highline area FT boat launch funds (1,000,000) at marina for launching improvements (boat launch feasibility unresolved at this time). DM assume Marina M&O costs.
	Ps4 Burien Cultural Center (B)	250,000				KC/HSD	Use agreement with HSD necessary. Budgeted for 1977. M&O costs: \$14,000/year.
	Ps6 Morasch House Historical Park (B)		50,000			PK/sponsoring groups	M&O costs: \$3,000/year.
	Ps9 Des Moines Creek Equestrian Trail (S)		65,000			PC/User Groups	A STCP project. M&O costs: \$5,000/year.
	Ps7 Des Moines/Angle Lake Trail (S) Phase I	40,000				PK	M&O costs: \$4,000/year.
	Phase II			2,500,000		PK	Unfunded need
	Ps1 White Center Cultural/Service Center (WC)				60,000	KC	Land acquisition only.

*all costs are in 1978 dollars

implementation program

category	title and location	cost and timing*				resp.	notes
		1977-1983		1984-1990			
		1priority	2priority	3priority	4priority		
Special Facilities (Cont.)	Ps5 Miller Creek Trail - Segment #2 (B)				38,000	PK/NP	Cost shown is for the Des Moines Way to 1st Ave. S. portion, for which M&O cost is \$3,000/year. NP responsible for remainder.
	Ps2 Salmon Creek Urban Park (WC)				250,000	PK/Private Developers	A combination of purchase and dedication. M&O costs: \$40,000/yr

*all costs are in 1976 dollars

- Sn6 SR-509 From S. 188th St. Distance 3.2 miles
To SR-516
Make a final decision on the terminus of SR-509. If SR-509 is not extended as far south as SR-516 then all the concerned parties should decide on the future use of the acquired R-O-W. Design should include landscaping and exclusive transit lanes, and could include provisions for bicycle and pedestrian improvements in the R.O.W. if possible.
- Sn7 S. 216th St. From Des Moines Way Distance .1 mile
To 10th Ave. S.
Construct new 2-lane street (same width as S. 216th St. to the east). Includes bridge across Des Moines Creek and realignment of the Des Moines Way - S. 216th St. - SR-509 intersection. Combination Class 2 bicycle lanes and pedestrian facility.
- Sn8 20th Ave. S. From S. 140th St. Distance 0.1 mile
To S. 142nd St.
Construct 2-lane local access street with 12-foot travel lanes and 5-foot shoulders each side (if feasible) for bikes and pedestrians.
- Sn9 S. Airport Access From Airport Distance 1.3 miles
To SR-509
Construct limited access freeway, including provisions for bicycle and pedestrian movement and landscaping.
- Sn10 31st Ave. S. From S. 166th St. Distance 0.25 mile
To S. 170th St.
Construct two-lane extension of 31st Ave. S., including a controlled intersection at S. 170th St. 31st Ave. S. is a local access street.
- Sn12 S. 208th St. From SR-99 Distance 1.8 mile
To 1st Ave. S.
New construction across Des Moines Creek (about 20th Ave. S.) and between 13th Ave. S. and Des Moines Way. Resurface and widen travel lanes 2 feet each for the rest of the route. Pave shoulder for pedestrians.
- Sn13 S. 144th St. From 17th Ave. S. Distance .43 mile
To 24th Ave. S.
Construct new facility with two 12 foot travel lanes with shoulders each side. Install traffic control at the intersection of S. 144th and 24th Ave. S. Construction is dependent on compatibility with the surrounding future land use. Reference should be made to project number Sr 47A.
- Sn14 S.W. 143rd St. From Ambaum Distance 0.1 mile
To S.W. 142nd Pl.
Realign S.W. 143rd St. to coincide with S.W. 144th Pl. west of Ambaum. R-O-W acquisition will be required. Traffic diverters or other traffic improvements should be installed on 143rd St. east of Ambaum at 6th Ave. S.W. or 4th Ave. S.W. to insure that additional traffic will not be increased through the existing residential areas along S.W. 143rd St.

Street, Highway, Bicycle and Pedestrian Improvements -- Major Widening

- Sw1 18th Ave. S.W. From S.W. 112th St. Distance .6 mile
To Roxbury
Rebuild roadway to a 40 to 44-foot section (2 travel lanes plus parking each side) with curb, gutter, and sidewalk. Realign roadways at S.W. 100th St. and S.W. 104th St. to provide a direct and continuous route. 18th Ave. S.W. is a local access road.
- Sw2 S.W. 116th St. From 28th Ave. S.W. Distance 0.6 mile
To Ambaum
Grade, pave, landscape, and upgrade drainage. Provide a 32-foot roadway section with two auto lanes and parking on one side. Provide sidewalk(s)--part of route on one side only and part of route on both sides. Sign as a bike route from Ambaum to 26th Ave. SW.
- Sw3 S.W. 116th St. From Ambaum Distance 1.0 mile
To 1st Ave. S.
Grade, pave, install drainage, landscape, and provide traffic improvement. Provide parking and sidewalks on both sides, lighting, traffic control and landscaping. Sign as a bike route from Ambaum to 4th SW.
- Sw4 Glendale Way S. From 8th Ave. S. Distance 0.9 mile
To Des Moines Way S.
Grade, drainage, pave, landscape, keep bike route signing. Rebuild roadway section to 42 feet with curb, gutter, and sidewalk.
- Sw6 East Marginal Way S. From Boeing Access Road Distance 0.7 mile
To Duwamish River
Reconstruct roadway to 44 foot section with curb, gutter, and sidewalk. Investigate feasibility of cul-de-sacing Interurban Avenue prior to its intersection with Boeing Access Road and providing the major connection with Pacific Highway at S. 112th St. with a signal. Investigate improvements to intersection of Pacific Highway - East Marginal Way - Boeing Access Road (Thousand Islands intersection).
- Sw7 E. Marginal Way S. -- Bridge Crossing of Duwamish Distance 0.1 mile
Interurban bridge #3160. Replace with 4-lane bridge.
- Sw8 S. 188th St. From SR-99 Distance 1.2 miles
To I-5
Add 2-way left turn lane including grading, paving, drainage, landscaping, and traffic improvement. Pave existing shoulders (4 to 5 feet) for bicycle and pedestrian movement.

- Sr5 S.W. 106th St. From 26th Ave. S.W. Distance 0.7 mile
To 15th Ave. S.W.
Reconstruct roadway to provide two 12-foot travel lanes with curbs, gutters, and sidewalks. A 30-foot roadway section should be adequate. Portion of project dependent on drainage study.
- Sr6 17th Ave. S.W. From S.W. 100th St. Distance 0.6 mile
To S.W. 112th St.
Reconstruct roadway to provide two travel lanes and sidewalks each side. Install storm water sewer lines. Provide street trees in the business area. Realign roadway to provide a continuous route at S.W. 104th St. Dependent on drainage study.
- Sr7 1st Ave. S. From Meyers Way Distance 1.7 miles
To S. 136th St.
Repave existing roadway and provide landscaping, including street trees, curb, gutter, and sidewalk entire length of project.
- Sr8 4th Ave. S.W. From S. 128th St. Distance 1.1 miles
To S. 146th St.
Reconstruct roadway to provide a 40-foot section with two 12-foot travel lanes, and curb, gutter and sidewalks on both sides. Retain as signed bicycle route. Provide landscaping, including street trees.
- Sr8A S.W. 136th St. From Ambaum Blvd. Distance 0.6 mile
To 1st Ave. S.
Complete partially constructed sidewalk along both sides of route. Landscape the portions of SW 136th that have no existing landscaping.
- Sr8B S. 112th St. Route From 8th Ave. S. Distance 0.35 mile
To 4th Ave. S.W.
Pave roadway and grade and pave shoulder to provide a five-foot paved shoulder on each side. Drainage pipe will be installed from intersection with 5th Ave. S. to 2nd Ave. S. on both sides (0.25 mile). Paint stripe along each side to define shoulder.
- Sr9 S.W. 143rd St/
S.W. 144th Pl. From Ambaum Blvd. Distance 0.3 mile
To 16th Ave. S.W.
Reconstruct and pave two-lane roadway with a minimum of 6 feet paved for a walkway/bikeway each side of roadway. Install storm water drainage pipe. Paint stripe (or equivalent) for pathway. A landscaped median strip should be provided between Ambaum and the entrance to Seahurst Park, if feasible. Large signs identifying the Seahurst Park entrance, should be provided by the Parks Department.
- Sr10 1st Ave. S. From S. 136th St. Distance 1.5 miles
To S. 160th St.
Repave existing roadway and provide curb, gutter, sidewalk and landscaping with street trees the entire length of project.

- Sr11 S.W. 152nd St. From Ambaum Blvd. Distance .71 mile
To 21st Ave. S.W.
Reconstruct roadway to provide two 12-foot travel lanes. Walkway/
bikeway provisions should be provided on both sides of the roadway.
Parking provision should be determined through input on neighborhood
needs and desire. Particular attention should be paid to incorporating
the existing trees in the design and adding additional landscaping
where needed.
- Sr12 S. 152nd St. From 1st Ave. S. Distance .52 mile
To Des Moines Way
Reconstruct roadway to provide two 12-foot travel lanes, walkway/
bikeway on both sides, parking on both sides, and landscaping, in-
cluding street trees. Coordinate with Highline High School, the
community offices and adjacent property owners to determine the type
of parking restrictions needed and the location of crosswalks.
- Sr13 S.W. 154th St. From Ambaum Blvd. Distance .47 mile
To 1st Ave. S.
Reconstruct roadway and provide curb, gutter, sidewalk and land-
scaping entire distance on both sides of roadway. A 40-foot roadway
section would include two 12-foot auto lanes and two eight-foot
parking lanes.
- Sr14 S.W. 155th St. From Ambaum Blvd. Distance .43 mile
To 1st Ave. S.
Reconstruct roadway and provide curb, gutter, sidewalk and land-
scaping entire distance on both sides of roadway. A 40-foot roadway
section would include two 12-foot auto lanes and two eight-foot
parking lanes.
- Sr15 S.W. 156th St. From Ambaum Blvd. Distance .2 mile
To 4th Ave. S.W.
Reconstruct roadway and provide curb, gutter, sidewalk and land-
scaping entire distance on both sides of roadway. A 40-foot roadway
section would include two 12-foot auto lanes and two eight-foot
parking lanes.
- Sr16 6th Ave. S.W. From S.W. 153rd St. Distance .19 mile
To S.W. 156th St.
Reconstruct roadway and provide curb, gutter, sidewalk and land-
scaping entire distance on both sides of roadway. A 40-foot roadway
section would include two 12-foot auto lanes and two eight-foot
parking lanes.
- Sr17 4th Ave. S.W. From S.W. 153rd St. Distance .19 mile
To S.W. 156th St.
Reconstruct roadway and provide curb, gutter, sidewalk and land-
scaping entire distance on both sides of roadway. A 40-foot roadway
section would include two 12-foot auto lanes and two eight-foot
parking lanes.
- Sr18 8th Ave. S.W. From S.W. 148th St. Distance .3 mile
To S.W. 152nd St.
Reconstruct roadway and provide curb, gutter, sidewalk and land-
scaping entire distance on both sides of roadway. A 40-foot roadway
section would include two 12-foot auto lanes and two eight-foot
parking lanes.

- Sr25A S. 174th St. From Ambaum Blvd. Distance .12 mile
To 1st Ave. S.
Pave a 6-foot walkway to provide for pedestrian movements.
- Sr25B 4th Ave. S.W. From S.W. 156th St. Distance .24 mile
To S.W. 160th St.
Repave roadway and pave shoulder (6 feet each side) for a walkway/
bikeway.
- Sr26 Marine View Drive From Normandy Terrace Distance 1.4 miles
To Normandy Park Drive
Paving, underground drainage, and walkway on one side.
- Sr27 Shoremont From 8th Ave. S.W. Distance .2 mile
To Normandy Terrace S.W.
Paving, underground drainage, and walkway on one side.
- Sr28 Marine View Drive From Normandy Park Dr. Distance .33 mile
To S.W. 200th St.
Paving, underground drainage, and walkway on one side.
- Sr29 S.W. 200th St. From Marine View Drive Distance .4 mile
To 1st Ave. S.
Paving, underground drainage, and walkway on one side.
- Sr30 Normandy Park From Marine View Drive Distance .7 mile
Dr. S.W. To 1st Ave. S.
Paving, underground drainage, and walkway on one side.
- Sr31 Marine View Drive From S.W. 200th St. Distance .5 mile
To SW 208th St.
Paving, underground drainage, and walkway on one side.
- Sr32 S.W. 208th St. From Marine View Drive Distance .2 mile
To 1st Ave. S.
Paving, underground drainage, and walkway on one side.
- Sr33 Normandy Terrace S.W. From Marine View Drive Distance .14 mile
To Shoremont Dr.
Paving, underground drainage, and walkway on one side.
- Sr34 19th Ave. S.W./ From S.W. 168th St. Distance .5 mile
S.W. 170th St. To Sylvester Road S.W.
Paving, underground drainage, and walkway on one side.
- Sr34A 21st Ave. S.W. From S.W. 152nd St. Distance .7 mile
To S.W. 164th St.
Pave two travel lanes and 6' to 8' shoulder each side to provide
for bicycle and pedestrian movements. Drainage will be required
most of the length of the project.
- Sr34B S.W. 164th St. From 21st Ave. S.W. Distance .1 mile
To 19th Ave. S.W.
Pave two travel lanes and 6 to 8 foot shoulder each side to provide
for bicycle and pedestrian movements. Drainage will be required
most of the length of the project.

- Sr34C 19th Ave. S.W. From S.W. 160th St. Distance .6 mile
To S.W. 168th St.
Pave two travel lanes and 6 to 8 foot shoulder each side to provide for bicycle and pedestrian movements. Drainage will be required most of the length of the project.
- Sr35 Marine View Drive From Miller Creek Distance .3 mile
To Eastbrook Rd. S.W.
Paving, underground drainage and walkway on one side.
- Sr36 Normandy Road From Des Moines Way Distance .8 mile
To 8th Ave. S.W.
Reconstruct roadway to two 11 foot travel lanes. Reconstruct sidewalk if necessary. Improve sight distance on curves. Drainage will be needed on at least one side.
- Sr37 1st Ave. S. From S. 180th St. Distance 2.6 miles
To S. 216th St. &
Des Moines Way
Reconstruct road to provide for two 12-foot travel lanes, 6 - 8 foot shoulder each side and guardrail on south side of roadway.
- Sr38 S. 192nd St. From 1st Ave. S. Distance .9 mile
To Des Moines Way
Pave two 12-foot lanes with 6 - 8 foot shoulder each side.
- Sr39 8th Ave. S. From S. 188th St./Des Distance 1.2 miles
Moines Way
To S. 200th St.
Reconstruct to provide for two travel lanes and pave 6-foot shoulders each side to provide for bicycle and pedestrian travel. Install drainage pipe along approximately half of route.
- Sr40 S. 200th St. From 8th Ave. S. Distance .24 mile
To Des Moines Way
Pave two twelve-foot lanes with eight-foot paved shoulder each side.
- Sr41 Des Moines Way From S. 188th St. Distance 2.1 miles
To S. 216th St.
Widen and reconstruct Des Moines Way to provide 24 feet of auto lanes with additional widening at major intersections to facilitate left turns. The alignment north of S. 192nd St. should be straightened.
- Signalize the intersection of Des Moines Way S. and S. 200th St. to reduce accidents.
- Integrate street trees and bicycle/pedestrian paths into the design of the northern part of the project. Provide a 6 to 8 foot paved pedestrian/bicycle path on each side from S. 188th to S. 216th St. that will connect the adjacent residential areas to the Des Moines commercial area, Des Moines Marina, Des Moines Creek Park, and Highline Occupational Skills Center: also North Hill Elementary and Olympic Jr. High, in conjunction with proposed project Sr40.

- Sr42 S 188th St. From SR-99 Distance 1.8 miles
To Normandy Road
Pave roadway and 4 - 5 foot shoulders each side. Add left turn lanes where feasible.
- Sr44 14th Ave. S./14th Pl. From Glendale Way Distance 0.9 mile
S./S. 98th St. To Des Moines Way
1. Sign as bicycle route now.
2. Pave 3-foot shoulders from Glendale Way to S. 104th St., including grading on both sides; drainage needed on west side, 50% of the distance.
- Sr45 Roseberg Avenue. From S. 128th St. Distance 0.55 mile
To S. 120th St.
1. Sign as bicycle route when Des Moines Way bicycle route is completed to S 128th. Also sign S. 128th from Des Moines Way to Roseberg at the same time.
2. Widen travel lanes 3 feet each side. Drainage tile needed on one-half of route both sides. Continue as Class 3 bicycle route.
- Sr45AS. 120th St. From Military Road Distance 0.2 mile
To Roseberg
Pave shoulder areas 3 - 4 feet each side. Drainage may be needed on the south side, 25% of the distance. Continue as Class 3 bicycle route.
- Sr46 Military Road S. From Des Moines Way Distance 2.6 miles
To SR-99
Resurface roadway including widening to 24 feet. Widen, pave, landscape, and stripe shoulders for Class 2 bike lanes and pedestrian facilities (S. 152nd St. to S. 120th St.). No drainage needed. North of 120th St. widen travel lanes to 22' and resurface.
- Sr47 S. 144th St. From Des Moines Way Distance 0.4 mile
To 17th Ave. S.
Resurface roadway. Widen and pave shoulders for Class 2 bicycle lanes and pedestrian facilities. Already a signed bicycle route. Drainage needed 75% of route on both sides.
- Sr47A S. 142nd St. From 17th Ave. S. Distance 0.5 mile
To 28th Ave. S.
Resurface. Widen and pave shoulder for bicycle and pedestrian facilities. Already a signed bicycle route. Drainage needed 90% of route.
- Sr47B S. 144th St. From Military Road Distance 0.3 mile
To SR-99
Widen travel lanes from 22' to 24 feet, provide curbs, gutters, and sidewalks.
- Sr48 S. 152nd St. From 24th Ave. S. Distance 0.8 mile
To SR-99
Resurface, pave existing shoulders, 1 - 2 feet wide on both sides. Sign for bicycle route from 32nd S. to SR99 when S 154th is signed (SR-49).

- Sr49 S. 154th St. From 24th Ave. S. Distance 0.6 mile
To SR-99
 (Renton-Three Tree Point Road)
 Widen and resurface roadway to 24 feet and pave shoulders 6 to 8 feet each side. Sign for bicycle route. Provide landscaping and traffic improvements. Also see Sr48 and Sr50C.
- Sr49AS. 154th St. From SR-99 Distance 0.9 mile
To Tukwila City Limits
 Grade, pave, drainage, landscaping, traffic control, bike signing. Provide two 12-foot travel lanes plus a 6 to 8 foot paved shoulder each side.
- Sr50 42nd Ave. S. From S. 154th St. Distance 0.3 mile
To S. 144th St.
 Resurface and widen travel lane 2 to 3 feet each side for bicyclists and pedestrians. No striping. Drainage tile needed 90% of the way. Retain as signed bike route.
- Sr50A 42nd Ave. S. From S. 158th St. Distance 0.6 mile
To S. 154th St.
 Resurface. Widen and pave travel lanes 2 to 3 feet each side for bicycle and pedestrians. Do not stripe. Drainage tile needed 90% of the way. Retain as signed bike route.
- Sr50B 18th Ave. S. From S. 200th St. Distance .43 mile
To S. 208th St.
 Reconstruction including some realignment due to SR-509 extension.
- Sr50C 32nd Ave. S. From S. 152nd St. Distance 0.1 mile
To S. 154th St.
 1. Sign bicycle route when S. 154th St. is signed (SR-49).
 2. Widen travel lanes 2 feet. Grade and pave shoulders 3 feet each side.
- Sr50D 18th Ave. S. From S. 136th St. Distance 0.25 mile
To S. 140th St.
 Widen travel lanes one foot each. Pave 4-foot shoulders each side if feasible for bikes and pedestrians.
- Sr50E S. 140th St. From 18th Ave. S. Distance 0.1 mile
To 20th Ave. S.
 Widen travel lanes one foot each. Pave 4-foot shoulders each side if feasible for bikes and pedestrians.
- Sr51 Military Road S. From S. 160th St. Distance 3.9 miles
To S. 216th St.
 Resurface roadway. Level and grade shoulders for combination Class 2 bike lanes and pedestrian facilities. Drainage needed along 1/4 of route. Construct left turn lanes. Provide landscaping (low growing vegetation in the view areas). Provide a safe pedestrian and bicycle crossing on the two overpasses.

- Sr51A Military Road S. From S. 216th St. Distance 0.9 mile
To S. 230th St.
Resurface roadway. Widen travel lanes or pave existing shoulders (2 to 3 feet). No drainage needed. Landscaping.
- Sr51B Military Road S. From S. 230th St. Distance 1.8 miles
To S. 260th St.
Resurface roadway. Rave existing shoulders, 2 to 3 feet wide. Landscaping.
- Sr52 S. 170th St. From SR-99 Distance 1.2 miles
To 51st Ave. S.
Resurface roadway and widen travel lanes from 20 to 24 feet. Widen (level and grade) and pave shoulders approximately 3 feet wide on each side for bikes and pedestrians, do not stripe. Sign bike route from SR-99 to Military only. Drainage tile needed 75% of the distance.
- Sr53 S. 176th St. From SR-99 Distance 1.3 miles
To Tukwila city limits
Resurface roadway, install drainage pipe, pave shoulder to provide for bicycle and pedestrian travel, and landscape.
- Sr54 S. 200th St. From Des Moines Way Distance 1.1 miles
To SR-99
Coordinate with SR-509 extension. Widen in area of interchange with SR-509. Pave shoulders each side of roadway.
- Sr55 S. 223rd St. From 24th Ave. S. Distance 1.2 miles
To Cliff Ave.
Pave street and walkway.
- Sr56 S. 222nd St. From SR-99 Distance 1.4 miles
To Cliff Ave.
Pave walkway.
- Sr57 Marine View Drive From S. 218th St. Distance 0.6 mile
To S. 227th St.
Resurface. Provide curbs, gutters, sidewalks on both sides.
- Sr58 16th Ave. S. From 17th Ave. S. Distance 0.25 mile
To Kent-Des Moines Rd.
Pave street and walkway.
- Sr59 16th Ave. S. From S. 223rd St. Distance 0.3 mile
To 17th Ave. S.
Pave walkway.
- Sr60 16th Ave. S. From S. 220th St. Distance 0.2 mile
To S. 223rd St.
Pave street and walkway.
- Sr61 10th Ave. S. From 226th Pl. Distance 0.2 mile
To Kent-Des Moines Rd.
Pave street and walkway.

Street, Highway, Bicycle and Pedestrian Improvements – Intersection Improvements

- Si1 S.W. 106th St. & 26th Ave. S.W.
Install traffic control signal when warranted.
- Si2 15th Ave. S.W. & S.W. 102nd St.
Install traffic control signal when warranted.
- Si3 S.W. 116th St. & 4th Ave. S.W.
Install a traffic control signal to replace 4-way stop (blinking light) when warranted.
- Si4 S. 143rd St. & 1st Ave. S.
Review existing channelization and investigate feasibility of modifying channelization to help reduce accidents.
- Si5 S. 152nd St. & 1st Ave. S.
Redesign intersection to improve radius and to help reduce congestion and improve free right turning capabilities.
Install mast arm traffic signals. Improve crosswalk markings.
- Si6 4th Ave. S.W. & S.W. 102nd St.
Install traffic control signal to replace 4-way stop (blinking light) when warranted.
- Si7 8th Ave S.W. & S.W. 152nd St.
Install traffic control signal or traffic control.
- Si8 Des Moines Way & S. 160th St.
Install traffic control signal when warranted.
- Si9 Des Moines Way & Ambaum Blvd. & S. Normandy Road
Redesign intersection to provide improvements to traffic control if feasible.
- Si10 S. 200th St. & Des Moines Way
Install traffic control signal when warranted.
- Si11 S. 160th St. & 1st Ave. S.
Redesign intersection to provide improvements to traffic control if feasible. Improve crosswalk markings.
- Si12 24th Ave. S. & Military Road & S. 120th St.
Redesign and relign intersection.
- Si13 24th Ave. S. & S. 142nd St.
Redesign intersection, including improving sight distance.
Other traffic improvements, if warranted. If Project Sn13 is constructed then traffic improvements would be at S. 144th St. and 24th Ave. S. intersection instead of 24th S. and S. 142nd.

- Si14 SR-99 & 130th, S. 132nd, S. 133rd, S. 139th, S. 140th, S. 141st, & S. 142nd Streets
Consolidate entrances to SR-99. Improve radius and sight distance.
- Si15 42nd Ave. S. & S. 144th St.
Install traffic signal when warranted. Remove building at southwest corner if on County right-of-way.
- Si16 Military Road & S. 146th St. & 34th Ave. S.
Redesign intersection. Traffic signal, if warranted.
- Si17 Des Moines Way & S. 144th St.
Install traffic signal when warranted.
- Si18 Military Road & 42nd Ave. S. & S. 164th St.
Redesign and realign intersection, if necessary. Install traffic signal if warranted. Provide crosswalks.
- Si19 Military Road & S. 176th St.
Install traffic control signal.
- Si20 S. 188th St. & I-5 southbound off-ramp to westbound S. 188th St.
Redesign intersection.
- Si21 SR 99 & S. 188th St.
Upgrade traffic signal.
- Si22 24th Ave. S. & S. 216th St.
Install traffic signal if warranted.
- Si23 16th Ave. S. & SR 516
Redesign intersection when SR-516 is realigned. Install traffic signal, if warranted.
- Si24 S. 240th St. & 16th Ave. S.
Install traffic control signal when warranted.
- Si25 24th Ave. S. & SR-516
Install traffic signal when warranted.
- Si26 Marine View Drive & S. 240th St.
Redesign intersection to improve sight distance.
- Si27 1st Ave. S. & S. 199th St.
Install new traffic signal when warranted.
- Si28 42nd Ave. S. & S. 154th St.
Redesign intersection. Relocate utility pole at southwest corner of intersection.
- Si29 SW 148th Street & 6th Ave. SW
Install traffic control signal, when warranted.

**Street, Highway, Bicycle and Pedestrian Improvements —
Road Surface Improvements**

Sp1	<u>28th Ave. S.W.</u> Resurface roadway.	<u>From</u> S.W. 104th St. <u>To</u> Roxbury	<u>Distance</u> 0.5 mile
Sp2	<u>25th Ave. S.W.</u> Resurface roadway.	<u>From</u> Roxbury <u>To</u> S.W. 100th St.	<u>Distance</u> 0.2 mile
Sp3	<u>22nd Ave. S.W.</u> Resurface roadway.	<u>From</u> Roxbury <u>To</u> S.W. 98th St.	<u>Distance</u> 0.1 mile
Sp4	<u>S.W. 98th St.</u> Resurface roadway (30 feet) and restripe crosswalk.	<u>From</u> 8th Ave. S.W. <u>To</u> 6th Ave. S.W.	<u>Distance</u> 0.1 mile
Sp5	<u>S.W. 100th St.</u> Resurface roadway.	<u>From</u> 26th Ave. S.W. <u>To</u> 24th Ave. S.W.	<u>Distance</u> 0.2 mile
Sp6	<u>8th Ave. S.W.</u> Resurface roadway.	<u>From</u> S.W. 100th St. <u>To</u> S.W. 102nd St.	<u>Distance</u> .12 mile
Sp7	<u>S.W. 107th St.</u> Regrade and resurface roadway.	<u>From</u> 8th Ave. S.W. <u>To</u> 6th Ave. S.W.	<u>Distance</u> 0.1 mile
Sp8	<u>10th Ave. S.W.</u> Resurface roadway and pave 4-foot shoulder on east side to serve two schools and one recreational area.	<u>From</u> S.W. 108th St. <u>To</u> S.W. 116th St.	<u>Distance</u> .52 mile
Sp9	<u>S.W. 152nd St.</u> Resurface roadway and remark crosswalks.	<u>From</u> Ambaum <u>To</u> 1st Ave. S.	<u>Distance</u> .52 mile
Sp10	<u>Maplewild Drive S.W.</u> Resurface roadway.	<u>From</u> S.W. 152nd St. <u>To</u> 33rd Ave. S.W.	<u>Distance</u> 1.4 miles
Sp11	<u>Marine View Drive</u> Resurface roadway.	<u>From</u> S. 208th St. <u>To</u> 1st Ave. S.	<u>Distance</u> .3 mile
Sp12	<u>East Marginal Way</u> Pave the portion of the road surface that is in poor condition (southern 3/4 mile of route).	<u>From</u> Seattle City Limits <u>To</u> Boeing Access Road	<u>Distance</u> 1.8 miles

Sp13 <u>Pacific Highway</u> Resurface.	<u>From</u> S Boeing Access Rd. <u>To</u> SR 99	<u>Distance</u> 0.6 mile
Sp14 <u>S. 115th St. & 42nd Ave. S.</u> Resurface.	<u>From</u> Interurban Avenue <u>To</u> E. Marginal Way	<u>Distance</u> 1.1 miles
Sp15 <u>Interurban Ave.</u> Resurface.	<u>From</u> East Marginal Way <u>To</u> 42nd Ave. S.	<u>Distance</u> 0.8 mile
Sp16 <u>8th Ave. S.</u> Resurface.	<u>From</u> S. 112th St. <u>To</u> S. 152nd St.	<u>Distance</u> 2.4 miles
Sp17 <u>Thunder Bird</u> Resurface.	<u>From</u> 17th Ave. S. <u>To</u> End	<u>Distance</u> 0.2 mile
Sp18 <u>S. 226th Place</u> Resurface.	<u>From</u> 8th Ave. S. <u>To</u> 9th Ave. S.	<u>Distance</u> 1 mile
Sp19 <u>S. 226th St.</u> Resurface.	<u>From</u> 10th Ave. S. <u>To</u> End	<u>Distance</u> 0.1 mile

**Street, Highway, Bicycle and Pedestrian Improvements –
Other**

- Sm1 15th Ave. S.W./ From Roxbury
17th Ave. S.W. To S.W. 100th St.
Alley and walkway design and development. Includes beautification and historical supergraphics on the fronts/back/sides of buildings. Paving, grading, drainage.
- Sm2 16th Ave. S.W. From Roxbury
To S.W. 100th St.
Improve median strip. Remove grass and replace with impervious material (Bomenite). Install sprinkler system for trees.
- Sm3 19 Ave. S.W. From S.W. 104th St.
To S.W. 112th St.
Cul de sac street or install traffic diverter at S.W. 104th St., install sidewalks, and storm water sewer lines. Provide landscaping.
- Sm4 19th Ave. S.W. From S.W. 100th St.
To S.W. 104th St.
Cul de sac street or install traffic diverter at S.W. 100th St. and S.W. 104th St. Pave roadway, install sidewalks and storm water sewer lines. Provide landscaping.
- Sm5 20th Ave. S.W. From Roxbury
To S.W. 100th St.
Cul de sac street or install traffic diverter at S.W. 100th St. Pave roadway, install sidewalks and storm water sewer lines. Provide landscaping.
- Sm6 20th Ave. S.W. From S.W. 100th St.
To S.W. 104th St.
Cul de sac street or install traffic diverter at S.W. 100th St. and S.W. 104th St. Pave roadway, install sidewalks, and storm water sewer lines. Provide landscaping.
- Sm7 2nd Ave. S.W. From S.W. 146th St.
To S.W. 153rd St.
Develop a pedestrian travel corridor between SW 146th St. and SW 152nd St. Development would be the responsibility of the adjacent property owners. The segment between SW 152nd St. and SW 153rd St. should be designed to tie into the sidewalk section of project Sn4A.

- Sm8 6th Ave. S.W. From S.W. 148th St.
To S.W. 156th St.
 Development of a pedestrian route and landscaping in the 6th Ave. SW corridor between SW 148th Street and SW 152nd Street. Continue pedestrian sidewalks between SW 152nd Street and SW 156th Street. The segment between SW 148th Street and SW 150th Street should be designed and developed in conjunction with the design work and construction of the police/court facility.
- At SW 148th Street - the pedestrian corridor south of SW 148th Street will tie directly to existing sidewalks serving the library, park, art gallery and governmental/cultural center north of SW 148th Street.
- Between S.W. 150th St. and S.W. 152nd St. development would be the responsibility of the property owners. 20-foot minimum sidewalk between S.W. 148th St. and S.W. 150th St. Where there are streets, construct 8-foot sidewalks on the east side and 5-foot sidewalks on the west side between S.W. 152nd St. and S.W. 156th St. Landscaping along the entire route on both sides. Benches on the 20-foot and 8-foot sidewalks.
- Sm9 6th Ave. S.W. From S.W. 148th St.
To S.W. 150th St.
 Post "Local Access Only" signs to discourage through traffic. Study the feasibility of eliminating access onto S.W. 148th St.
- Sm10 S.W. 151st St From 8th Ave. S.W.
To 6th Ave. S.W.
 Post "Local Access Only" signs to discourage through traffic.
- Sm11 S.W. 160th St. From 4th Ave. S.W.
To Des Moines Way S.
 Perform minor improvements along route to improve pedestrian movements. Rebuild sidewalk which is being undermined. Build up prior to bridge abutments to provide easy transition. Provide curb cuts where necessary.
- Sm12 20th Ave. S. From S. 243rd St.
To S. 246th St.
 Construct missing side of half street. Project will include grading, paving, and drainage.
- Sm13 S. 102nd St. From 9th Ave. S.
To 14th Ave. S.
 Construct north side of existing half street. Project will include grading, paving, and drainage.
- Sm14 S.W. 156th St. From 1st Ave. S.
To Des Moines Way
 Improve crosswalk markings with special emphasis on the crossing in the vicinity of Mosier Field.
- Sm15 SR-518 frontage road From 53rd Ave. S.
To Southcenter Parkway
 1. Sign as Class 3 bicycle route now.
 2. Upgrade shoulder on southwest side. Build up prior to bridge abutments to provide easy transition for bicyclists and pedestrians.

- Sm16 S. 188th St.
Pedestrian overcrossing linking the Angle Lake neighborhood and the schools north of S. 188th St.
- Sm17 S. 152nd St. From 1st Ave. S.
 To 2nd Ave. S.W.
Construct sidewalks. Provide street trees.
- Sm18 Des Moines Way S. From S. 120th St.
 To S. 96th St.
Remove utility poles, mailboxes, etc. from existing sidewalks. Finish constructing sidewalks along route and sign as bicycle route.
- Sm20 Additions & Revisions to Signed Bicycle Routes
Additions to Signed Bicycle Routes
- 1 14th Ave. S., From Glendale Way
14th Pl. S., S. 98th St. To Des Moines Way.
- 2 Military Road From S. 120th St.
 To S. 152nd Street.
- 3 S. 252nd St. From 8th Ave. S.
 To Marine View Drive
- Marine View Drive From S. 252nd
 To S. 251st
- 4 S. 240th St From Marine View Drive
 To Main entrance to Highline
 Community College.
Complete signing; now signed from 16th S. to 20th S. Remove bicycle route signs at the side entrance to Highline Community College off 20th Ave. S.
- 5 Marine View Drive From S. 240th
 To S. 227th
- 6 S. 164th From 34th Ave. S.
 To 51st Ave. S.
- 51st Ave. S. From S. 164th
 To S. 160th
- S. 160th From 53rd Ave. S.
 To 51st Ave. S.,
- 53rd Ave. S. From S. 160th
 To SR 518 frontage road,
- SR 518 Frontage Road From 53rd Ave. S.
 To Southcenter Parkway.

- | | | |
|----|---------------------------------------------------------|--------------------------------------------------------------|
| 7 | <u>S. 136th St.</u> | From 4th S.W.
To 24th Ave. S. |
| 8 | <u>4th Ave. S.</u> | From S. 128th
To S. 136th |
| 9 | <u>Des Moines Way</u>
<u>14th Ave. S</u> | From S. 98th St.
To Seattle city limits (Director Street) |
| 10 | <u>42nd Ave. S/ S. 135th</u>
<u>St./48th Ave. S.</u> | From S. 115th St.
To S. 144th St. |
| 11 | <u>S. 130th St.</u> | From 42nd Ave. S.
To 40th Ave. S. |
| 12 | <u>53rd Ave. S./</u>
<u>Macadam Road</u> | From S. 144th St.
To S. 154th St. |
| 13 | <u>S. 154th St.</u> | From Macadam Road
To Southcenter entrance |

Revisions to Existing Signed Routes

- 14 Change sign from 29th Ave. S. to 28th Ave. S. between S. 142nd and S. 144th.
- 15 Existing bike route signs on:
25th S. - North of Highline Community College to SR-516.

Change to:

26th S. - North of Highline Community College to S. 232nd,
S. 232nd - 26th S. to 25th S.,
25th S. - S. 232nd to SR-516.

- Sm21 Roxbury to SW 106th St. From 21st Ave. SW
To 26th Ave. SW

In sanitary sewer project area this project will add pedestrian/
bicycle facilities where appropriate on affected streets.

- Sm22 4th Ave. SW From SW 153rd St. - Distance .19 mile
To SW 156th St.

Construct a six foot paved pathway separated from the roadway on the
west side of 4th Ave. SW. Install "no parking" signs to ensure full
use of pathway.

Transit Improvements

T1 Transit Shelters (Phase III)

Locations selected

57 new shelters:

35th Ave. SW & SW 114th
Pacific Highway & S 272nd
Pacific Highway & S. 188th
Pacific Highway & S 148th
Pacific Highway & S 135th
21st Ave. SW & SW 159th
1st Ave. S & S 206th
1st Ave. S & S 183rd
1st Ave. S & S 140th
Des Moines Way S & S 171st
S 156th & 4th Ave. S.
Ambaum Blvd. & SW 144th
Pacific Hwy. S & S 200th St.
8th Ave. S & S 200th
Des Moines Way S & S 130th
Pacific Hwy. S & S 140th
First Ave. S & S 192nd St.
Ambaum Blvd. SW & SW 134th
S. 223rd St. & 12th Ave. S
Ambaum Blvd. SW & 126th St.
21st Ave. SW & SW 164th St.
21st Ave. SW & SW 152nd
Ambaum Blvd. SW & SW 130th
Des Moines Way & S. 103rd
Des Moines Way & S. 113th
Des Moines Way & S. 138th
Des Moines Way & S. 165th
Des Moines Way & S. 212th
15th Ave. S.W. & S.W. 106th
(1 additional shelter)

35th Ave. SW & SW 108th
Pacific Highway & S 253rd
Pacific Highway & S 176th
Pacific Highway & S 144th
Pacific Highway & S 130th
21st Ave. SW & SW 152nd
1st Ave. S & S 199th
1st Ave. S & S 170th
SW 112th & 4th Ave. SW
Des Moines Way S & S 134th
Marine View Drive & 25th Ave. SW
15th Ave. SW & SW 106th St.
Des Moines Way S & S 120th
Des Moines Way S & S 144th
Pacific Hwy. S & S 260th St.

202nd St. & Des Moines Way
S. 223 St. & 24th Ave. S.
16th Ave. SW & SW 107th St.
Ambaum Blvd. SW & SW 139th
21st Ave. SW & SW 156th St.
SW 152nd & 16th Ave. SW
Ambaum Blvd. SW & SW 124th
16th Ave. S.W. & S.W. 110th St.
15th Ave. S.W. & S.W. 106th St.
Ambaum Blvd. S.W. & S.W. 118th St.
Ambaum Blvd. S.W. & S.W. 134th St.
S.W. 164th St. & 16th Ave. S.W.
Kingston Village

T2 Transit Shelters (Phase III)

proposed additional locations

10 proposed additional shelters:

White Center P & R - High (importance)
Burien Plaza - Medium
Wesley Garden & Terrace - Medium
Judson Park & Masonic Home - High
Park Lake Homes I(4th SW) - High

Riverton Hospital - Medium
Midway (SR 516 & SR 99) - Low
Highline Community College - Medium
Lewis & Clark Center - Medium
Des Moines Way & S 156th - Low

T3 Transit flyer stops

6 flyer stops:

I-5 & S 272nd	I-5 & SR-516	SR-509 & S 128th
SR-509 & S 112th	SR-509 & Cloverdale	SR-518 & 24th Ave. S

T4 Extend evening operating hours

Priority to weekends:

#130-3 additional outbound runs at 10 PM, 11 PM, & 12 AM
#132-1 additional outbound run at 10:30 PM (extend #32)
1 additional inbound run at 11:30 PM
#240-2 additional east and west bound runs at 10:30 and 11:30 PM

T5 Improve bus headways

Peak hours: (6AM-8AM/4PM-6PM)

20-1 additional run in each peak period.
#130-1 additional AM inbound run,
2 additional PM outbound runs.
#132-2 additional outbound PM runs
#240-2 additional AM eastbound runs,
2 additional PM westbound runs.

Mid-day hours: (9AM - 4 PM)

#130, 132, 136, 240, 432 - operate on existing frequencies about 50+ minutes. Desired frequency of 30 minutes between buses.

T6 White Center Park-n-Ride Lot

Olson Pl. & Myers Way site selected for initial phase I development (550 stalls)

T7 White Center - W. Seattle direct service

As an experimental mid-day service route, operate 2-directional hourly service from 9 AM to 4 PM via existing #34 W. Seattle Industrial route, Roxbury/Barton, Fautleroy, California Ave.

T8 Seahurst Park

Service to Park during summer (possibly Spring and/or Fall also) during non-peak hours (9AM - 4PM & 6PM - 9PM). Extend terminus of route 240 to Park, via SW 148th, Ambaum, and SW 144th.

T9A 15th/16th SW bus loop turnaround

As new termination loop for routes 20 and 21, use 15th/16th Ave. SW in place of 14th/15th Ave. SW, between Roxbury and SW 98th.

T9B 16th Ave. SW

Relocate route 36/136 Highland Park - Burien from 15th SW & Roxbury over to 16th SW then south to SW 102nd to 15th SW to SW 107th to 16th SW. Pending operational improvements on 16th SW. Streets improvement "SO 1".

- T10 Burien Park-n-Ride Lot
3rd SW and SW 148th/150th for Phase I development (325 stalls)
- T11A Burien-Kent Service
Burien Park-n-Ride lot, SR-509, Des Moines Way, S 188th, Orillia Road, Boeing-Kent, Kent, Auburn. Peak hour service only.
- T11B Burien-Kent Local
Via same route as above for non-work trips.
- T12 Route 240 Burien-Bothell off-peak routing
Reroute north from Burien Park-n-Ride on 1st Ave. S to S 136th or S 128th, east to 24th S, Airport Access Road to terminal, to S 176th to Military Road and S 170th, Resumes existing route to Southcenter.
- T13 Riverton-McMicken Hts. route
New route to be implemented during peak hours only to Seattle CBD via Military Road, 24th Ave. S, E Marginal Way. 4 inbound AM runs; 4 outbound PM runs. Implementation scheduled for Sept. 1976.
- T14 Route 240 Burien-Bothell peak hour routing
Reroute from S 154th/S 156th to freeways providing more direct express service. Burien Park-and-Ride to SR 518 to Airport Access Road to SR 518 to Southcenter and Renton via I-405.
- T15A Revision of route 130 Normandy Park
Removes service from S 240th between Marine View Drive/16th S. Extends south on Marine View Drive to S 251st/S 250th to 16th S to S 240th to Highline Community College.
- T15B Saltwater State Park
As an extension of the revision above, provide service to Saltwater Park during off-peak hours and seasonally (similar to Seahurst Park proposal).
- T16 Desired service matrix
Metro's 1980 Plan calls for the evolution of a multi-centered service concept connected by express buses. The attached matrices (for peak and off peak periods) identify the type of service desirable from the study area, incorporating six locations representative of the area.
- T17 1980 Transit Plan Improvements
The 1980 Transit Plan includes improvement #'s T1, T3, T6, T7, T10, T11, T13 and T14 from above. In addition, the Plan also includes greater levels of express and local service in the Highline Area. For more detail see the report "A Transit Plan for the Metropolitan Area -1976 Refinement and Update" by Metro.
- T18 Midway-Kent Service
New all-day route service between Highline Community College and Kent serving the Kent West Hill area and Boeing-Kent. Peak hour direct service will be provided to the Boeing-Kent facility. Also, one round trip per day will be added to serve residents of Huntington Park (S. 248th St. & Marine View Drive, Midway). This improvement will be incorporated as part of the January, 1977 service changes.

T19 Revision of Route 432 Federal Way

Re-routing of all service, except peak period express trips, from Pacific Highway S. to 16th Ave. S. between S. 279th and S. 240th Streets. Peak period express trips via Pacific Hwy. S. will be maintained to provide service to and from the Midway Interim Park and Ride Lot. This improvement will be incorporated as part of the January, 1977 service changes.

DESIRABLE TRANSIT CONNECTIONS

PEAK HOURS

FROM:	TO:	White Center	Burien CBD	Seahurst Park	Sea-Tac	Des Moines	Highline Community College	Saltwater Park	Seattle CBD	Duwamish	Harbor Island	Bellevue	Renton	West Seattle	Pacific/Algonia	Auburn	Kent	Boeing-Kent	Federal Way	Tacoma	University of Washington	S. Campus, Seattle C. C.	Southcenter	Lincoln Park	Seattle Center	Kingdome	First Hill	Kirkland/Bothe11
White Center		DI	DI	--	TI	TI	TI	--	De	DI	DI	Te	Te	DI	Te	Te	Te	Te	Te	Te	Te	DI	Te	--	--	--	Te	Te
North: Riverton/BP		TI	DI	--	DI	TI	TI	--	DI	DI	TI	Te	Te	TI	Te	Te	Te	Te	Te	Te	Te	TI	Te	--	--	--	Te	Te
Burien		DI	DI	--	De	DI	DI	--	De	De	Te	De	De	Te	Te	Te	De	De	Te	Te	Te	TI	De	--	--	--	Te	De
East: Sea-Tac		TI	De	--	DI	DI	DI	--	De	DI	Te	De	De	TI	Te	Te	De	Te	De	De	Te	TI	De	--	--	--	Te	De
West: Normandy Park		TI	DI	--	DI	DI	DI	--	De	Te	TI	Te	Te	TI	Te	Te	Te	Te	Te	Te	Te	TI	Te	--	--	--	Te	Te
South: Des Moines		TI	DI	--	DI	DI	DI	--	De	Te	TI	Te	Te	TI	Te	Te	De	Te	DI	Te	Te	TI	De	--	--	--	Te	Te

De = Direct Express (e.g. 136F)
DI = Direct Local (e.g. 132)

Te = Transfer - 1-Leg Express
TI = Transfer - Local

August, 1976

DESIRABLE TRANSIT CONNECTIONS

OFF-PEAK HOURS

FROM:	TO:	White Center	Burien CBD	Seahurst Park	Sea-Tac	Des Moines	Highline Community College	Saltwater Park	Seattle CBD	Duwamish	Harbor Island	Bellevue	Renton	West Seattle	Pacific/Algonia	Auburn	Kent	Boeing-Kent	Federal Way	Tacoma	University of Washington	S. Campus, Seattle C. College	Southcenter	Lincoln Park	Seattle Center	Kingdome	First Hill	Kirkland/Bothe11
White Center		DI	DI	TI	TI	TI	TI	TI	DI	DI	DI	Te	Te	DI	Te	Te	Te	Te	Te	Te	Te	DI	Te	DI	TI	DI	TI	Te
North: Riverton/BP		TI	DI	TI	TI	TI	TI	TI	DI	DI	TI	Te	Te	TI	Te	Te	Te	Te	Te	Te	Te	TI	Te	TI	TI	DI	TI	Te
Burien		DI	DI	DI	De	DI	DI	TI	De	DI	Te	De	De	Te	Te	De	De	Te	Te	Te	Te	TI	De	TI	Te	Te	Te	De
East: Sea-Tac		TI	De	TI	DI	TI	DI	TI	De	DI	Te	De	De	Te	Te	Te	De	Te	De	De	Te	TI	De	TI	Te	Te	Te	De
West: Normandy Park		TI	DI	TI	DI	DI	DI	DI	Te	Te	TI	Te	Te	TI	Te	Te	Te	Te	Te	Te	Te	TI	Te	TI	Te	Te	Te	Te
South: Des Moines		TI	DI	TI	DI	DI	DI	DI	De	Te	TI	Te	Te	TI	Te	Te	DI	TI	Te	Te	Te	TI	De	TI	Te	Te	Te	Te

De = Direct Express (e.g. 136F)
DI = Direct Local (e.g. 132)

Te = Transfer - 1-Leg Express
TI = Transfer - Local

August, 1976

implementation program

category	title and location	cost and timing*						resp.	notes
		1977-1983		1984-1990		1990+			
		1priority	2priority	3priority	4priority	5priority	6priority		
TRANSPORTATION STREET, HIGHWAY, BICYCLE AND PEDESTRIAN IMPROVEMENTS New Construction	Sn2 4th Ave SW - from S.W. 146th to S.W. 148th	231,000						DPW	
	Sn3 4th Ave SW - from S.W. 148th to S.W. 152nd	785,000						DPW	
	Sn4 S.W. 150th St. - from 6th Ave SW to 2nd Ave SW	Immediate Acq of R/W	241,000					DPH	Immediate acquisition of R/W S. 188th should become DOH responsibility
	Sn5 SR-509 - from Des Moines Way to S. 188th St.	5,272,000						DOH	
	Sn4A 2nd Ave SW - from SW 153rd to SW 156th	103,000						DPW	
	Sn14 SW 143rd St - from Anbaum to 142nd Pl.		55,000					DPW	Dependent on traffic diverters or other imp.
	Sn10 31st Ave S - from S. 166th Street to S. 170th Street				80,250			DPH	Local access street.
	Sn6 SR-509 - from S. 188th St. to SR-516				15,611,000			DOH	
	Sn5A SR-509 - from Des Moines Way to Jct. SR-99 and SR-509				4,200,000			DOH	
	Sn9 S. Airport Access - from Airport to SR-509					16,556,000		POS/DOH/KC	
	Sn8 20th Ave S - from S. 140th St. to S. 142nd St.					45,000		DPW	Local access street
	Sn13 S. 144th St - from 17th Ave. S.					175,000		DPW	Dependent on Land Use decisions.
	Sn7 S. 216th St. - from Des Moines Way to 10th Ave. S.							DPW/DM	
	Sn12 S. 208th St. from SR-99 to 1st Ave S							DPW	
Sn1 Roxbury Extension - from SW 97th Pl to Meyers Way							DPW		

*: all costs are in 1976 dollars

implementation program

category	title and location	cost and timing*						resp.	notes
		1977-1983		1984-1990		1990+			
		1priority	2priority	3priority	4priority	5priority	6priority		
TRANSPORTATION: STREET, HIGHWAY, BICYCLE AND PEDESTRIAN IMPROVEMENTS Major Widening	Sw2 S.W. 116th St. - from 28th Ave. S.W. to Ambaum	252,000						DPW	
	Sw3 S.W. 116th St. - from Ambaum to 1st Ave. S.	644,000						DPW	
	Sw4 Glendale Way S. - from 8th Ave. S. to Des Moines Way S.	556,000						DPW	
	Sw8 S. 188th St. - from SR-99 to I-5	500,000+						DPW	
	Sw9 SR-99 - from S. 188th St. to SR-516	120,000	289,000					DOH	2-Phase Project
	Sw11 Reith Road - S. 253rd St. to Military Rd.			2,350,000				Kent	
	Sw6 E. Marginal Way S. - from Boeing Access Rd. to Duwamish R.				470,500			DPW	
	Sw7 E. Marginal Way S. - Bridge Crossing of Duwamish				1,250,000			DPW	Replace with 4-lane bridge
	Sw1 18th Ave. S.W. - from S.W. 112th St. to Roxbury				822,500			DPW	Local access rd. Dependent on drainage study.
	Sw10 SR-516 - from Marine View Drive to I-5			100,000			4,740,000	DOH	2-Phase Project

*all costs are in 1975 dollars

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implementation program

category	title and location	cost and timing*						resp.	notes
		1977-1983		1984-1990		1990+			
		1priority	2priority	3priority	4priority	5priority	6priority		
TRANSPORTATION: STREET, HIGHWAY, BICYCLE AND PEDESTRIAN IMPROVEMENTS Minor Widening and Reconstruction	Sr9 SW 143rd St/SW 144th Pl - 16th Ave SW from Ambaum to	206,000						DPW	
	Sr22 S 156th/154th St - to 12th Ave S from Des Moines Way S	40,000						DPW	
	Sr24B SW 146th St - from Ambaum Blvd to 14th Ave SW	16,000						DPW	
	Sr26 Marine View Dr - to Normandy Park Dr from Normandy Terrace	357,000						NP	
	Sr27 Shoremont - Normandy Terrace SW from 8th Ave SW to	65,500						NP	
	Sr28 Marine View Dr - to SW 200th St from Normandy Park Dr	80,000						NP	
	Sr34 19th Ave SW/SW 170th St - from SW 168th St to Sylvester Rd SW	220,000						NP	
	Sr47B S 144th St - from Military Rd to SR-99	120,000						DPW	
	Sr55 S 223rd St - from 24th Ave S to Cliff Ave	90,000						DM	
	Sr56 S 222nd St - from SR-99 to Cliff Ave	80,000						DM	
	Sr57 Marine View Drive - from S 218th St to S 227th St	100,000						DM	
	Sr58 16th Ave S - from 17th Ave S to Kent-Des Moines Road	17,500						DM	
	Sr59 16th Ave S - from S 223rd St to 17th Ave S	7,500						DM	
	Sr60 16th Ave S - from S 220th St to S 223rd St	13,000						DM	
	Sr68 S 116th Way - from Military Rd to Pacific Highway S		228,000					DPW	
	Sr3 SW 102nd St - from 1st Ave S to 20th Ave SW		680,000					DPW	Dependent on Drainage Study
	Sr8 4th Ave SW - from S 128th St to S 146th St		626,000					DPW	
	Sr21 Des Moines Way S - from S 128th St to Intersection of Normandy Rd & Ambaum		970,000					DPW	

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implementation program

category	title and location	cost and timing*						resp.	notes
		1977-1983		1984-1990		1990+			
		1priority	2priority	3priority	4priority	5priority	6priority		
TRANSPORTATION STREET, HIGHWAY, BICYCLE AND PEDESTRIAN IMPROVEMENTS Minor Widening and Reconstruction	Sr69 12th Ave S/from S. 152nd St to Des Moines Way So.		815,000					KC/POS	
	Sr29 SW 200th St - from Marine View Drive to 1st Ave. So.		88,000					NP	
	Sr30 Normandy Park Drive SW - from Marine View Drive to 1st Ave. So.		184,000					NP	
	Sr33 Normandy Terrace SW - from Marine View Drive to Shoremont Dr.		40,000					NP	
	Sr35 Marine View Dr - from Miller Creek to Eastbrook Rd SW		76,500					NP	
	Sr37 1st Ave S - from 180th St to S. 216 St & Des Moines Way		152,000					DOH	
	Sr51 Military Rd S - from S 160th St to S. 216th St.		661,000					DPW	Phase 1: S 160th-S 188th Phase 2: S 188th-S 216th Including signal at SR-99
	Sr53 S 176th St - from SR-99 to Tukwila City Limits		282,000					DPW	
	Sr61 10th Ave S - from S 226th Pl to Kent-Des Moines Road		14,700					DM	
	Sr62 10th Ave S - from S 220th St to S 223rd St		14,700					DM	
	Sr18A SW 150th St - from 2nd Ave SW to 1st S		100,500					DPW	
	Sr18B SW 150th St - from Ambaum to 6th Ave SW		200,900					DPW	
	Sr34A 21st Ave SW - from SW 152nd St to SW 164th Street		230,000					DPW	
	Sr22A S. 154th/156th St - from 12th Ave S to 24th Ave S			482,000				DPW	Airplane viewpoint, if legal
	Sr23 S 146th St/S 144th St - from 1st Ave S to Des Moines Way S			450,000				DPW	
	Sr31 Marine View Drive - from SW 200th St to SW 208th St.			93,000				NP	
	Sr32 SW 208th St - from Marine View Drive to 1st Ave S			42,000				NP	
	Sr39 8th Ave S - from S 188th St/Des Moines Way to S 200th St.			644,000				DPW	
	Sr40 S 200th St - from 8th Ave S to Des Moines Way			75,000				DPW	

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implementation program

category	title and location	cost and timing*						resp.	notes
		1977-1983		1984-1990		1990+			
		1priority	2priority	3priority	4priority	5priority	6priority		
TRANSPORTATION: STREET, HIGHWAY, BICYCLE AND PEDESTRIAN IMPROVEMENTS Minor Widening and Reconstruction	Sr41 Des Moines Way - from S 188th St to S 216th St			752,000				DPW	
	Sr45A S 120th St - from Military Road to Roseberg Ave			30,000				DPW	
	Sr46 Military Road S - from Des Moines Way to SR-99			831,000				DPW	
	Sr49 S 154th St - from 24th Ave S to SR-99			322,000				DPW	
	Sr49A S 154th St - from SR-99 to Tukwila City Limits			287,000				DPW	
	Sr50D 18th Ave S - from S 136th St to S 140th St			25,000				DPW	Local access street
	Sr63 10th Ave S - from S 223rd St to S 226th St			5,700				DM	
	Sr64B S 250th St/S 251st St - from Marine View Drive to 16th Ave S			142,500				DPW	
	Sr34B SW 164th St - from 21st Ave SW to 19th Ave SW			33,000				DPW	
	Sr34C 19th Ave SW - from SW 160th St to SW 168th St			198,000				DPW	
	Sr1 SW 98th St - from 12th Ave SW to 28th Ave SW				500,000			DPW	Local access st. Portion dependent on drainage study.
	Sr2 21st Ave SW - from SW 98th St to SW 116th St				600,000			DPW	
	Sr4 SW 112th St - from 26th Ave SW to 10th Ave SW				223,000			DPW	Portion dependent on drainage study.
	Sr6 17th Ave SW - from SW 100th St to SW 112th St				279,000			DPW	Local access street. Dependent on drainage study.
	Sr10 1st Ave S - from S 136th St to S 160th St				850,000			DPW	
	Sr11 SW 152nd St - from Ambaum to 21st Ave SW				441,000			DPW	
	Sr12 S 152nd St - from 1st Ave S to Des Moines Way				393,000			DPW	
Sr17 4th Ave SW - from SW 153rd St to SW 156th St				118,000			DPW		

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implementation program

category	title and location	cost and timing*						resp.	notes
		1977-1983		1984-1990		1990+			
		1priority	2priority	3priority	4priority	5priority	6priority		
TRANSPORTATION STREET, HIGHWAY, BICYCLE AND PEDESTRIAN IMPROVEMENTS Minor Widening and Reconstruction	Sr20A Sylvester St- from SW 173rd Pl to S 160th St.				784,000			KC/NP	
	Sr20B Sylvester St- from 33rd Ave SW to SW 173rd Pl							KC/NP	
	Sr24A SW 146th St- from Ambaum Blvd to 14th Ave SW				125,000			DPW	
	Sr25B 4th Ave SW-SW 160th St from SW 156th St to				60,000			DPW	
	Sr42 S 188th St-from SR-99 to Normandy Rd				540,000			DPW	
	Sr44 14th Ave S/14th Pl S/S 98th St - from Glendale Way to Des Moines Way				126,000			DPW	
	Sr45 Roseberg Ave-s 120th St from S 128th St to				77,500			DPW	
	SR50 42nd Ave S-S 144th St from S 154th St to				86,000			DPW	
	Sr50A 42nd Ave S-s 154th St from S 158th St to				171,000			DPW	
	Sr52 S 170th St-from SR-99 to 51st Ave S				392,000			DPW	
	Sr52A S 170th St-Perimeter Road from SR-99 to Airport				26,000			POS/DPW	
	Sr64 S 252nd St-View Drive from 8th Ave S to Marine				12,000			DPW	
	Sr64A Marine View Drive- from S 252nd St to S 251st St				12,000			DOH	
	Sr66 Marine View Drive- from S 251st St to S 227th St				322,000			DOH	
	Sr8A SW 136th St-from Ambaum to 1st Ave S from 8th Ave S. to					16,000		DPW	
	Sr88 S 112th St Route-4th Ave. S.W.					205,000		DPW	
	Sr13 SW 154th St - from Ambaum to 1st Ave S					371,000		DPW	
Sr14 SW 155th St - from Ambaum to 1st Ave S					356,000		DPW		

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implementation program

category	title and location	cost and timing*						resp.	notes
		1977-1983		1984-1990		1990+			
		1priority	2priority	3priority	4priority	5priority	6priority		
TRANSPORTATION: STREET, HIGHWAY, BICYCLE AND PEDESTRIAN IMPROVEMENTS Minor Widening and Reconstruction	Sr15 SW 156th St - from Ambaum to 4th Ave SW					180,000		DPW	
	Sr16 6th Ave SW - from SW 153rd St to SW 156th St					180,000		DPW	
	Sr18 8th Ave SW - from SW 148th St to SW 152nd St					267,000		DPW	
	Sr19 1st Ave S - from S 160th St to S 180th St					24,000		DOH	
	Sr24 14th Ave SW - from SW 144th Pl to SW 152nd St					135,000		DPW	
	Sr25A S 174th St - from Ambaum Blvd to 1st S					8,000		DPW	
	Sr36 Normandy Road - from Des Moines Way to 8th Ave SW					149,000		DPW	
	Sr38 S 192nd St - from 1st Ave S to Des Moines Way					256,000		DPW	
	Sr47 S 144th St - from Des Moines Way to 17th Ave S					114,000		DPW	
	Sr47A S 142nd St - from 17th Ave S to 28th Ave S					142,500		DPW	
	Sr48 S 152nd St - from 24th Ave S to SR-99					164,000		DPW	
	Sr50E S 140th St - from 18th Ave S to 20th Ave S					25,000		DPW	
	Sr51A Military Road S - from S 216th St to S 230th St					205,000		DPW	
	Sr51B Military Road S - from S 230th St to S 260th St					410,000		Kent	
	Sr54 S 200th St - from Des Moines Way to SR-99					200,000		DPW	
	Sr64C 16th Ave S - from S 240th St to S 260th St					185,000		DPW	
	Sr64D S 240th St - from Marine View Drive to SR-99					342,000		DPW	
	Sr65 S 216th St - from SR-99 to Military Rd					82,000		DPW	

*all costs are in 1976 dollars

implementation program

category	title and location	cost and timing*						resp.	notes
		1977-1983		1984-1990		1990+			
		1priority	2priority	3priority	4priority	5priority	6priority		
TRANSPORTATION: STREET, HIGHWAY, BICYCLE AND PEDESTRIAN IMPROVEMENTS Minor widening and Reconstruction	Sr50C 32nd Ave S - from S 152nd St to S 154th St					20,000		DPW	
	Sr50B 18th Ave S - from S 200th St to S 208th St					150,000		DPW/DOH	
	Sr1A Seola Beach Drive - from Puget Sound to SW 106th St							DPW/SEA	
	Sr5 SW 106th St - from 26th Ave SW to 15th Ave SW							DPW	
	Sr7 1st Ave S - from Meyers Way to S 136th St							DPW	Portion dependent on drainage study.
	Sr25 Ambaum Blvd S - from S 160th St to Des Moines Way							DPW	
	Sr67 S 164th St - from Military Road to 51st Ave S							DPW	
	Sr67A 51st Ave S - from S 164th St to S 160th St							DPW/TUK	
	Sr67B S 160th St - from 53rd Ave S to 51st Ave S							Tukwila	
	Sr67C 53rd Ave S - from S 160th St to SR-518 frontage road							Tukwila	

*all costs are in 1976 dollars

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implementation program

category	title and location	cost and timing*						resp.	notes
		1977-1983		1984-1990		1990+			
		1priority	2priority	3priority	4priority	5priority	6priority		
TRANSPORTATION: STREET, HIGHWAY, BICYCLE AND PEDESTRIAN IMPROVEMENTS Operational Improvements	So1 16th Ave SW/Ambaum - from SW 100th St to SW 128th St	226,000						DPW	
	So5 Ambaum Blvd S - from SW 128th St to 4th Ave SW	697,000						DPW	
	So6 E Marginal Way - from Seattle City Limits to Boeing Access Road	1,000,000						DPW	
	So7 SR-99 - from S 196th St to S 244th St		446,000					DOH	
	So2 S/SW 128th St - from Ambaum Blvd to Military Road		702,000					DPW	
	So4 S 136th St - from Ambaum Blvd to Des Moines Way		156,000					DPW	
	So3 1st Ave S - from S 112th St to S 160th St			624,000				DPW	

*all costs are in 1976 dollars

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implementation program

category	title and location	cost and timing*						resp.	notes	
		1977-1983		1984-1990		1990+				
		1priority	2priority	3priority	4priority	5priority	6priority			
TRANSPORTATION	Si3 SW 116th St & 4th Ave SW	Included in Sw3						DPW		
	Si15 42nd Ave S & S 144th St	Improve sight dist.		77,500				DPW	Sight distance improved as soon as possible	
STREET, HIGHWAY, BICYCLE AND PEDESTRIAN IMPROVEMENTS	Si9 Des Moines Way & Ambaum Blvd & S. Normandy Road	110,000						DPW		
	Si19 Military Road and S. 176th St.	50,000						DPW		
	Si21 SR-99 & S. 188th Street	52,000						DPW/DOH		
	Si28 42nd Ave S & S 154th Street	50,000						DPW		
	Intersection Improvements	Si5 S 152nd St and 1st Ave S		80,000					DPW	
		Si6 4th Ave SW & SW 102nd St		52,000					DPW	
		Si11 S 160th St & 1st Ave S		Included in So3					DPW/DOH	
		Si18 Military Rd & 42nd Ave S & S 164th St		157,000					DPW	
		Si24 S 240th St and 16th Ave S		55,000					DPW	
		Si2 15th Ave SW & SW 102nd St		52,000					DPW	
		Si29 6th Ave SW & SW 148th St			50,000				DPW	
		Si1 SW 106th St & 26th Ave SW			52,000				DPW	
		Si8 Des Moines Way & S 160th St			52,000				DPW	
		Si10 S 200th ST & Des Moines Way			60,000				DPW	
	Si12 24th Ave S & Military Rd & S 120th ST			157,000				DPW		
	Si13 24th Ave S & S 142nd St			114,500				DPW	If Si13 constructed then signalize 24th S & S 144	
	Si17 Des Moines Way & S 144th St			52,000				DPW		

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implementation program

category	title and location	cost and timing*						resp.	notes
		1977-1983		1984-1990		1990+			
		1priority	2priority	3priority	4priority	5priority	6priority		
TRANSPORTATION STREET, HIGHWAY, BICYCLE AND PEDESTRIAN IMPROVEMENTS Intersection Improvements	Si25 24th Ave S & SR-516			60,000					
	Si26 Marine View Drive & S 240th St			187,500				DOH/DPW	
	Si27 1st Ave S & S 199th St			50,000				DOH	
	Si4 S 143rd St & 1st Ave S				2,500			DPW	Study cost only
	Si7 8th Ave SW & SW 152nd St				52,000			DPW	
	Si20 S 188th St & I-5 southbound off-ramp to westbound S 188th St				2,500			DOH	Study cost only
	Si22 24th Ave S & S 216th St				60,000			DPW/DM	
	Si23 16th Ave S & SR-516					122,000		DPW/DOH	
	Si14 SR-99 & S 130th, 132nd, 133rd, 139th 140th, 141st, 142nd Streets							DOH/DPW	
	Si16 Military Rd & S 146th St & 34th Ave S							DPW	

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implementation program

category	title and location	cost and timing*						resp.	notes
		1977-1983		1984-1990		1990+			
		1priority	2priority	3priority	4priority	5priority	6priority		
TRANSPORTATION: STREET, HIGHWAY, BICYCLE AND PEDESTRIAN IMPROVEMENTS Road Surface Improvements	Sp7 SW 107th St - from 8th Ave SW to 6th Ave SW	10,000						DPW	
	Sp2 25th Ave SW - from Roxbury to SW 100th St	10,000						DPW	
	Sp3 22nd Ave SW - from Roxbury to SW 98th St	5,000						DPW	
	Sp6 8th Ave SW - from SW 100th St to SW 102nd St	6,000						DPW	
	Sp8 10th Ave SW - from SW 108th St to SW 116th St	36,400						DPW	Pave shoulder east side
	Sp9 SW 152nd St - from Ambaum to 1st Ave S	26,500						DPW	
	Sp12 East Marginal Way - from Seattle City Limits to Boeing Access Road	200,000						DPW	
	Sp17 Thunder Bird - from 17th Ave S to End	12,000						DM	
	Sp18 S 226th Pl - from 8th Ave S to 9th Ave S	5,000						DM	
	Sp4 SW 98th St - from 8th Ave SW to 6th Ave SW		10,500					DPW	
	Sp5 SW 100th St - from 26th Ave SW to 24th Ave SW		10,000					DPW	
	Sp10 Maplewild Dr SW - from SW 152nd St to 33rd Ave SW		85,000					DPW	
	Sp13 Pacific Hwy S - from S Boeing Access Road to SR-99		60,000					DPW	
	Sp15 Interurban Ave - from E Marginal Way to 42nd Ave S		40,000					DPW	
	Sp1 28th Ave SW - from SW 104th St to Roxbury		25,000					DPW	
	Sp11 Marine View Drive - from S 208th St to 1st Ave S		15,000					DPW	
	Sp14 S 115th St & 42nd Ave S - from Interurban Ave to E Marginal Way			55,000				DPW	
Sp16 8th Ave S - from S 112th St to S 152nd St			120,000				DPW		

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implementation program

category	title and location	cost and timing*						resp.	notes
		1977-1983		1984-1990		1990+			
		1priority	2priority	3priority	4priority	5priority	6priority		
TRANSPORTATION	Sm1 15th Ave SW & 17th Ave SW - from Roxbury to SW 100th St	25,000						KC	
	Sm2 16th Ave SW - from Roxbury to SW 100th St.	20,000						KC	
STREET, HIGHWAY, BICYCLE AND PEDESTRIAN IMPROVEMENTS	Sm11 54 160th St - from 4th Ave SW to Des Moines Way	75,000						DPW	
	Sm13 S 102nd St - from 9th Ave. S. to 14th Ave. S.	120,000						DPW	
	Sm14 SW 156th St - from 1st Ave S to Des Moines Way	3,000						DPW	Crosswalk marking improvement
	Sm20 Additions & Revisions to Signed Bicycle Routes	4,200						DPW/TUK	
	Sm21 26th Ave SW - from SW 148th St to SW 150th St	225,000						DPW	
	Sm9 6th Ave SW - Street	See Note						DPW	\$100 plus costs incurred
	Sm16 S 188th St - Vicinity of 42nd Ave S from SW 150th St to SW 156th Street	300,000						DPW	
	Sm8 6th Ave SW - Street			60,000				KC	
	Sm10 SW 151st St - from 8th Ave SW to 6th Ave SW			See Note				DPW	\$100 plus costs incurred.
	Sm12 20th Ave S - from 243rd to S 246th Sts.			85,000				DPW	
Miscellaneous Projects	Sm7 2nd Ave SW - from SW 146th to SW 153rd St				50,000			KC	
	Sm3 19th Ave SW - from SW 104th to SW 112th				134,000			DPW	Local access street. Dependent on drainage study.
	Sm4 19th Ave SW - from SW 100th to SW 104th				67,000			DPW	Local access street. Dependent on drainage study.
	Sm5 20th Ave SW - From Roxbury to SW 100th St				67,000			DPW	Local access street. Dependent on drainage study.
	Sm6 20th Ave SW - From SW 100th to SW 104th Sts				67,000			DPW	Local access street. Dependent on drainage study.
	Sm15 SR-518 Frontage Road - from 53rd Ave S to Southcenter Parkway				5,000			DOH	

*all costs are in 1978 dollars

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implementation program

category	title and location	cost and timing*						resp.	notes
		1977-1983		1984-1990		1990+			
		1priority	2priority	3priority	4priority	5priority	6priority		
TRANSPORTATION: TRANSIT IMPROVEMENTS	T-1 Transit Shelters - METRO Phase III (locations selected)	/						METRO	45 new shelters in Highline area.
	T-2 Transit Shelters - METRO Phase III (Non-site specific - recommendations)	/						METRO	10 proposed additional sites for shelters (see project description for prioritization)
	T-3 METRO Transit Flyer Stops			/				METRO/DOH	Stops on I-5, SR-509, & SR-518
	T-4 Extension of Evening Operating Hours	/						METRO	Routes 130, 132 & 240
	T-5 Improve Bus Frequency (Headway)		/	/				METRO	Routes 20, 130, 132, 240 during peak hours. Routes 130, 132, 136, 240, 432 during off- peak hours.
	T-6 White Center Park and Ride Lot	/						METRO	Olson Place & Myers Way site selected for ini- tial Phase I develop- ment.

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implementation program

category	title and location	cost and timing*						resp.	notes
		1977-1983		1984-1990		1990+			
		1priority	2priority	3priority	4priority	5priority	6priority		
TRANSPORTATION: TRANSIT IMPROVEMENTS	T-7 Provide 2-Directional, Mid-Day Service on Route 34 - White Center to West Seattle			////				METRO	Direct service White Center to West Seattle for non-work use.
	T-8 Service to Seahurst Park	////						METRO	Extend Route 240 to Park as Route Terminal during off-peak hours and seasonally only.
	T-9A Turnaround for Routes 20 & 21	////						METRO	Relocate from 14th/15th Ave. S.W. to 15th/16th Ave. S.W. From 15th Ave. S.W. between Rox- bury & S.W. 102nd to 16th Ave. S.W. between same streets.
	T-9B Re-align Routes 36/136 to 16th Ave. S.W.		////					METRO	Pending signalization improvement on 16th Ave. S.W. (Street Imp. So I.)

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implementation program

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		1977-1983		1984-1990		1990+			
		1priority	2priority	3priority	4priority	5priority	6priority		
TRANSPORTATION: TRANSIT IMPROVEMENTS	T-10 Burien Park and Ride Lot	/ / / /						METRO	Existing interim site - 3rd Ave. S.W. & S.W. 148th/S.W. 150th.
	T-11A New Burien-Kent Direct Express Route	/ / / /						METRO	Peak hour service only via S. 188th St. to Boeing-Kent, Kent, Auburn for work trips.
	T-11B New Burien-Kent Direct Local Route		/ / / /					METRO	Off-peak hour service via same route above for non-work trips.
	T-12 Re-align Route 240 During Off-peak	/ / / /						METRO	From S. 154th/S. 156th to S. 136th/S. 128th to better serve residential areas. Either S. 136th or S. 128th routing would be acceptable.
	T-13 Riverton-McMicken Heights Route to CBD	/ / / /						METRO	Peak hour service only, to be implemented Sept., 1976 on trial basis.

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implementation program

category	title and location	cost and timing*						resp.	notes
		1977-1983		1984-1990		1990+			
		1priority	2priority	3priority	4priority	5priority	6priority		
TRANSPORTATION: TRANSIT IMPROVEMENTS	T-14 Re-align Route 240 During Peak Hours	/ / / /						METRO	From S. 154th/S. 156th to SR-518, North Airport Access Road/I-405 to provide express service between Burien, Sea-Tac, Southcenter, Renton.
	T-15A Revise Route 130	/ / / /						METRO	From S. 240th between Marine View Drive & 16th S., to extend south on Marine View Drive to S. 251st to 16th S. to S. 240th and back to original route, in conjunction with 15B and provide service to new area.

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implementation program

category	title and location	cost and timing*						resp.	notes
		1977-1983		1984-1990		1990+			
		1priority	2priority	3priority	4priority	5priority	6priority		
TRANSPORTATION	T-15B Saltwater State Park Service	/						METRO	Same as above extending south to Park during off-peak hours and seasonally only.
TRANSIT IMPROVEMENTS	T-16 Desired Transit Connections	/	/	/	/			METRO	Desired transit connections from study area.
	T-17 1980 Transit Plan Improvements	/	/						Implementation of improvements specified in the 1980 Transit Plan
	T-18 Midway-Kent New Service	/						METRO	Service from Highline C.C. to Kent and Boeing-Kent to start 1/77.
	T-19 Revision of Route 432 Federal Way	/						METRO	Re-route non-peak period trips from Pac. Hwy. S. to 16th Ave. S. between S. 279th & S. 240th to start January, 1977.

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General Proposals

- G1 Land Form and Tree Cover Controls
Modification of existing ordinances or development of new controls to regulate alterations to land form and ground cover prior to zoning or building permit review.
- G2 Public Information Program - Sanitary Sewers
A public information program, including appropriate publications, to focus on demonstrating the need for and benefits of sanitary sewer service.
- G3 Code Revision - Mobile Homes
Revision of zoning provisions to allow mobile home parks in medium and high density multi-family zones (RM 2400 and RM 1800), including special development provisions.
- G4 Mixed Use Code Development
Development of zoning provisions to allow mixed residential/commercial use characterized by two or more significant revenue-producing uses and functional and physical integration.
- G5 Research: Code Amendment on Height Limitations
Research the impact and desirability of relaxing height limitations for projects intended to redevelop and expand existing business and commercial structures.
- G6 Tract PUD Code Development
Research and development of an official land use control intended to aid the conversion or redevelopment of urban land which is already subdivided, developed and under multiple ownership.
- G7 Historic Designations
Historic marker designation of sites throughout the Highline area. The technical report Highline Historic Assessment would serve as the basic information source.
- G8 Heritage Sites Ordinance Development
Research and development of an ordinance to enable the formation of special historic districts and the establishment of guidelines for the preservation of heritage sites.
- G9 Police Precinct/District Court Facility
Construct a facility to house the Southwest Precinct, Airport District and Roxbury District Courts on vacant land near the Burien Park and Library. Proposed projects G10 and Ps4 (remodeling Chelsea School) will complement G9 in creating a governmental/community/cultural center.

NOTE: There has been considerable discussion and debate on the issues of the location of police and court facilities, the use of Chelsea School building, the scale and location of cultural and performing arts facilities and the cost, timing and responsibility in development of all of these. The Highline Communities Plan Committee recommended to King County:

1. A Community Cultural Campus shall be provided for in the Highline Community Plan, and shall be bordered by SW 148th on the south, SW 144th on the north, 6th SW on the west, and 4th SW on the east.
2. A Police Precinct facility is not compatible for location on the Campus.
3. A District Court facility is compatible for location on the Campus provided it does not preclude provision for a Cultural Arts facility.
4. If the Police Precinct and Court Facility as currently designed is constructed, it should be located on the Southwest corner of 6th SW and SW 148th.
5. Sufficient Forward Thrust funds shall be re-allocated to acquire the 1.8 acres known as the Myers property at the northwest corner of 4th SW and SW 148th to complete the boundary of the Campus, and to ensure this property becomes an integral portion of the Campus.
6. Action shall be initiated to determine funding from County, State, Federal or private sources for the construction of a 500 seat Cultural and Performing Arts Theatre, and a Museum of History and Art of a fireproof nature, these facilities to be located within the Campus.

Differing views on these issues are acknowledged and characterized in Appendix #4.

- G10 Highline Governmental/Community Center - Chelsea
Remodel Chelsea Park Elementary School Facility to develop a center for housing currently decentralized County field offices and for community meetings and activities. A building use agreement with the Highline School District would first have to be accomplished.

G12 Community Referral

Sent notification to the Highline Community Council, the Burien, White Center and Des Moines-Midway Chambers of Commerce, and other general interest citizens groups for comment on conditional use, plat and rezone applications in Highline, environmental impact statements for projects in Highline, the proposed County program budget and the proposed County Capital Improvement Program (CIP).⁵

5

Currently, King County is exploring the idea of giving elected community councils greater authority in land use decisions made in their respective areas. The Policy Development Commission will formulate a proposal on this topic and submit it to the County Council in early 1978 for consideration.

implementation program

category	title and location	cost and timing*						resp.	notes
		1977-1983		1984-1990		1990+			
		1priority	2priority	3priority	4priority	5priority	6priority		
GENERAL	G1 Land Form and Tree Cover Controls	10,000						BALD	Additional costs for added review time will be on-going.
	G2 Public Information-Sanitary Sewers	10,000						DPW	A STCP project.
	G3 Code Revision - Mobile Homes	10,000						BALD	
	G7 Historic Designations	100-500						KCAC	Cost shown is a unit cost range. Funding source would be KCAC.
	G8 Heritage Sites Ordinance	10,000						BALD/PDC	
	G9 Police Precinct/District Court Facility	1.5 Million						KC	
	G10 Highline Gov./Comm. Center-Chelsea	95,000						KC	Use agreement with HSC necessary. Revenue sharing funds are already allocated.
	G11 S.W. 172nd (Three Tree Point) Research	10,000						KC	
	G12 Community Referral	////						BALD/BPP	Some incremental operating cost increase would be incurred by KC.
	G4 Mixed Use Code Development		10,000					BALD	
	G6 Tract PUD Code Development		10,000					BALD	
	G5 Research: Height Limitations Code Amendment		10,000					BALD	

*all costs are in 1976 dollars

Community Development Plans

This section contains development plans for each of the six community sub-areas: White Center, Burien, West, North, East and South.

Two elements are presented. First, a synopsis describes the plan as it applies to each community. Second, a development plan map portrays land use and includes project references. For White Center and Burien, a second map each provides an enlargement of the business area plan.

The legend, to be used with all eight development plan maps, is on a separate sheet and is found in the following page.

White Center

Bicycle and pedestrian facilities, road improvements, transit services, recreation facilities and drainage improvements are important concerns in White Center. Improving the vitality of the business area by focusing improvements there and solving drainage problems to allow for ultimate growth are also key features of the Plan.

Land Use

A large amount of vacant and underutilized property exists within the White Center planning area. The business area plan focuses on defining the acceptable limits of retail/commercial growth. This involves "filling in" of vacant land and private redevelopment of existing buildings as well as continuing to improve the image of White Center through improving the quality of development.

The traditional business district along 16th Avenue S.W. from W. Roxbury to S.W. 100th (the two block core area or "Old Town") would retain its original art nouveau flavor of the 1920's. Well designed walkways located in mid-block would spatially connect landscaped parking lots on the backsides of businesses with the tree planting in the median strip on 16th S.W. Restaurants and shops could face into interior courts that would tie into these walkways thus reinforcing the art nouveau, garden image that already has been established as part of the existing building facades and the tree lined median strip.

According to the White Center Business Area Economic Assessment, moderate economic growth will occur within the White Center Trade Area, based upon slight to moderate population growth. In addition, there will be modest demand for some medium to high density apartments in the area.

Commercial district representatives feel that not only should White Center redevelop, but it should expand from 16th S.W. westwardly, between S.W. Roxbury to S.W. 107th. Such an expansion would have to be preceded by solutions to storm water drainage problems and substantial street improvements.

Residents to the west of the business district feel that the business district should redevelop within existing boundaries and that the area west of 18th Ave. SW remain residential as is presently zoned.

Consequently, the Plan recommendations for the business area are to initially concentrate on redevelopment within the existing business area boundaries and place priorities upon street and storm water drainage improvements. In addition, the Plan recommends some expansion of the

high density residential and auto oriented commercial use to the west of 16th to allow greater utilization of specific blocks. Ultimate expansion over a long period could extend as far as 20th Ave. S. Pedestrian and vehicular links to the business core are intended to enhance access and help provide a pleasurable shopping experience; this will reinforce the business district and may have the positive side effect of encouraging other business to locate in the area.

Drainage

Recommendations for White Center include a Salmon Creek Drainage Improvement Plan and Wetlands Acquisition and the Hermes Depression Drainage Proposal.

The purpose of developing a comprehensive drainage improvement plan for the Salmon Creek catchment area would be to determine the drainage and/or flood problems for both 25 and 100 year frequency storms. Included would be the development of alternatives, solutions and a preliminary cost estimate for implementation.

Phase one would be the initial study plus acquisition of some wetlands. Surface water runoff from the White Center area primarily drains into Carr's Pond and Hicks Lake. The only storm water drainage outlet from this lake, other than through evaporation and ground water infiltration, is a small pump run by King County. Much of the area around Kingston Village, Hicks Lake and Hermes Depression are flood prone because of natural ponding and poor drainage escapement.

Any development within the drainage basin will change some of the character of the ground surface from natural vegetation to impervious surface. Infiltration into the soil within the drainage basin will be reduced in the developed or paved areas. This will increase the quantity and peak rate of runoff unless storm drainage facilities are constructed to restrict it. If this is not done, the result will be an increase in quantity of storm water runoff, which will compound the existing drainage problems.

Consequently, in order to utilize the existing land to its full potential and to alleviate flooding in some residential areas, a comprehensive drainage improvement plan for the entire Salmon Creek basin as well as ponding and acquisition of key wetlands should be undertaken.

Also proposed is implementation of a ponding design aimed at reducing flooding problems in the Hermes/Mayfair areas.

Utilities

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

Housing

Housing repair assistance is currently available in the west White Center sewer area and the Salmon Creek drainage basin, generally. It is proposed that housing repair assistance be made available in the Beverly Park sewer area.

Parks and Recreation

Community and neighborhood recreation proposals emphasize active recreation. Included are redevelopment of the White Center fieldhouse and ballfield, and development of Hicklin playfield and Desmone Park/playfield for multi-purpose baseball/softball and football/soccer.

Neighborhood park and recreation proposals include active and passive recreation as well as multi-use drainage/recreation concerns. Carr neighborhood park, bounded by S.W. Roxbury to the north, 11th S.W. to the east, S.W. 102nd to the south and 12th S.W. to the west, would include passive recreation (i.e., hiking, picnicking, etc.) as well as development of holding ponds for overall drainage control of the entire area. It is recommended that both the Hermes and Mayfair depression sites be acquired and developed for neighborhood passive park use, including the eventual reconstruction of the 1870 log cabin of Ed Soloman, as well as drainage control. Salmon Creek and Green's neighborhood playfields would be developed for football/soccer and baseball/softball.

Other proposals include acquisition of property adjacent to the new White Center Library for additional meeting space and acquisition and development of trails and marine beach access to satisfy 1990 urban park demands.

Transportation

Traffic congestion and delays caused by the 1st Avenue South bridge have a major impact on White Center residents. Although the bridge is not within the study area, reconstruction of the bridge to provide system continuity is considered a high priority.

The Ambaum Blvd. coordinated traffic signal systems (S./S.W. 128th and S./S.W. 136th) will improve traffic flow as will proposed intersection upgradings. Several pathways or sidewalks will increase pedestrian mobility in and around the business district. A major pedestrian/bicycle facility on S.W. 102nd will provide access to White Center Heights Elementary, parks, low income and elderly housing, and the White Center business district. Along S.W. 116th, landscaping, sidewalks, parking lanes, traffic improvements and drainage will be provided. This upgrading will enhance east-west auto circulation and improve pedestrian and bicycle access to Evergreen High School, Cascade Jr. High and Highline Swim Pool.

White Center serves as one of the major focal points for transit service in the Highline area. Planned improvements include the development of a park'n'ride lot, three transit shelters (additional three proposed), and route signs. In addition, two transit flyer stops on SR-509 at S. 112th and S. 128th will provide improved transfers between modes of travel. Express transit service as part of the 1980 Transit Plan will serve the park'n'ride lot and flyer stops to connect White Center to Seattle, the Duwamish Valley, West Seattle and Burien.

Other improvements include more frequent bus service during peak hours (route 20) and off-peak hours (route 136) and the re-routing of transit service to 15th/16th Ave. S.W. in the White Center business district.

Burien

The need for residential and business stability and identity, improved transit service, bicycle and pedestrian facilities, and increased active recreation parks are primary concerns of Burien area residents and businessmen. The Burien proposals respond to these community issues through programs aimed at maintaining existing residential neighborhoods, providing incentive for continued development and the redevelopment of the business area, and improving levels of services and facilities in order to meet the urban needs.

Land Use

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

An economic assessment of the Burien business district indicated that the vacant property now zoned for business use will be adequate to meet population demands through the 1990's. Further expansion of the business district is, therefore, unnecessary. Limiting the outward growth of the commercial area will encourage the development of vacant and underutilized commercial property and encourage a more compact shopping area.

In addition to the physical extent of the business area, a number of other proposals will further enhance the business center. Governmental and community facilities will be concentrated in the vicinity of the Burien Library. A police precinct/court structure will be located adjacent to the Library and Burien Park; governmental, community and cultural uses are proposed for the nearby Chelsea Elementary School building.

The establishment of a new mixed use zone would provide additional uses and incentives for development of vacant property or redevelopment of older and obsolete commercial buildings. Transportation projects have also been suggested that will improve pedestrian, transit, and auto movement within the retail center as well as improve the visual appearance and identity.

Drainage

The drainage proposals follow the recommendations of the Sea-Tac Communities Plan (STCP, 6.3). A series of holding ponds will be established along Miller Creek to control the flow of water in order to protect against flooding and erosion. Ponds are proposed near S. 152nd St. and Des Moines Way S., in the vicinity of SR-509 and Des Moines Way S., and between Ambaum Blvd. and 1st Ave. S. at approximately S. 164th St.

Utilities

Sewer assistance in the Sunnydale area is proposed; lack of sewers contributes to the pollution of Miller Creek. Housing and Community Development Block Grant funds are proposed as the source for paying a portion of ULID assessments.

Housing

To further strengthen the single family neighborhoods on the west side of the airport, housing repair assistance is proposed to be funded through the King County Housing and Community Development Block Grant program. The project area, which will include a portion of the Sunnydale community, is bounded on the north by SR-518, on the east by 12th Ave. S., on the west by SR-509 right-of-way, and on the south by S. 176th St.

Parks and Recreation

Major emphasis will be to increase active recreation facilities by expanding Moshier Field, lighting existing fields and courts, and developing athletic fields on airport open space property between SR-518 and the Renton-Three Tree point road. In addition there are proposals for acquisition of the "Pumpkin Patch" property and use of it as an urban farm, a historical site and possibly a museum at the Morasch house and a performing arts center as part of the governmental/community center at Chelsea Park School.

Transportation

Determination of the southern terminus of SR-509 will have a major impact on the Burien, South and West areas' transportation system. It is important to extend SR-509 to at least S. 188th St. to remove through traffic from Des Moines Way S. and allow a direct connection to I-5.

Des Moines Way S. proposals include preservation of the existing Memorial Elms and provisions for pedestrians and bicyclists.

Throughout the Burien Business District a system of sidewalks and pedestrian malls is planned. To improve traffic circulation, 4th Ave. SW will be extended south from S.W. 146th to S.W. 152nd St. Provisions for bicyclists and pedestrians will be included. East-west circulation within Burien will be improved through the construction of S.W. 150th St. between 6th S.W. and 2nd S.W.

The 6th Ave. S.W. corridor (between 148th and 152nd) and the 2nd Ave. S.W. corridor (between 153rd and Ambaum) are recommended for development as pedestrian malls to enhance the attractiveness of the retail area for close-in high density living. Second Ave. S.W. has long been planned as a street; the pedestrian mall concept, as well as the option of no development at all, are alternatives to the auto-oriented approach.

Traffic signal synchronization on 1st Ave. S. and Ambaum Blvd. will also lessen traffic congestion. Improvements to S.W. 144th, S.W. 146th, and 14th S.W. will emphasize the entrance to Seahurst Park and provide bicycle and pedestrian access to Seahurst Park and Seahurst Elementary School.

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

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

West

Key elements of the plan are concerns for development controls in environmentally sensitive and hazard areas, preservation of the remaining natural features, and increasing park and recreation opportunities.

Land Use

Proposed change for land use is minimal, because the area is already largely developed for single family residential use. Some commercial and apartment expansion is planned west of 1st Ave. S., north of Normandy Road.

Drainage

The drainage plan for Miller Creek was established in the Sea-Tac Communities Plan. Ponds are proposed in areas upstream from 1st Ave. S.

Parks and Recreation

Park and recreation opportunities are somewhat limited in the west portion of Highline, primarily due to steep topography. However, a trail along Miller Creek has been proposed in the plan. Development of a Miller Creek Trail to connect with the pedestrian routes planned along Des Moines Way S. will require the efforts of both King County and Normandy Park.

A small passive neighborhood park serving the Maywood neighborhood is proposed for development in the northwest corner of the Sea-Tac Acquisition Area, just south of S. 200th St. A passive neighborhood park is also proposed for eventual development near Manhattan Elementary School.

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

Transportation

Des Moines Way S. is proposed for minor widening that will include pedestrian and bicycle lanes. When completed, Des Moines Way S. will become the major north-south pedestrian/bicycle routes linking Burien and Des Moines.

Between S.W. 152nd St. and Sylvester Road, paving and combination bicycle/pedestrian facilities are proposed for 21st Ave. S.W., S.W. 164th St. and 19th Ave. S.W.

Normandy Park is planning to grade, pave and provide underground storm drainage and walkways on several arterials. Des Moines will add walkways along Marine View Drive, 16th Ave. S., 10th Ave. S. and 7th Ave. S.

Limited transit circulation through the West area is a result of the incongruous street system (residential cul-de-sacs and non-through streets) and topographical confinements such as the Miller Creek ravine. Transit service areas will remain about the same as for existing service. However, six new transit shelters, route signs, and improved operating hours and frequencies on routes 130, 132 and 136 are proposed. The Metro 1980 Transit Plan calls for express service connections to Burien, Des Moines and Seattle.

North

Noise abatement, as expected, stands out as the prime issue, overriding all other considerations. Fortunately, a plan and programs have been defined and adopted by King County and the Port of Seattle in the Sea-Tac Communities Plan.

This Plan intends to augment the noise remedy programs (STCP) with other proposals aimed at neighborhood reinforcement. Key proposals are to improve transportation, parks and recreation facilities, and to limit expansion of strip development.

Land Use

The areas to be acquired by the Port of Seattle under the Sea-Tac Communities Plan will be primarily put to open space and recreation use, as defined in that plan. Beyond the acquisition boundaries, retention of single family residential neighborhoods is proposed.

Strip development and neighborhood encroachment by more intensive uses are concerns in this area. The plan proposes to define the extent of arterial strip development at approximately its current limits. Multi-family development is to be located primarily around the commercial development on Des Moines Way S. at S. 128th St. and on Des Moines Way S. between the intersections of Glendale Way and Military Road South; near the Burien Freeway (SR-518) between 24th Ave. S. and 51st Ave. S.

Industrial development is planned primarily for areas east of W. Marginal Way and Highway 99, to the north of about S. 126th St.

Drainage

A holding pond scheme for improving water quality and quantity problems of Miller Creek was developed and approved as part of the Sea-Tac Communities Plan. Those proposals are reflected here: a holding pond is proposed near 10th Ave. S. and S. 137th St.; Tub Lake will be expanded in volume and wetlands there preserved.

Utilities

The plan is to assist development of sanitary sewers in the area bounded by S.W. 128th St., Des Moines Way S., SR-518 and SR-509. The proposal is to subsidize a portion of ULID assessments in an area where lack of sewers presents a health hazard and contributes to Miller Creek pollution.

Housing

Housing repair assistance is proposed for the Cedarhurst (between S. 128th St., Des Moines Way S., SR-510 and SR-518), Hilltop (between S. 116th St., Pacific Highway S., Airport property and SR-518), and Riverton/Allentown (between the transmission lines, I-5, Highway 99 and S. 144th St.) neighborhoods.

Parks and Recreation

Community park improvements within the Sea-Tac Airport Acquisition Area reflect the STCP, some with more project definition. Included are development of soccer fields and tennis courts near 24th Ave. S., preservation of an historic elm grove along Des Moines Way South near S. 138th St., rehabilitation of Sunset Park, Tub Lake wetlands preservation and Miller Creek Trail development, and the eventual use of Sunset and Boulevard Park school buildings as community facilities.

A community park in the vicinity of Southgate Elementary School is proposed, including passive leisure spaces and tennis courts.

Smaller scale parks are proposed near S. 120th St. and 14th Ave. S. (a vest-pocket park of one acre) and immediately north of SR-518 at about 8th Ave. S. (a 5-7 acre viewing park).

Transportation

Proposed road projects will incorporate provisions for pedestrian and bicycle movement on Military Road S., Des Moines Way S., property and SR-518), and Riverton/Allentown (between the transmission lines, I-5, Glendale Way, S. 144th St. and S. 154th St. These projects will provide improved pedestrian and bicycle access to the North Acquisition Area recreation complex and other parks; to Burien, Southern Heights and Military Road commercial area; to Sea-Tac Airport; and to several schools.

Traffic signal synchronizations for S. 128th and S. 136th Sts. are optional projects to improve traffic flow.

S. 116th Way is an essential east-west link between the study area and I-5. To reduce congestion, S. 116th St. will be reconstructed to provide two uphill travel lanes (to allow for slow climbing trucks) and one downhill lane.

Transit improvements will provide service to previously unserved areas and to create additional east-west transit links. Capital improvements in the area consist of five new transit shelters, route signs, and two flyer stops on SR-509 at S. 112th and S. 128th Sts. Planned flyer stops will incorporate the need for relating other modes of travel such as auto, pedestrian and bicycle with transit.

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

East

Land use, traffic encroachment and neighborhood circulation patterns are primary concerns in the areas east of the Airport. The proposals of this plan aim to maintain the stability of residential neighborhoods while recognizing the influence and expanding potential of airport-related land uses and ground traffic; this concept was established in the Sea-Tac Communities Plan (6.6.5: 11-20).

Land Use

The Sea-Tac Communities Plan policies will limit expansion of the "99 Strip". Space needed for the forecast growth in air terminal related business (STCP 4.2.3:3-5) can be found generally within the existing perimeter of commercial development and to the southeast of Sea-Tac Airport.

Proposed change in the overall existing land use pattern is minimal. Near S. 170th St. and 31st Ave. S. conversion to business and apartments is planned; near S. 164th St. and Military Road S. some additional clinics and apartments are proposed.

Housing

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

Parks and Recreation

Improvements to Valley Ridge Park and renovation of the dock and boathouse at Angle Lake Park are intended to meet active recreation needs. New neighborhood parks near Crestview, Bowlake and Madrona Schools are also planned.

Transportation

Access will be improved to the schools complex north of S. 188th St. and to the Angle Lake neighborhood with the addition of 2-way left turn lanes and traffic improvements on S. 188th St. and SR-99. This minor widening, combined with some traffic increase due to the extension of SR-509 to S. 188th St. west of Sea-Tac Airport, will establish the need for a pedestrian overcrossing of S. 188th St. in the vicinity of 46th Ave. S. to link the Angle Lake neighborhood and the schools.

In addition to a new south airport access road along the 28th Ave. S. alignment (discussed in the South sub-area section), auto, bicycle and pedestrian access to the airport will be improved through upgrading of S. 170th St. To improve north-south circulation and provide local access to apartment and business development, 31st Ave. S. is proposed to extend from S. 166th to S. 170th St. with a controlled intersection at S. 170th St.

Planned Military Road improvements include left turn lanes and landscaping. Combination bicycle lanes and pedestrian facilities will allow bicyclists and pedestrians to enjoy panoramas of the Green River Valley, Cascades and Mount Rainier along this route.

Sea-Tac International Airport is the major transit attractor. Planned transit-related capital improvements include the development of a flyer stop at 24th Ave. S. and SR-518, three new transit shelters (two to be built within six months) and route signs. The METRO 1980 Transit Plan calls for the development of express transit linkages between Sea-Tac and the Seattle Central Business District, Burien, Renton, Southcenter, Bellevue and north. Local access would be available via SR-99. Local area transit circulation through the residential areas will continue to provide service to Burien, Des Moines, and Southcenter. Local area transit improvements include the recently added #140 McMicken Heights service, operating hour/frequency revisions to the existing #240 Burien/Bothell route, and service on S. 188th St. to the Kent Valley.

South

Neighborhood stabilization, noise remedy programs, surface water drainage plans for Des Moines Creek, and the future use of land acquired by the Port of Seattle are primary concerns of south Highline residents. Noise programs and drainage plans have been established by the Sea-Tac Communities Plan.

Land Use

Apartment and mobile home development is planned for the area between 24th Ave. S. (the eastern limit of Port acquisition) and the Pacific Highway S. business strip, south from S. 200th St. In-filling and redevelopment of the Pacific Highway South commercial corridor will be encouraged by limiting the breadth of expansion.

Various parcels in the vicinity of Highline Community College and along Kent-Des Moines Road are proposed for medium and high density apartments. Apartment development in this area will serve the college, as well as have the added advantage of excellent east/west and north/south freeway access. Single family residential, however, remains the primary land use in the south area.

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

Land use proposals in and around single family neighborhoods are intended to establish long term stability for those areas.

Drainage

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

Housing

Housing repair assistance is proposed for the Maywood neighborhood (bounded by S. 196th St., 17th Ave. S., Des Moines Way S. and S. 208th St.). The intent is to encourage and assist homeowners in upgrading and maintaining their property as part of the effort to stabilize the area as a single family neighborhood.

Parks and Recreation

Proposed community park improvements include new active/passive parks at Zenith (S. 240th St. and 16th Ave. S.), Olympic (within the Sea-Tac South Acquisition Area), and renovation of the existing soccer fields at Grandview Park.

New neighborhood parks are planned near Parkside, North Hill, and Des Moines Elementary Schools.

Special projects include the acquisition and development of North Des Moines (Covenant) Beach; cooperation with the City of Des Moines in redevelopment of portions of the Des Moines Marina to improve boat launching capability, provide a fishing pier, and provide day use docking facilities; and development of the Des Moines Creek/Angle Lake Trail.

Transportation

A prompt decision on the southern terminus of SR-509 is advocated in this plan so that other projects can be integrated into the transportation system, especially an improved south airport access. The extension of SR-509 to SR-516 will necessitate the widening (to 4 lanes) and realignment of SR-516, as proposed here.

On Highway 99, proposed operational projects include additional 2-way left turn lanes and signal synchronization.

Bicycle and pedestrian facilities will improve circulation between Highline Community College, Saltwater State Park, and the City of Des Moines. Improvements on Military Road include resurfacing, landscaping and, north of S. 216th St. combination bicycle/pedestrian facilities.

Transit improvements focus on retaining the existing route coverage with some minor modifications. Transit improvements include a flyer stop at I-5 and SR-516, one transit shelter and route signs.

The Metro 1980 Transit Plan proposes the development of a park'n'ride facility in the Des Moines area, express transit service to Federal Way, Burien, Seattle, and the industrial area, and local transit service into the Kent Valley. Local area transit improvements include improved operating hours and frequency on routes 130, 132, and 432, and a revision of #130 Normandy Park routing to provide seasonal access to Saltwater Park. Currently under consideration by Metro is a proposed service linking Highline Community College and the Kent Valley.

Appendices

Appendix #1

Definitions of Abbreviations used in the Implementation Program Tables

KC	-	King County
BALD	-	King County Division of Building and Land Development
BPP	-	King County Department of Budget and Program Planning
DPW	-	King County Department of Public Works
HA	-	King County Housing Authority
KCAC	-	King County Arts Commission
PDC	-	King County Policy Development Commission
PK	-	King County Parks Division
DM	-	City of Des Moines
NP	-	City of Normandy Park
SEA	-	City of Seattle
TUK	-	City of Tukwila
HSD	-	Highline School District
HCC	-	Highline Community College
IAC	-	Washington State Inter-Agency Committee for Outdoor Recreation
DOH	-	Washington State Department of Highways
SDF	-	Washington State Department of Fisheries
POS	-	Port of Seattle
FT	-	Forward Thrust
HCD	-	King County Housing and Community Development Block Grant Program
M&O	-	Maintenance and Operations
SWM	-	King County Surface Water Management Program
STCP	-	Sea-Tac Communities Plan
ULID	-	Utility Local Improvement District
DR	-	Drainage
GR	-	Grading
LDSP	-	Landscaping
PV	-	Paving
R/W	-	Right-of-Way
SIG	-	Signal
TR	-	Traffic Improvement

Appendix #2

Definitions: Land Use Categories of the Plan and Existing Zoning Classifications

Land Use Categories

The following definitions relate to element (1.) of the Land Use Proposals and Zoning Guidelines found on pages 57-83.

SINGLE FAMILY

Single family housing units. Density ranges from one unit per acre to four-six units per acre. Some non-residential uses such as public utility facilities are also included.

LOW DENSITY MULTI-FAMILY

Duplex housing at 7-12 units per gross acre.

MEDIUM DENSITY MULTI-FAMILY

Apartments at 12-18 units per gross acre.

HIGH DENSITY MULTI-FAMILY

Apartments at 18-24 units per gross acre. Boarding and lodging houses, rest homes, and convalescent homes are also potential uses in this classification.

MAXIMUM DENSITY MULTI-FAMILY

Primarily, apartments in the 30 units per acre range. Multi-storied or high rise structures could achieve up to 48 units per gross acre through large planned unit developments. Private clubs, hospitals, offices and clinics are potential uses also.

RESIDENTIAL/RETAIL MIXED USE

Mixed residential, retail and office use in medium to large scale developments. This possibility is not yet enabled. However, as proposed, mixed use would be characterized by integration of significant medium to high density residential and retail and/or office components within a coherent plan.

OFFICE

Business and professional offices, medical and dental clinics.

NEIGHBORHOOD BUSINESS

Three-to-six acre convenience retail shopping area serving a population of 8,000-15,000 residing within a 3/4 mile radius. Typical stores include food, drug, variety, hardware, appliance and apparel. Barber-beauty shops, laundry and dry cleaners and automobile service stations are included in this classification.

COMMUNITY RETAIL BUSINESS

Uses in this classification are intended to provide personal goods and services. Such shopping areas can serve from 15,000-100,000 people within a 1.5-3 mile radius and range from 9 acres to over 100. Typical uses include department stores, hardware, appliance, clothing, furniture and specialty stores, commercial recreation, restaurants, taverns, offices, hotels and motels.

HIGHWAY ORIENTED COMMERCIAL

Business area of a heavier, mixed, or general commercial variety as well as retail uses dependent on quick and easy auto access. Fast food franchises, motels, auto and truck sales and service, light fabrication and some offices are included in this classification.

AIR TERMINAL-RELATED BUSINESS

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.

AIRPORT FACILITY

Airport facilities include those related to the operation of aircraft or of the airport. Included are air cargo processing and handling facilities and offices, flight kitchens, airport maintenance and storage areas, fuel storage, waste treatment and general and corporate aviation.

LIGHT MANUFACTURING

Processing, light warehousing and handling, small product manufacturing, and research and technological processes. Light manufacturing with a minimum of nuisances and additional design amenities is the essence of this classification.

INDUSTRY

Heavy industrial uses including large-scale manufacturing and assembling, fabrication and processing, bulk handling and shipping, large warehousing and storage and heavy trucking.

PARKS AND RECREATION

Public and leisure parks, athletic and play fields (including school playgrounds), rest areas, view points, golf courses, public swimming pools, and indoor recreation centers.

AIRPORT OPEN SPACE

Passive buffer and landscape restoration areas around Sea-Tac Airport. Also included are some private properties within the noise impact area open space systems.

SPECIAL DEVELOPMENT CONTROLS

The natural areas of steep slopes, wetlands and shorelines are depicted here. Although some land development can occur, these areas would be protected through shorelines management, hazard area guidelines and wetlands controls. Ownership remains private: neither acquisition nor public use is proposed.

COMMUNITY FACILITY

Libraries, cultural facilities, governmental offices, community centers, police and fire stations, courts, post offices, hospitals, churches and cemeteries. Schools are included in this classification, except for their playground and other recreational facilities. Potential re-use of surplus school buildings for public, quasi-public or other land uses would be determined by school district use policies, development policies of the County Comprehensive Plan and Highline Communities Plan, and provisions of the County Zoning Code.

King County Zoning Code Synopsis

Following are short descriptions of King County zoning classifications. The definitions relate to elements (2.) and (3.) of the Land Use Proposals and Zoning Guidelines found on pages 57-83.

RS (7,200, 9,600, 15,000) SINGLE FAMILY RESIDENTIAL

Provides an area for single family dwellings 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-7,200

Dimensional Standards

Min. lot area: 7,200 sq. ft. Side yard: 5 ft.
Min. lot width: 60 ft. Rear yard: 5 ft. for
Lot coverage: 35% dwelling units.
Front yard depth: 20 ft. (Key and transitional lots 15')
Height: 30 ft. (Non-residential buildings and structures may be increased by 1' for each foot of additional side yard to a maximum of 50').

RS-9,600

Dimensional Standards

Min. lot area: 9,600 sq. ft. Min. lot width: 70 ft.
Front, side, and rear yards: height, and lot coverage same as RS-7,200.

RS 15,000

Dimensional Standards

Min. lot area: 15,000 sq. ft. Min. lot width: 80 ft.
Front, side and rear yards; height; and lot coverage same as RS-7,200.

S-R SUBURBAN RESIDENTIAL

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.

Dimensional Standards

Lot area: 5 acres, except that the area may be reduced through subdividing.
7,200 sq. ft. with sewers, water, paved streets, curbs, drainage.
9,600 sq. ft. with approved sewage disposal system and paved streets.
35,000 sq. ft. with approved water and sewage disposal systems.
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: 35%
Height: 30 ft. except for accessory buildings.

G. GENERAL

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.

Dimensional Standards

Min. lot area: 35,000 sq. ft. for
S-E uses:
5 acres for S-R uses,
10 acres for A uses.

Min. lot area per dwelling unit: 35,000 sq. ft. for single family;

Min. lot width: 135 ft.

Front yard depth: 30 ft.
Side yard depth: 10 ft.
Rear yard depth: 20 ft. for dwelling units.
Height: R zone uses, 35' plus 1' for additional 1' of side and rear yard.
A and S zone uses, 35' except for accessory buildings.

S-E SUBURBAN ESTATE

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

Dimensional Standards

Min. lot area: 35,000 sq. ft. Side yard: 10 ft.
Min. lot width: 135 ft. Rear yard: 10 ft.
Lot coverage: 35% Front yard: 30 ft.
Height: 35ft., except for accessory buildings.

A. AGRICULTURAL

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

Dimensional Standards

Min. lot area: 10 acres Front yard depth: 30 ft.
Min. lot width: 330 ft. Side yard depth: 10 ft.
Lot coverage: 60% Rear yard depth: 10 ft.
Height: 35 ft. except for accessory buildings.

RD-3,600 TWO FAMILY (DUPLEX) RESIDENTIAL

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

Dimensional Standards

Min. lot area: 7,200 sq. ft. Side yard: 5 ft.
Min. lot width: 60 ft. Rear yard: 5 ft. for
Lot coverage: 35% dwelling units.
Lot area/dwelling unit: 3,600 sq. ft.
Front yard: 20 ft. (Key and transitional lots 15 ft.)
Height: 30 ft. (Non-residential buildings and structures may be increased by 1' for each foot of additional side yard to a maximum of 50')

RM-2,400 MEDIUM DENSITY MULTIPLE DWELLING

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

Dimensional Standards

Min. lot area: 7,200 sq. ft. Side Yard: 5 ft.
Min. lot width: 60 ft. Rear yard: 5 ft. for
Lot coverage: 50% dwelling units.
Lot area/dwelling unit: 2,400 sq. ft.
Front yard: 20 ft. (Key and transitional lots 15 ft.)
Height: 30 ft. (Non-residential buildings and structures may be increased by 1' for each foot of additional side yard to a maximum of 50').

RM-1,800 HIGH DENSITY MULTIPLE DWELLING

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.

Dimensional Standards

Min. lot area: 7,200 sq. ft. Lot coverage: 50%
Lot area/dwelling unit: 1,800 sq. ft.
Min lot width: 60 ft.
Front side & rear yards: same as RM-2,400.
Height: 35 ft. (May be increased by 1' for each foot of additional side yard).

RM-900 MAXIMUM DENSITY MULTIPLE DWELLING RESTRICTED SERVICE

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

Dimensional Standards

Min. lot area: 7,200 sq. ft. Lot coverage: 60%
Lot area/dwelling unit: 900 sq. ft. Min lot width: 60'
Front, side and rear yards, same as RM-2,400.
Permissible floor area; Two times the area of the lot.
Does not apply to dwelling units if the only use on the lot.
Height: 35 ft. (May be increased by 1' for each foot of additional side yard).

B-N NEIGHBORHOOD BUSINESS

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

Dimensional Standards

Lot coverage: 100% Height: 35 ft. maximum
Permitted floor area: Not more than total lot area.

B-C COMMUNITY BUSINESS

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.

Dimensional Standards

Lot coverage: 100%
Permitted floor area: not more than 3 times lot area.
Height: 35 ft. (May be increased by 1' for each foot of additional side and rear yards).

C-G GENERAL COMMERCIAL

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.

Dimensional Standards

Lot coverage: 100%
Permitted floor area not more than 3 1/2 times lot area.
Height: 35 ft. (May be increased by 1' for each foot of additional side and rear yards).

M-L LIGHT MANUFACTURING

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.

Dimensional Standards (except adjacent to R or S zones)

Lot coverage: 100%
Permitted floor area: not more than 2 1/2 times lot area.
Height: 45 ft. (May be increased by 1' for each foot of additional side and rear yards).

M-P MANUFACTURING PARK

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.

Dimensional Standards

Front yard depth: 50'

Side yard depth: 20'

Permitted floor area: not more than 2 1/2 times the lot area.

Height: 45 ft. (May be increased by 1' for each foot of additional side and rear yards).

See text for detailed performance standards.

M-H HEAVY MANUFACTURING

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

Dimensional Standards

Lot coverage: 100%

Permitted floor area: not more than 2 1/2 times lot area.

Height: 45 ft. (May be increased by 1' for each foot of additional side and rear yards).

F-R FORESTRY & RECREATION

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

Dimensional Standards

Min. lot area for building site: 35,000 sq. ft.

Min. lot width for building site: 135 ft.

Front, side & rear yards: 20 ft.

Height: 45 ft. (May be increased by 1' for each foot of additional side and rear yards).

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 or the development or use of land shall be issued by King County within a flood hazard area unless approved by the Manager of Building and Land Development. 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.

Q-M QUARRYING & MINING

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.

Dimensional Standards

Min. lot area: 10 acres.

Front, side and rear yards: 20 ft. except plant structure shall not be closer than 100' to an R or S zone.

Permitted floor area: not more than total lot area.

Height: 45 ft. (May be increased by 1' for each foot of additional side and rear yards).

See text for detailed performance requirements.

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 an unclassified use permit by the Planning Commission or a conditional use permit by the Board of Adjustment.

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.

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.

"P" SUFFIX - SITE PLAN APPROVAL

The requirement for site approval is 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.

Appendix *3

All - Terrain Vehicle (ATV) Park Issue

This appendix contains:

	<u>Page</u>
Description of the ATV Proposal	A3-2 - A3-9
Highline Communities Plan Committee Recommendation	A3-10 - A3-11
Statement of Opposition to the ATV Proposal	A3-12 - A3-23
Sea-Tac Communities Plan Policy Advisory Committee Recommendation	A3-24 - A3-25
Public Opinion	A3-26
Summary	A3-27
Immediate Neighborhoods (Map 1)	A3-28
Outside the Immediate Neighborhoods (Map 2)	A3-29

Description of the Proposal

The ATV proposal, beginning on the page opposite, was developed by the King County Parks Division in consultation with ATV proponents. This material was circulated during the review period of the draft Highline Communities Plan.

SEA-TAC ATV PARK PROPOSAL

In recent years motorcycling has become a tremendously popular activity. With an accompanying shift toward family participation, motorcycling has been recognized as a socially acceptable and justifiable recreational activity.

With tremendous increases in purchases of motorcycles and continuing increases in demand for riding areas, open spaces throughout King County are being used for riding by young people. Unfortunately, this type of use is generally illegal and annoying. At present, it is extremely difficult to control this use.

The 1972 All-Terrain-Vehicle Act provided funding for development of motorcycle trails in the state. A citizens' group was formed to advise King County Parks Division in its' planning and development efforts. This group is the King County ATV Advisory Committee. It comprises representatives of motorcycle riders, four-wheel drive enthusiasts, the Washington State Trails Committee, the Sierra Club, the Audubon Society, the major public and private land owners in the county and others. Many sites throughout the county were evaluated as potential ATV sites. An inventory of proposed sites was developed and approved by the county council in the King County ATV Action Plan. The Sea-Tac site was placed at the top of the inventory as the number one priority.

The Sea-Tac site was selected for several reasons. It is close to a large number of users. It has been used extensively by unauthorized motorcycle riders in the past. The property is already in public ownership. The site is attractive aesthetically. A variety of topography is present to make riding more interesting. The soils are sandy which

SEA-TAC ATV PARK PROPOSAL

will reduce the need for erosion control measures. A buffer of public land exists between the site boundary and residences. The site is heavily impacted by noise of aircraft. The existing noise limits the attractiveness of the site for alternative recreational uses. Other sites in the south end are either not large enough, not in public ownership, or closer to residences. The Port of Seattle property at the north end of Sea-Tac Airport is not available because the Port is afraid of the potential for vandalism to existing navigation structures there.

Councilman Owens directed the ATV Advisory Committee to the Department of Community and Environmental Development for further consideration of the Sea-Tac site. The Department of Community and Environmental Development directed the ATV Advisory Committee to the Highline Communities Planning Committee.

PROPOSAL:

The ATV Advisory Committee is requesting that the Sea-Tac site be designated an ATV park for an 18-month trial period. The site is intended to provide a safe, legal location for local, young people (16 years or less) to ride their motorcycles.

LOCATION:

The site is immediately south of Sea-Tac Airport. It is between South 200th Street and South 208th Street and between Des Moines Creek on the east and the Highway 509 right-of-way on the west. A map and aerial photo are attached. The site comprises approximately 40 acres.

STATUS OF SITE:

1. Ownership: The site is currently owned by King County Parks Division.

SEA-TAC ATV PARK PROPOSAL

2. Use: The site has received extensive unauthorized use by young motorcycle riders in the past. Currently, there is no legal place for these youngsters to ride near their neighborhoods.

3. Airport Noise: Lying immediately south of the Sea-Tac runway, the site is heavily impacted by noise of aircraft. The entire site is included in the acquisition area of the airport. The immediately surrounding property will be purchased by the Port of Seattle.

PROPOSED DEVELOPMENT:

1. Minimal: Physical development would be the minimum necessary to provide effective control and protection for the users and the site.

2. Fencing: The entire site would be fenced.

3. Entrance: There would be a single entrance at the north end. This would avoid any increase in neighborhood traffic except along South 200th Street which is an arterial.

4. Signing: Signs would be posted around the site encouraging riding in approved areas and discouraging riding in other areas.

5. Parking: A small parking area would be constructed.

6. Trails: Minimal modification of existing trails would be done. This is to insure safety, control environmental damage and provide interest in practicing slow, trail riding techniques.

MANAGEMENT:

The responsibility for park management would be handled by King County Parks Division. However, the bulk of on-site management would be provided by adult volunteers.

1. Supervision: A supervisor would be present during all hours of park use. The supervisor would have first-aid training.

SEA-TAC ATV PARK PROPOSAL

The greatest aid to control would be adequate fencing with limited access. Provision of an approved location would be a great aid in discouraging riding in illegal locations.

2. Emergencies: Direct communication with emergency medical and police services would be established.

3. Education: Educational programs for safe riding techniques and lowspeed skill development would be encouraged. Organizations such as the Boy Scouts, the Y.M.C.A., and many motorcycle clubs have run such programs in other areas when suitable locations have been made available.

4. Hours: The park would be open for motorcycles a maximum of four days a week. The park would be available for alternative uses at least three days a week. Hours of motorcycle use would be variable but would not exceed from 10:00 A.M. to 7:00 P.M. The park would not be open during normal school hours. Winter closing hours would be 7:00 P.M. or dusk, whichever is earlier.

5. Maintenance: Maintenance would be provided by volunteer groups and the King County Parks Division.

PROPOSED RULES AND REGULATIONS:

82 dBA at 100' ECU 4619 (ATV act)
↓

1. Noise: Existing laws setting maximum allowable noise of motorcycles would be strictly enforced. Motorcycles would be tested for noise before being allowed to enter. Any motorcycle that exceeded acceptable noise levels would not be allowed to enter. Many of the motorcycles that have been ridden on the site in the past had illegal (too noisy) exhaust systems.

2. No Racing: No racing would be permitted.

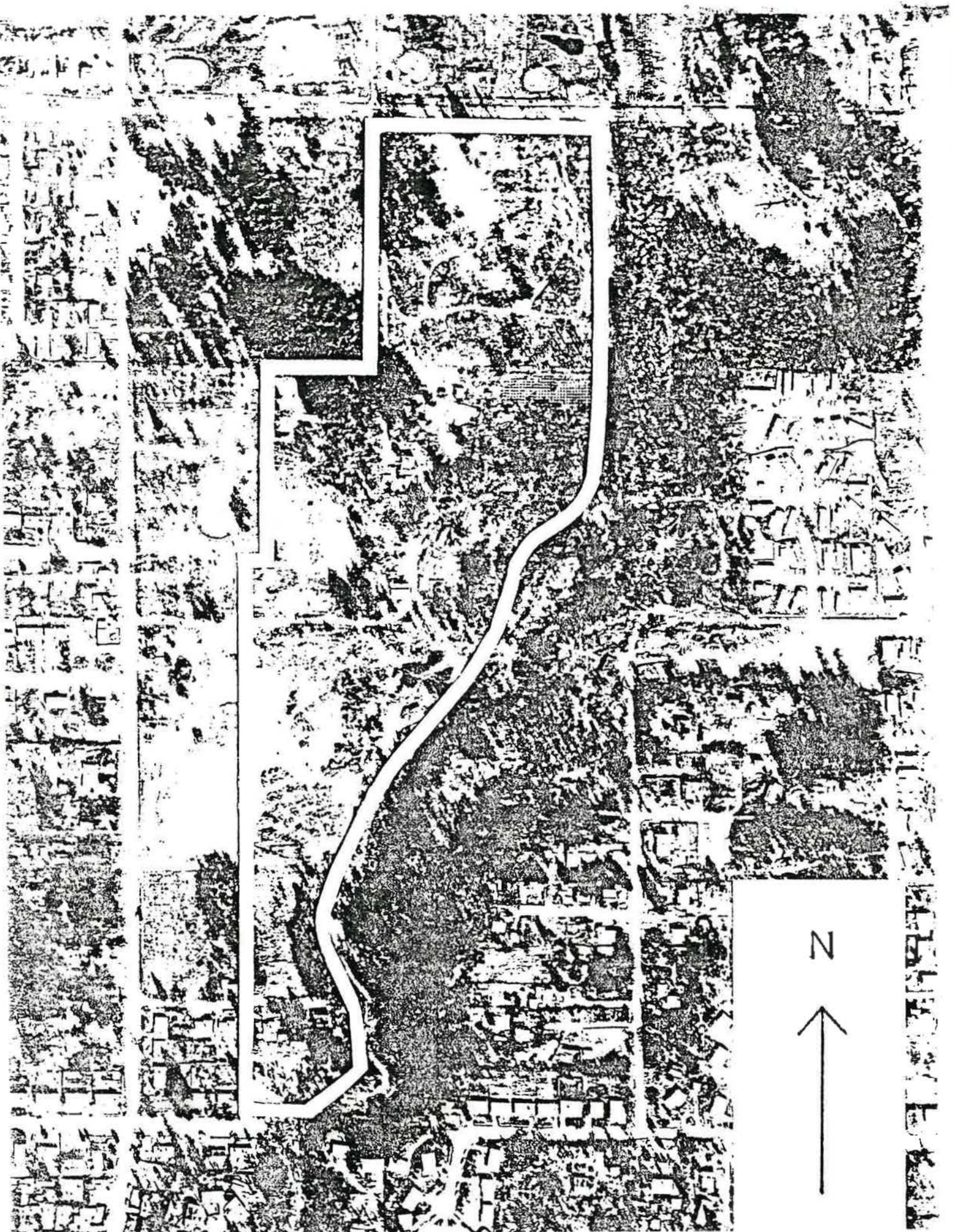
3. Protective Clothing: Proper protective clothing would be required.

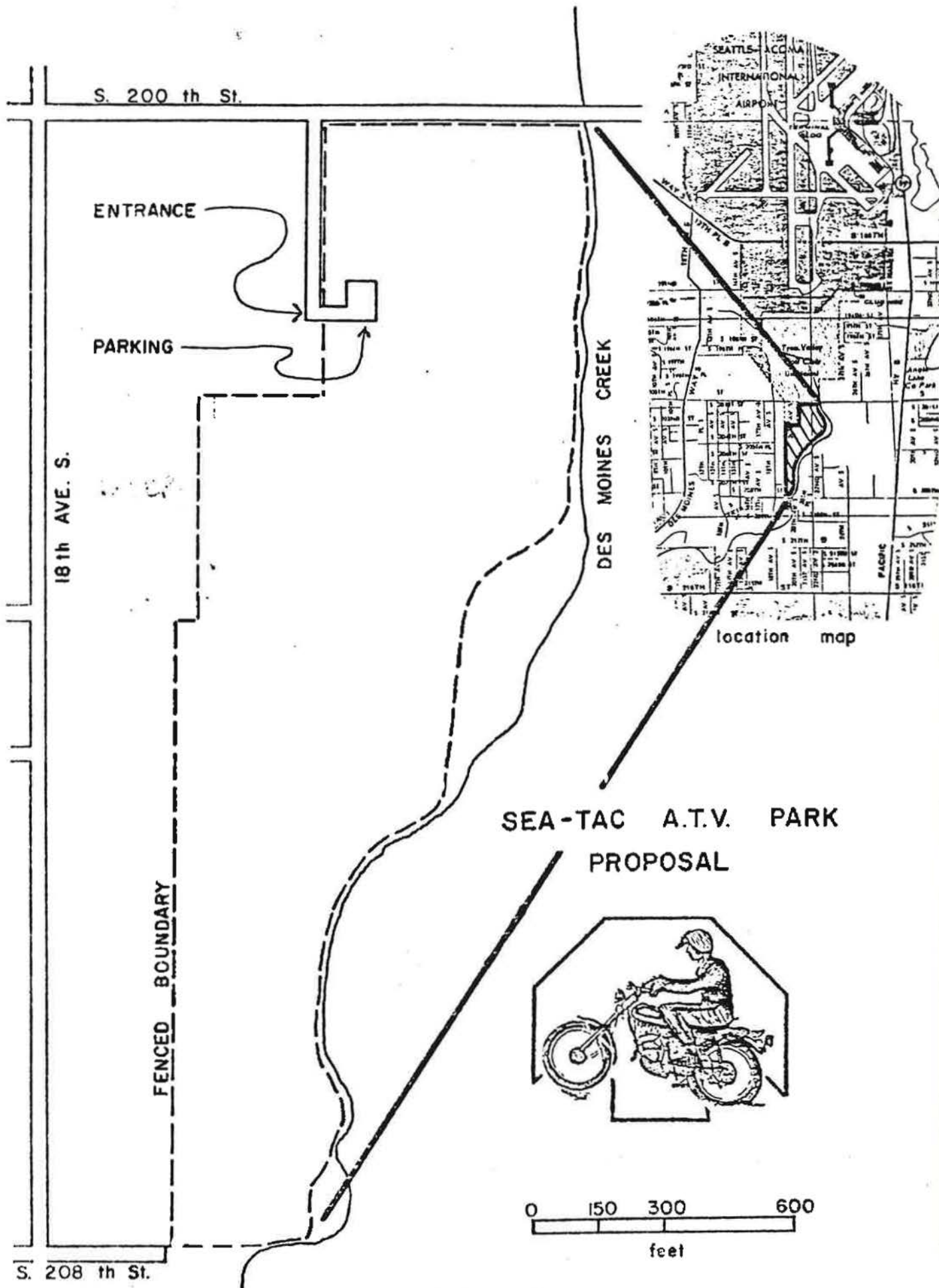
SEA-TAC ATV PARK PROPOSAL

FUNDING AND COST:

It is expected that development and operation of the park for an 18-month period could cost up to \$30,000.

Funding would be entirely from existing County ATV funds. These funds are distributed by the State. They are derived from ATV license fees and from that part of the State gasoline tax determined to be generated by ATV use.





Highline Communities Plan - Committee Recommendation

On November 23, 1977, the Highline Communities Plan Committee held a special session to consider ATV's. The results of that meeting are described in the letter on the page opposite.

November 24, 1976
4005 SW 323rd Street
Federal Way, Wash 98003

Councilman Paul Barden
King County Courthouse
Seattle, Washington 98104

Dear Paul,

At your request, a meeting of the Highline Community Plan Committee was held to hear both sides of the proposal to establish an ATV site at South 200th and 18th Avenue south.

Some of the members of the Planning Committee also attended the demonstration session at the site on Saturday, where noise readings were taken, and the physical characteristics of the site were pointed out in a walking tour of the site.

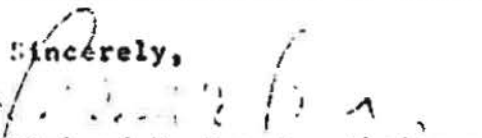
After hearing proponents, opponents, Mr. Derry of the Parks Division, and comments from the audience that attended the meeting, the Committee discussed the issue. The following is the recommendation of the Committee on a vote of 7 to 3:

Recommend approval of the ATV site at South 200th and 18th Avenue S. as proposed, for an 18 month trial period, subject to the following conditions. Rules and regulations for the operation of the site to be worked out by the Parks Department and the ATV organization:

- 1) Height of fence around the site not less than five feet
- 2) Site must be supervised at all times
- 3) Operation must be renewed after the 18 month trial period - continuance of the operation shall not be automatic
- 4) Site must be closed if dust conditions warrant
- 5) A wider boundary must be provided between Des Moines Creek and the eastern boundary of the site, generally not less than 100 feet, to establish an adequate buffer between noise of motorcycles and the proposed Des Moines Creek trail.
- 5) Notification to King County Department of Public Safety, with a request to patrol the area closely during the initial opening of the site if approved to control illegal riding in the vicinity.
- 6) Accelerate plans to improve the remainder of the Des Moines Creek park as proposed to eliminate the possibility of illegal riding in the area and to make the rest of the area accessible for other pursuits.

It is hoped that this will assist you in whatever deliberations are necessary to establish this site. Please advise if you need any additional information or assistance of the Committee.

Sincerely,


Richard K. Burrie, Chairman
Highline Community Plan

Statement of Opposition

A position paper characterizing the opposition to an ATV park south of Sea-Tac Airport was developed by the King County Planning Division in consultation with ATV opponents. This material, which follows beginning on the page opposite, was circulated during the review period of the draft Highline Communities Plan.

THE OPPOSITION TO AN ATV PARK IN HIGHLINE, SOUTH OF SEA-TAC AIRPORT

An ATV (all terrain vehicle) park has been proposed within the current boundaries of Des Moines Creek Park, south of Sea-Tac Airport. Operation responsibility would be that of user volunteers, under the auspices of the King County Parks Division.

This ATV proposal originated from citizen requests and has been recognized as a potential site in the County's ATV Action Plan. The proposed site is owned by King County and was purchased with Forward Thrust funds following passage of the 1968 Forward Thrust Park bond issues.

MAJOR ISSUES

Three major issues summarize the nature of the opposition to an ATV park in Highline.

Incompatibility With Residential Neighborhoods

Neighborhoods outside of the Airport acquisition area will remain single family residential. Stabilizing those neighborhoods and enhancing their livability is of utmost importance. The air pollution (dust) to some extent, and additional noise, primarily, are factors which would definitely work against achieving and maintaining neighborhood stability.

Additional factors affecting neighborhoods are: an ATV park would attract interest outside of the immediate neighborhood and increase the overall impact; the proposal may generate additional illegal off-site riding, especially in the ravine; there may be control and safety problems with riders pushing or riding their bikes to and from the site; additional traffic will be generated along S. 200th St.; responsibility for enforcing ATV park rules cannot be reasonably expected from user volunteers.

Incompatibility With Other Proposed Uses of the Park

Voters approved development of a passive urban park and such a park can be successful here. Tye golf course is a good example of positive public response to needed recreation facilities in spite of aircraft noise impact. Des Moines Creek Park will be similarly successful because urban park space is needed in this area. An ATV park and passive park uses cannot reasonably be expected to harmoniously coexist.

Nearby development will include an equestrian use area and some athletic fields. Motorbikes cannot be considered good neighbors for these uses.

Other King County Sites Offer Far More in Terms of Compatibility

Other publicly owned land in King County should be used for ATV's. Larger sites, more removed from developed areas

would be able to accommodate ATVs without imposing negative impacts on surrounding neighborhoods. While some inconvenience would be experienced by ATV users, it is more important to assure that satisfactory residential environments can be maintained.

PLANNING CONSIDERATIONS

Past and present planning efforts relate to the issues outlined above.

Sea-Tac Communities Plan

King County and the Port of Seattle have recently adopted the Sea-Tac Communities Plan (STCP). This plan is the product of several years work and much intense study by the Port, County, consultants, and citizen participants representing a broad spectrum of community interests.

The STCP deals with the relationship of the airport to its surrounding communities. Land use for those areas being acquired, both north and south of Sea-Tac was a major concern during development of the plan.

The Sea-Tac Communities Plan proposes a variety of community open space uses within the airport acquisition areas. Included are neighborhood and community-scale playfields, athletic facilities, wetland preserves, an urban passive park, an equestrian use area, a golf course and passive buffer open spaces.

During the course of the planning project, two main schools of thought emerged regarding the re-use of acquisition areas:

1. Commercial, industrial and other intense or noisy uses would be best because airport noise impact would have little effect on them.
2. Parks, open space and certain recreation uses would be best because of compatibility with airport noise, streams and wetland areas and surrounding single-family residential neighborhoods which will remain.

The latter approach was recommended in the Plan and adopted by King County and the Port of Seattle.

Following are excerpts from the adopted Sea-Tac Communities Plan:

6.6.1:7

"The condition of residential neighborhoods is a fundamental concern of all communities. Action which can strengthen the identity or enhance the character of permanent neighborhoods should be encouraged.

goal: Enhance and protect permanent residential neighborhoods."

6.6.3:6-7

"A variety of open spaces and recreation needs, desires and requirements have been analyzed throughout plan development.

well as individuals and staff members, have expressed views on recreation and open space needs. While a number of land uses can exist in noisy environments, the selected open space uses must meet local needs and support other policies and programs.

policy: *Uses of noise impact acquisition areas should not further degrade the prevailing noise and air quality environment or the residential character of surrounding neighborhoods.*

Some recreational type uses suggested for inclusion into acquisition area development are inconsistent. Motorcycle uses, requiring upwards of 200 acres for motorcross, scrambles and flat track areas, may prove to be incompatible with other acquisition area open spaces, as well as with surrounding neighborhoods. Excessive noise and exhaust emissions produced by motorcycles compound an already existing problem. The large area required makes it especially difficult to contain such uses within the acquisition area and buffer them from their surroundings.

Model airplane flying was also considered to be a possible use. While also producing noise and odorous fuel emission, model planes may also interfere with the Airport's operations.

More recreation uses undoubtedly could be found incompatible with either other uses in the acquisition area or surrounding neighborhoods. Even comparatively innocuous activities may

be viewed with concern relative to potential vandalism, undesirable use by people and parking problems on adjacent neighborhood streets. However, an open space concept with carefully planned use areas utilizing the boundaries formed by freeways, arterials and natural features continues to provide the best opportunity to maximize suitability and compatibility."

6.6.3:8

"The following uses and activities, along with acreage requirements for each, are some open space uses considered suitable:

- a. soccer, 15 to 20 acres plus a meeting room.
- b. rugby, 5 acres; tennis, 2 to 5 acres for indoor courts and a clubhouse;
- c. field archery, 10 to 20 acres plus a clubhouse;
- d. watersports, encompassing swimming, boating and fishing;
- e. horseback riding, including trails, 40 or more acres for semi-public riding, and 2 to 5 acres for corrals;
- f. nature walks, primarily trails along Miller and Des Moines Creeks."

"Many people chose the area south of the Airport principally because of its pastoral atmosphere. Open space uses here should compliment that image.

policy: *Development of the South Acquisition Area should stress open space and recreational uses that contribute to the dominance of a natural, rural, and greenbelt character.*

Consistent with a low intensity development theme and expressed demand for horseback riding facilities, 37.5 acres to the west of future SR 509 are designated for equestrian use, (Maps, 6.6.3:28,30). A range of features would be possible, including pastures, corrals, stables, trails, etc. To assure compatibility with the adjacent residential area, any corrals, stables, and off-street parking should be located on the SR 509 side of the property; grazing area and riding trails would be more compatible uses along the westerly boundary. The site as a whole contains a large stand of trees which should be preserved as a natural buffer between the homes to the west and the active equestrian uses and SR 509 to the east. Access should be restricted to 18th Ave. S., a road which will serve only this property and link two arterial streets. Finally, should the planned Des Moines Creek Trail provide for equestrian use, a route from this parcel to the trail can be established when full development of S. 208th St. occurs.

Near S. 200th St., the Hill Grove Cemetery occupies about 100 acres, and is an open space-type use unaffected by aircraft noise. Therefore, acquisition is not necessary.

Along the western edge of the equestrian use area, a 8.5 acre community use reserve can serve the neighborhood to the west. The topography and vegetation of the site make it particularly suitable for informal, unstructured play.

The acquisition boundary formed by S. 208th St. and the 24th Ave. S. alignment will establish 39.4 open space use acres adjacent to Des Moines Creek Park property. Of these, 19.4 are wooded, generally topographically oriented to the creek and will add to the passive trail and park use.

Policy: *A portion of the south acquisition land should be incorporated into Des Moines Creek Park.*

West of Pacific Highway South, between S. 200th and S. 208th Sts., nearly 200 mobile homes are located beyond the acquisition boundary. Over 40 acres are vacant, yet planned for eventual medium density residential use. There is potential for a population density substantially higher than the most intense single-family residential neighborhoods; there remains a need for active recreation facilities. Space should be reserved for open space development tailored to respond to the demands of a higher density living area (Map, 6.6.3:30).

policy: Within the South Acquisition Area, a community use reserve should be accessible to the medium density population adjacent on the east.

Circulation within the medium density living area, as well as access to the adjacent community use reserve, could be provided by extending 24th Ave. S. north from S. 208th St. to S. 204th St.

North of S. 200th St., the three additions to airport land will be incorporated into existing open space. West of 18th Ave. S., the small acquisition area will remain part of a heavily wooded, natural buffer formed by the hillside. Adjacent to S. 200th St., near Des Moines Creek, the acquisition lands are to become part of Tyee Golf Course and the Des Moines Creek drainage system; a holding pond is proposed in this area (6.6.3). Along 24th Ave. S. the 2.4 acres presently occupied by 13 homes will also become part of Tyee Golf Course and eventually accommodate relocation of clubhouse facilities."

Forward Thrust

The 1968 Forward Thrust bond election provided \$550,000 for "acquisition of approximately 135 acres in the valley from the south end of Seattle-Tacoma Airport, in a southwesterly direction to the vicinity of Des Moines". 106 acres have been acquired, including 2 miles of creek access. Acquisition began in 1969 and was completed in 1974. Average cost per acre was \$8,010.

King County Comprehensive Plan

The definition of a Major Urban Park states that. . .

"A major urban park consists of a large park area providing broad expanses of natural or man-made scenery, often including special features of area wide interest, and accommodating large numbers of people. A major park should contain a variety of facilities although it may specialize in the provision of one or more types. This variety may include such things as picnic facilities, a zoo, outdoor concert or theater facilities, trails, formal gardens, swimming, and pitch and put golf courses. There must be ample provision for parking."

Highline Communities Plan

As a follow up to the Sea-Tac planning effort, King County has continued its involvement with local Highline citizens in designing a Highline Communities Plan (HCP). The ideas, concepts and issues receiving attention in the HCP are a direct result of the citizen involvement process which began last October. The County staff, assisted by a citizen committee, solicited the ideas and concerns of some 480 persons who attended the first round of meetings; additional input has also been received and considered.

Parks and recreation issues have received major study and analysis, including needs, costs, and location of facilities.

The results of that analysis are expressed in the HCP draft and confirm a need for passive park space in this area. Des Moines Creek Park can satisfy those needs without negative neighborhood impacts.

SUMMARY OF OPPOSITION

An ATV park in a highly developed area such as Highline would unnecessarily add negative impact to a situation that the Port of Seattle, King County and citizens are committed to improving. An attempt to stabilize neighborhoods would be undermined by the introduction of an ATV park. Enforcement against unauthorized or illegal riding currently occurring is preferable to sanctioning motor bike use in this area.

Des Moines Creek Park was purchased as a passive urban park, based on voter approval. ATV use in the park would be incompatible with passive park use and other recreation development planned for nearby properties.

Substantially larger sites, more removed from highly developed areas could provide for ATV recreation with no negative impact on permanent residential neighborhoods. An ATV park is not an acceptable use in the Highline area.

Sea - Tac Communities Plan

Policy Advisory Committee (PAC) Recommendation

On March 31, 1977, the Sea-Tac Communities Plan Policy Advisory Committee took a position regarding ATV's. Their action is described in the letter on the page opposite.

PORT OF SEATTLE
P. O. BOX 1209 | SEATTLE, WASHINGTON 98111

April 18, 1977

King County Council
402 King County Courthouse
Seattle, Washington 98104

To All Councilpersons:

The Policy Advisory Committee of the Sea-Tac/Communities Plan has reviewed the proposed ATV site located at the south end of Sea-Tac International Airport. PAC, delegated with supervising the implementation of the Sea-Tac/Communities Plan, does not agree that the minimal impacts declared by the proponents of the project will not affect the "quality of life" desired by the majority of residents living southwest of the airport.

On March 31, 1977, a motion was made regarding the proposed ATV site:

"In view of the fact that an ATV park would tend to degrade the environment of the area, the Policy Advisory Committee recommends against the proposal, as it is inconsistent with the Sea-Tac/Communities Plan."

The motion was passed, 6 to 1, with two abstentions.

A change in the recreational use from passive (as shown in the Sea-Tac/Communities Plan) to active as suggested by the ATV Proposal is in violation of the plan approved September 20, 1976 by the King County Council. We believe that designation of the 40-acre area will jeopardize multi-use possibilities previously proposed and would further degrade surrounding residential areas by addition of noise, traffic, dust and general activity.

Thank you for the opportunity to forward our thoughts and ideas to you.

Sincerely,

Donald G. Shay
Chairman, Policy Advisory Committee

EP/42/11

cc: Policy Advisory Committee Members
John Spellman, County Executive

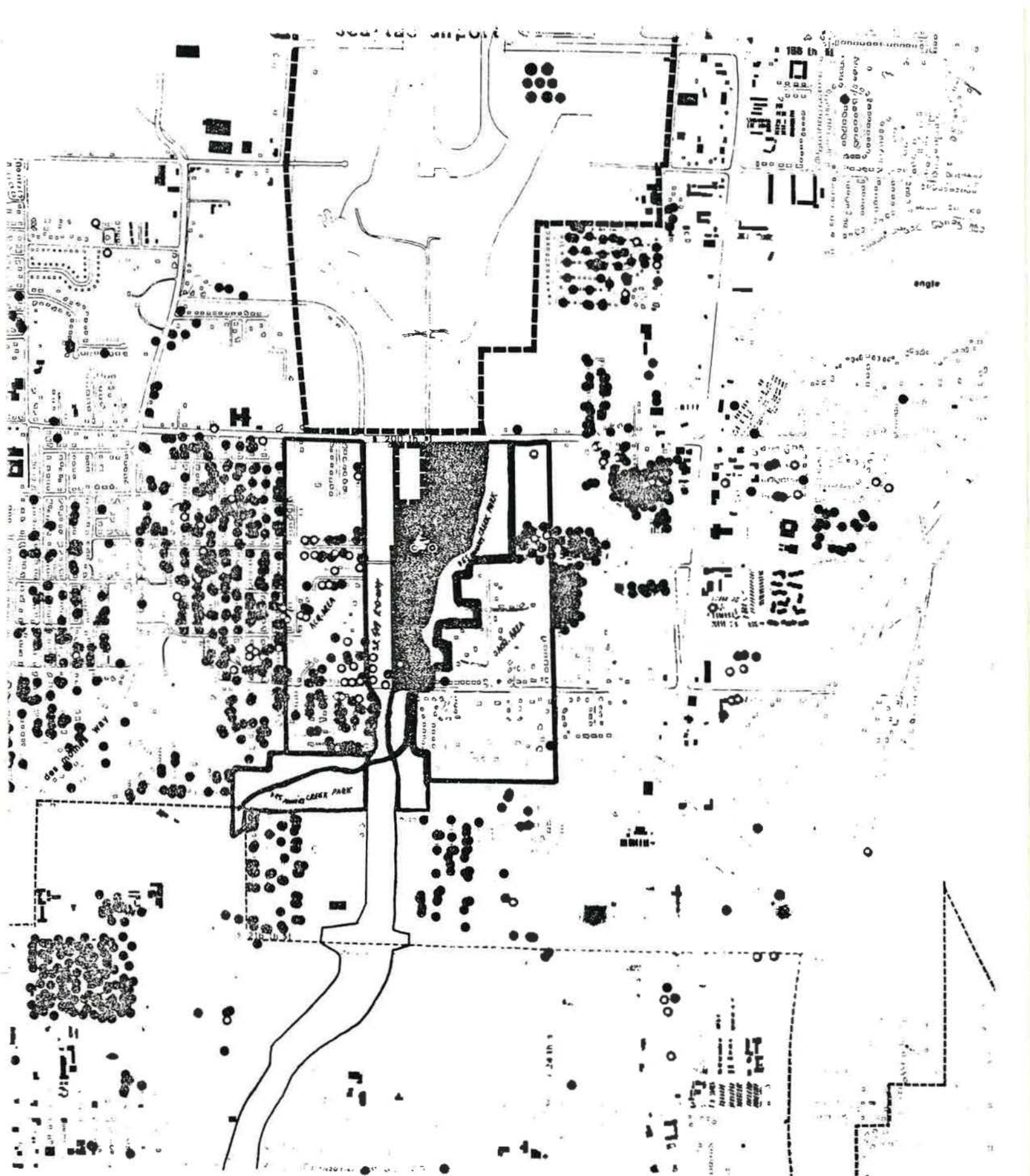
Public Opinion

Beginning on the page opposite is a summary of public opinion regarding the sanctioning of an ATV park south of Sea-Tac Airport. The tabulation and maps are based on letters and petitions that have been submitted to the King County Planning Division.

PUBLIC OPINION REGARDING THE SANCTIONING OF AN ALL TERRAIN VEHICLE (ATV)
PARK IN A PORTION OF DES MOINES CREEK PARK, SOUTH OF SEA TAC AIRPORT.

Tabulated from letters and petitions in possession of the King County
Planning Division as of June 1, 1977.

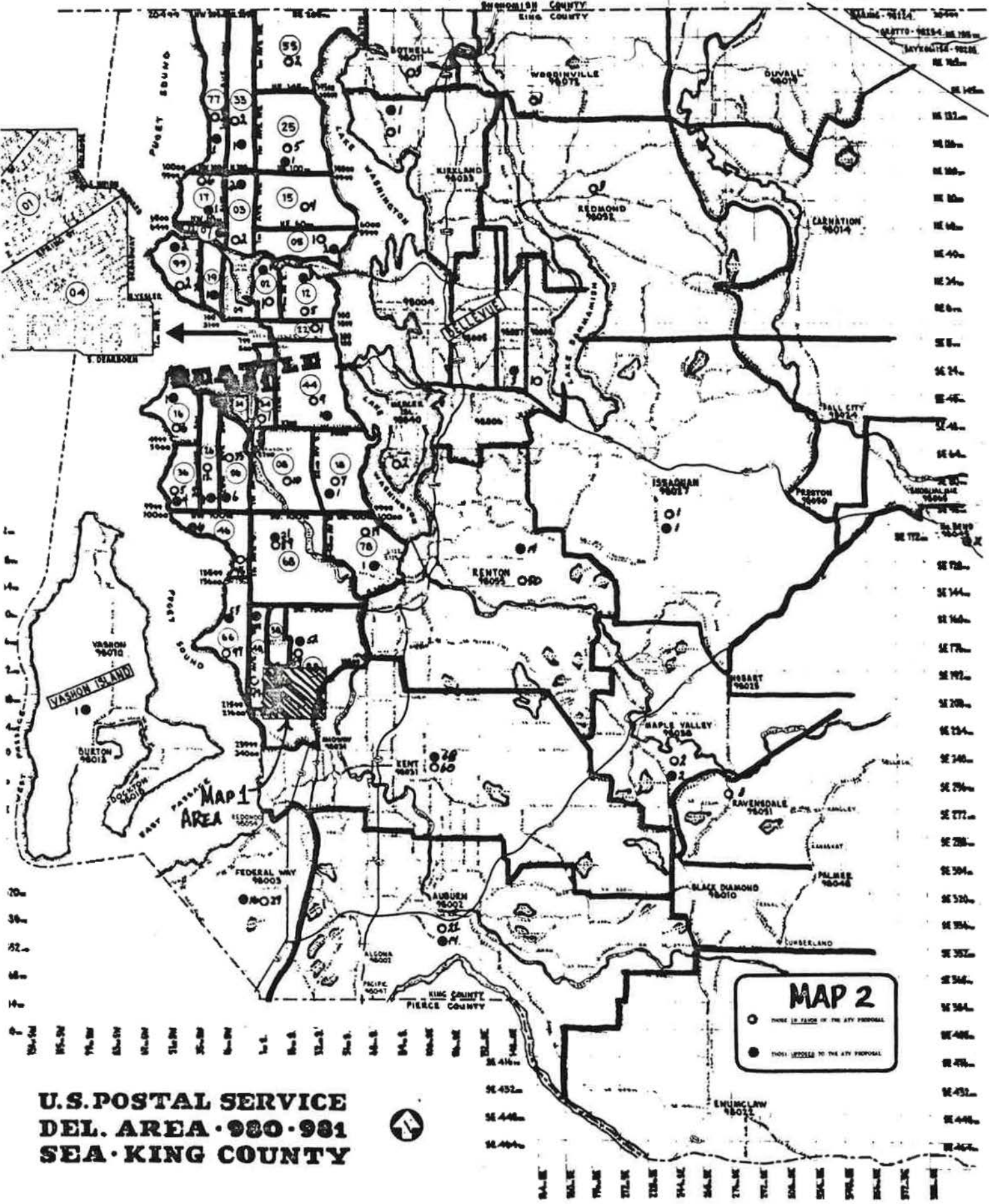
	<u>IN FAVOR</u>	<u>OPPOSED</u>
The Immediate Neighborhoods (Map 1)	88	1078
Outside the Immediate Area, but Within King County (Map 2)	666	386
Outside King County	<u>41</u>	<u>3</u>
Totals:	795	1467



MAP 1

- 1/4" - 1/2" SCALE OF THE 4TH EDITION
- 1/4" - 1/2" SCALE OF THE 1ST EDITION

30 E 31 E 32 E 33 E 34 E 35 E 36 E 37 E 38 E 39 E 40 E 41 E 42 E 43 E 44 E 45 E 46 E 47 E 48 E 49 E 50 E 51 E 52 E 53 E 54 E 55 E 56 E 57 E 58 E 59 E 60 E 61 E 62 E 63 E 64 E 65 E 66 E 67 E 68 E 69 E 70 E 71 E 72 E 73 E 74 E 75 E 76 E 77 E 78 E 79 E 80 E 81 E 82 E 83 E 84 E 85 E 86 E 87 E 88 E 89 E 90 E 91 E 92 E 93 E 94 E 95 E 96 E 97 E 98 E 99 E 100 E



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Appendix *4

Police / Court and Governmental / Community / Cultural Facilities Issue

Background

1. May, 1973, Ordinance 1647 appropriated \$600,000 of revenue sharing funds for three "governmental centers," makeup undefined.
2. January, 1974, Land Use Management Division published the Preliminary Report on Governmental Service Centers - highlights of that report:
 - A. Burien represents the prime example of scattered services at various governmental levels;
 - B. County-wide citizen response did not reflect a clamor for governmental centers;
 - C. A test of the governmental center concept ought to be undertaken in Highline, where more interest was indicated.
3. March, 1974, Community Attitudes Survey, Battelle Northwest (performed as part of the Sea-Tac Plan):

In Highline, two-thirds of the respondents to a question about government services felt a governmental center would be useful in providing information and general communication with King County as well as other services.
4. Pressing need for new police precinct facilities in Highline and North King County resulted in a decision to use the \$600,000 as follows:
 - A. Alter and rent space at S. 116th St. and Des Moines Way S., for a Burien Precinct Station;
 - B. Funding for a north precinct station;
 - C. Funding for alterations to space leased from the Highline School District for a governmental/community center.

5. Business community opposition to the S. 116th St.-Des Moines Way S. site resulted in a council motion in June, 1974, authorizing the Executive to solicit lease/purchase proposals for a new Burien precinct station to be located in the area bound by S. 140th St., S. 160th St., Ambaum Blvd. S.W. and Des Moines Way S.
6. Thirteen proposals were received and evaluated. A S. 156th St./Des Moines Way S. proposal was chosen by King County.
7. There was some community opposition to the proposal on the basis of lack of involvement in the decision-making process and the upcoming community planning efforts.
8. January, 1975, King County rejected all precinct station proposals.
9. Highline Center Task Force was formed in April, 1975 and began to examine the governmental/community center, police precinct and district court issues, attempting to interrelate them and capitalize on potential opportunities for development of a Highline Center.

Represented on the Task Force were: the Burien Chamber of Commerce, the Highline Community Council, the Highline School District, and the Burien Bicentennial Committee. Later one neighborhood resident each from the Sunnysdale and Chelsea Park areas was added.

10. September, 1975, Task Force submitted to King County an Advisory Resolution calling for King County to "plan immediately for the purchase" of the Meyers property (Document #1 attached).
11. October, 1975, Task Force submitted to King County a recommendation regarding location of the Police Precinct Station. Included were areas where it was felt the facility should not be built, and areas where it was felt the facility could be built if certain design measures were included (Document #2).
12. October, 1975, County Auditor's Budget Survey reveals that between 22-28% of respondents feel "a need for more cultural and/or performing arts facilities in your community." This includes arts and crafts instruction, theatre, art gallery and museum. Sixty to sixty-four percent said No. Thirty-four percent felt King County should fulfill a partnership role in funding community performing arts facilities. Sixty-five percent felt King County should have no role. Twenty-six to thirty-eight percent felt a local governmental center would be useful. Forty-four to forty-nine percent felt it would not be useful.
13. November, 1975, the Task Force recommended to King County that the Meyers property "be purchased for the purpose of a future court facility" (Document #3).
14. November, 1975, the Task Force asked for the concurrence of the Highline Communities Plan Committee on the recommendation to purchase the Meyers property for future court facilities. The Plan Committee adopted a motion concurring with the recommendation of the Task Force.

15. January, 1976, the Task Force advised King County and the Highline School District that the Chelsea Park Elementary School should be used as a governmental/community center (Document #4). This action completed the original task of the group.
16. March, 1976, the Task Force reviewed and concurred with King County's proposal to develop the Police Precinct Station kitty-corner from the Burien Library (the southwest corner of the intersection of SW 148th and 6th Ave. SW). The Task Force recommended some design considerations relative to traffic, site vegetation, floodlights and screening.
17. April, 1976, Task Force was requested to review the proposal to combine the police and court facilities on the Meyers property. Task Force recommended that if King County was to proceed with the joint use concept, the previous recommendations of the group should become a part of the criteria for the design and cost study (Document #5)

"This site would be acceptable only if the secured parking area were to be underground, there were to be no cyclone fences, the building design were to be compatible with the library and adjoining park and public open space use were to be integrated into use of the site, consistent with public use of the entire block."
18. March, 1976, King County secured the Meyers property with an option.
19. July, 1976, after a presentation of the police/court proposal by King County to the Highline Community Council and Task Force, the Task Force adopted a motion reaffirming their desire for underground parking (Document #6).
20. July, 1976, the Highline Communities Plan Committee sent a letter to King County endorsing a "Community Cultural Campus" concept including recommendations on the police, court and cultural elements (Document #7).
21. July, 1976, Design Commission review and approval of the design of the police precinct/district court facility (didn't review site selection).
22. August, 1976, Highline Communities Plan Committee Chairman retracted the "Community Cultural Campus" letter. Committee voted not to resubmit the letter to the County Executive through the P.D.C.
23. September, 1976, Ordinance 2876 authorized and directed the County Executive to execute a promissory note for the purchase of the Meyers property, "to be used for the construction of the Burien Court/Precinct Facility."

24. September, 1976, Council motion requested that the Executive secure long term use of the Chelsea Park Elementary School "for use as an integral part of the planned Burien Governmental Center Complex."
25. September, 1976, County Executive submitted to Council a proposed list of projects for inclusion in an application to EDA for Public Works Employment Act funding. The police/court project was on the list.
26. October, 1976, Council motion authorized and directed Executive to make application for EDA funds for a list of projects which included the Burien police/court facility.

Documents**ADVISORY RESOLUTION**

WHEREAS, The Highline Center/Precinct Task Force is in the process of considering the needs of the greater Highline area for a community/governmental center, a Precinct Station for the Department of Public Safety and permanent location for the District Court; and

WHEREAS, we have not completed our study but feel we are making constructive progress toward identifying the needs of the community and the county government, as well as evaluating the suitability of available property; and

WHEREAS, we hope to have a definite recommendation as to the specific purpose for which certain property should be used before November 1, however it is now apparent to the members of this task force that the property described below should be owned and developed by the county rather than by private interests and further that it is our responsibility to so notify the County Council and the County Executive at this time;

NOW, THEREFORE, BE IT HEREBY RESOLVED, the 1.8 acres of undeveloped property on S.W. 148th, immediately adjacent to the Burien Library and the Burien Park is an integral and necessary part of the orderly development of a Highline Center concept and King County is asked to plan immediately for the purchase of said property.

Passed unanimously September 30, 1975.

Fran Bitler - Chelsea Neighborhood resident
Jim Jennings - Highline School District
Phil Lemoine - Highline Community Council
Richard Thompson - Burien Bicentennial Committee
Alice Wetzel - Sunndale neighborhood resident

October 30, 1975

Thomas M. Ryan, Director
King County Department of Community
& Environmental Development
E223 King County Courthouse
3rd and James
Seattle, WA. 98104

Dear Mr. Ryan:

The Highline Center Task Force, comprised of persons representing the Burien Chamber of Commerce, Highline Community Council, Highline School District, Burien Bicentennial Committee and local service clubs, Sunnysdale neighborhood and Chelsea Park neighborhood was to prepare by November 1, 1975, an advisory recommendation to King County on the location of the Highline police precinct station.

The Task Force's approach, the recommendation itself, and some accompanying remarks are presented below. Background material is attached which helps put this in perspective.

THE APPROACH

The Task Force recognizes that there is no functional need for a police precinct station to be located adjacent to other governmental facilities. While grouping governmental uses and facilities would provide some benefits (an added measure of identity, convenience, economy and security), in this case it also would produce some conflicts with school use or joint governmental/community/school/use. For this reason, a recommendation is being made on the police precinct station independent of the governmental/community center.

Ultimate site selection is a complex issue involving knowledge and consideration of site availability, cost and suitability to the Public Safety Department. This information is not available to the Task Force at this time. However, within the target area prescribed by County Council motion there are locations which we feel are sensitive from the standpoint of compatible land use and community aspirations. Those properties fall into two categories: 1) those which should be excluded from future consideration for use as a police precinct site and 2) those which should remain potential candidates only with qualifications attached.

October 30, 1975

Page 2

THE RECOMMENDATION

The following properties should be excluded from future consideration for use as a police precinct site:

1. THE CHELSEA PARK ELEMENTARY SCHOOL GROUNDS.

A school site is felt to be unacceptable due primarily to use conflicts. The Task Force has assumed that school closure would not be accomplished within a time frame consistent with police precinct station construction. Even if school use were to be phased into joint governmental/community/school use and eventually to total governmental/community use, conflicts would be present during the phasing process. Neighborhood residents also are likely to be concerned and vocal about any loss of playground space.

2. THE SUNNYDALE ELEMENTARY SCHOOL GROUNDS.

Unacceptable for the same reasons that apply to Chelsea Park.

3. THE CULTURAL ARTS AND FIELD SPORT AREAS OF MOSHIER PARK.

Replacement of the cultural arts facility should be considered only if facilities at least as good are provided elsewhere. No such proposal exists or is foreseeable in the time frame consistent with police precinct station needs. As for the field sport areas, they are heavily used now and probably ought to be expanded, certainly not decreased.

4. THE 5 1/2 ACRE KOROSU (MORASCH HOUSE) PROPERTY LOCATED AT THE NORTHWEST CORNER OF THE INTERSECTION OF S. 156th ST. AND DES MOINES WAY SOUTH.

This property is adjacent to Moshier Park and topographically well suited for expansion of the Moshier field sports area. While the Highline Communities Plan should properly address such matters, it is felt that the possibility of expansion should not be precluded by the location of the police precinct station.

5. THE WEST HALF (APPROXIMATELY) OF THE THREE PARCELS LOCATED IMMEDIATELY NORTH OF THE KOROSU LAND, LYING BETWEEN MOSHIER PARK AND DES MOINES WAY SOUTH.

This area is also adjacent to Moshier Park and topographically well suited for expansion of the Moshier field sports area. Here too, the possibility of expansion should not be precluded by the location of the police precinct station.

6. THE BURIEN BUSINESS "CORE" LYING BETWEEN SW 150-153 STS., 1ST AVE. S. - AMBAUM BLVD. SW.

A police precinct station within this area would not be the best use of the land. It would be occupying space that could better be devoted to business use; business area development and redevelopment potential will be enhanced by the eventual extension of 4th Ave. S.W. through the business core. Secondly, it is felt that the police precinct station would not aesthetically enhance the downtown area the way private development might.

The following sites should remain potential candidates for the precinct station only with corresponding qualifications:

1. THE "TRIANGLE" LOCATED BETWEEN DES MOINES WAY SOUTH, RENTON-THREE TREE POINT ROAD, AND S. 157th PL.

This location should be further considered only if all the properties (the entire triangle) are to be acquired and incorporated into the precinct station site. This action would be necessary to assure adequate buffering of the facility from the surrounding community. Additionally, while community reaction doesn't affect the functional suitability of a site, it should be noted that there has been considerable community opposition expressed regarding this particular location. This fact should also be taken into consideration in the future precinct site selection process.

2. THE 1.8 ACRES LOCATED ADJACENT TO THE BURIEN LIBRARY AND PARK.

This site would be acceptable only if the secured parking area were to be underground, there were to be no cyclone fences, the building design were to be compatible with the library and adjoining park, and public open space use were to be integrated into use of the site, consistent with public use of the entire block.

ACCOMPANYING REMARKS

If an acceptable site cannot be found within the current location boundaries, the Task Force would like an opportunity to evaluate and comment upon any additional areas that King County may consider.

Prior to a final site decision by King County, the Task Force requests the opportunity to evaluate such site and to present their comments and findings to the County.

Finally, the Task Force is continuing toward an advisory recommendation

October 30, 1975

Page 4

to King County and the Highline School District as to which elementary school (either Chelsea Park or Sunnydale) would be preferable as a governmental/community center. This statement will likely include considerations for future district court location and input to the Highline Communities Plan Committee on community land use.

Sincerely,


The Highline Center Task Force

HR:jl

cc Fran Bitler, Chelsea Park neighborhood
Richard Burris, Chairman, Highline Communities Plan Committee
Larry Crowell, President, Highline Community Council
Dr. James Jennings, Highline School District
Chris Loutsis, Manager, King County Division of Property & Purchasing
Clifford Norton, President, Burien Chamber of Commerce
William Reams, Chairman, King County Council
Joan Saitta, Executive Secretary, Burien Chamber of Commerce
Edward Sand, Director, King County Division of Land Use Management
Gerald Schlater, Director, King County Division of Architecture
Dr. Robert Sealey, Superintendent, Highline School District
Judge Richard Thompson, Chairman, Burien Bicentennial Committee
Lawrence Waldt, Director, King County Department of Public Safety
Alice Wetzel, Sunnydale neighborhood

RECOMMENDATION PERSPECTIVE

(An attachment to Highline Center Task Force
letter to Thomas M. Ryan, October 30, 1975.)

In May, 1973, King County Ordinance 1647 appropriated \$600,000 of revenue sharing funds to three "governmental centers", makeup undefined. The Land Use Management Division undertook the Preliminary Report on Governmental Service Centers, completed January 1974. Highlights of the report were that 1) Burien represents the prime example of scattered services at various governmental levels (County, State, and special district) 2) County-wide, no firm conclusions could be drawn: citizen response was meager and did not reflect a clamor for governmental centers 3) The response in Highline was more positive and consequently a two year evaluation of the governmental center concept ought to be undertaken there.

Meanwhile, the pressing need for new police precinct facilities in Highline and north King County resulted in a County Council decision for use of the \$600,000 as follows: 1) Alterations to rented space at S. 116th St. and Des Moines Way S. for a Highline precinct station 2) Partial funding for a north precinct station 3) Funding for alterations to space leased from the Highline School District (site undetermined) for a governmental/community center (undefined).

Burien business community opposition to the S. 116th St.-Des Moines Way S. precinct location resulted in a County Council motion calling for lease/purchase proposals for a new Burien precinct station to be located in the area bound by S. 140th St., S. 160th St., Ambaum Blvd. S.W. and Des Moines Way. S. The County Council also authorized negotiations with the Highline School District for use of a surplus elementary school as a Highline governmental/community center. At this point, the police precinct and governmental/community center issues were proceeding as separate projects.

Program guidelines for a precinct station were established and proposals were solicited. Thirteen proposals were received and evaluated on the basis of site, economics and adherence to the program requirements. A S. 156th St./Des Moines Way S. proposal was chosen by King County as best meeting the combined criteria. A citizens petition was submitted to King County which expressed opposition to the proposal based upon upsetting neighborhood privacy and posing danger to Sunnydale School children. The Burien Chamber of Commerce, the Highline Community Council and the Highline School District objected to the proposal based



highline communities plan
king county division of land use management

#3

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Date: November 17, 1975
To: Thomas M. Ryan
From: Harold Robertson *HR*
Subject: Highline Center Task Force

Dear Tom:

At a meeting of the Highline Center Task Force held November 13, 1975,
The following motion was adopted:

"We recommend to King County that at this point in time, regardless of which school site is selected as a governmental/community center, the 1.8 acres should be purchased for the purpose of a future court facility."

The motion passed unanimously. Those members present and voting in favor were Larry Crowell, Highline Community Council; Judge Richard Thompson, Burien Bicentennial Committees and local service clubs; Alice Wetzel, Sunnydale neighborhood. Those not present were Jim Jennings, Highline School District; Fran Bitler, Chelsea Park neighborhood; Joan Saitta, Burien Chamber of Commerce.

HR: blo

cc: Paul Barden, King County Council
Fran Bitler, Chelsea Park neighborhood
Burien Community Office
Larry Crowell, Highline Community Council
James Jennings, Highline School District
Bjarni Olason, King County Architecture
Joan Saitta, Burien Chamber of Commerce
Edward Sand, King County Land Use Management
Judge Richard Thompson, Burien Bicentennial Committee
Alice Wetzel, Sunnydale neighborhood

on a lack of their involvement in the decision process and upcoming completion of the community planning effort in Highline. All precinct station proposals were subsequently rejected by King County.

Two other factors were emerging which were also seen as having a bearing on the precinct station and governmental/community center issues. The Sea-Tac Communities Plan, nearing a final draft stage, included proposals for land use conversion in the Sunnydale area. The potential for consolidation and/or relocation of district court facilities made it a bonafide consideration as well.

The Highline Center Task Force was formed in April, 1975, and began to examine the governmental/community center, police precinct and district court issues, attempting to interrelate them and capitalize on potential and opportunities for development of a Highline Center.

February 9, 1976

RECEIVED
FEB 11 1976DEPARTMENT OF COMMUNITY &
ENVIRONMENTAL DEVELOPMENT

Tom Ryan, Director of Dept. of Planning & Community Development
East 223 King County Courthouse
300 & James
Seattle, Washington 98104

Gentlemen:

At a meeting of the Highline Community Center Task Force on January 15, 1975, it was decided by a unanimous vote, with one member abstaining, that the Chelsea Park School be selected over Sunnydale School as the site for a future governmental center.

Our rationale behind this decision was based on a rating system of comparing the two sites with the same criteria. Although Harold Robertson of your office may have informed you of the system used, we wish to elaborate on the areas where there was a difference in ratings between the two schools.

LAND USE RELATIONSHIPS

Development Influence

Social

Since the Task Force has gone ahead with the recommendation to King County of purchasing the 1.8 acres for use as a court facility and the adjacency of the library and the neighborhood park, Chelsea Park was rated higher; although Sunnydale is located adjacent to Moshier Field, it was felt that Moshier is used primarily for athletic events whereas more community-related activities center around Chelsea Park.

Access

Bus, Pedestrian, Bicycle Facilities

Chelsea Park was given higher rating because of the installed sidewalks and development of the Park and Ride facility at the Payless site. Sunnydale was rated lower because sidewalks on Des Moines Way are a long way off, and development of the Miller Creek Trail is also far ahead in the future.

Circulation

Ingress, Egress; Access Streets

Sunnydale was rated superior as it was felt it was in the better position of being at the corner of two main arterials.

Parking

Joint use

Chelsea Park rated highest because potential use of parking area at the court,

Adjacent church, the Burien Library and the Park and Ride lot, would be more beneficial than Sunnydale with possible parking at the Moshier Complex and at Highline High School.

Building Development

Acquisition, Modification

Chelsea Park was rated higher because of better access for handicapped persons which would necessitate costly improvements at Sunnydale. The age of the Sunnydale building would involve more code corrections, and would involve dealing with more area at Sunnydale than at Chelsea Park where there are more existing facilities now.

ACHIEVEMENT OF CONCEPT

Assumptions

Consistency

Chelsea Park was rated highest as it was felt to be a more consistent grouping to have the Government Service Center adjacent to the Burien Library and the Park. Whereas placing the Government Service Center next to Moshier Field was less important.

Useable Space

Growth Potential

Sunnydale was rated higher as it was felt it has more space for potential growth as well as more site area for current and potential use.

Adaptability

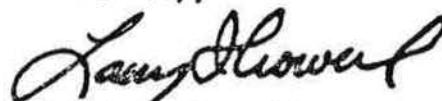
Chelsea Park was rated superior, as Sunnydale may have too much space to actually be adapted for use and it could be difficult to adapt the older additions of Sunnydale for total use due to excessive costs.

We wish to thank Harold Robertson and Bjarni Olason for their technical assistance. Without their expertise, it would have been difficult to arrive at a conclusion.

Although we made no particular recommendation for a precinct station site, we request you contact us for further input should the site selected differ from the parameters previously outlined by our task force.

We also request you keep us informed as to the time line involved in implementing our recommendation.

Sincerely,



Larry T. Crowell
Chairman, Highline Community Center Task Force

April 19, 1976

Thomas M. Ryan, Director
Department of Planning & Community Development
E223 King County Courthouse
Seattle, Washington 98104

Dear Mr. Ryan:

The Highline Center Task Force met on April 15 to discuss the concept of combining the police precinct and district court facilities on the Meyers property. The Task Force adopted a motion recommending that if King County proceeds with further evaluation of a shared use court/precinct facility on the Meyers property, the previous recommendations outlined by this group become part of the criteria for the design and cost study.

The Task Force position was stated in a letter to you dated October 30, 1975:

"This site (Meyers property) would be acceptable only if the secured parking area were to be underground, there were to be no cyclone fences, the building

Thomas M. Ryan, Director
Department of Planning & Community Development
April 19, 1976
Page Two

design were to be compatible with the library and adjoining park, and public open space were to be integrated into use of the site, consistent with public use of the entire block."

Sincerely,



Larry Crowell, Chairman
Highline Center Task Force

LC:HR:ms

cc: Councilman Paul Barden
Fran Bitler - Chelsea Neighborhood
James Jennings - Highline School District
Blanche Mitchell - Burien Chamber of Commerce
Bjarni Olason - King County Architect
Major Fred Pingrey - King County Public Safety
Harold Robertson - King County Planning Division
Judge Richard Thompson - Burien Bicentennial Committee
Sheriff Lawrence G. Waldt
Alice Wetzel - Sunnyside Neighborhood

1622 S.W. 116th
Seattle, Wash., 98166
July 27, 1976

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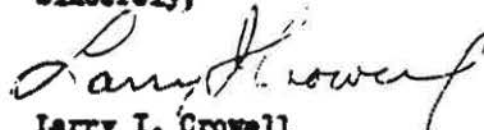
Councilman Paul Barden
King County Courthouse, Room 102
Seattle, Wash., 98104

Dear Mr. Barden:

The Highline Center Task Force, meeting with the Highline Community Council on Tuesday, July 20th, at 7:30 PM. at the E.R.A.C., unanimously passed the following motion.

Although the County has tried to uphold the spirit of the recommendations from the Task Force, it has not completely accomplished what was desired. We feel we cannot accept further asphalt in our present asphalt jungle. Thus we need and require underground parking. We are also concerned with the future placement of cultural facilities.

Sincerely,



Larry I. Crowell
Chairman,
Highline Center Task Force

cc: Tom Ryan, Director, Community and Environmental Development
Richard Barris, Chairman, Highline Communities Plan; c/e the P.D.C.
Harold Robertson, Planning Division

LIC/aw

pdc



King County
State of Washington

#7

Policy Development Commission
Thomas L. Bosworth, *Chairman*

Room 404, King County Courthouse
Seattle, Washington 98104
344-5290

James E. Todd, *Coordinator*
July 23, 1976

RECEIVED
JUL 26 1976

DEPARTMENT OF COMMUNITY &
ENVIRONMENTAL DEVELOPMENT

Thomas M. Ryan, Director
Department of Planning and
Community Development
Room E-229, King County Courthouse
Seattle, WA 98104

Dear Mr. Ryan:

The Highline Communities Plan Committee has reviewed the proposals for the Police Precinct station and District Court facility for the Meyer property at SW 148th and 4th SW, and have discussed at length this proposal and alternatives to the proposal.

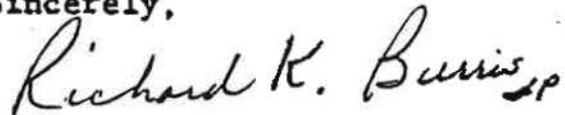
At a meeting of the Committee on July 21st, 1976, the Committee formulated the following recommendations:

1. A Community Cultural Campus shall be provided for in the Highline Community Plan, and shall be bordered by SW 148th on the south, SW 144th on the north, 6th SW on the west, and 4th SW on the east.
2. A Police Precinct facility is not compatible for location on the Campus.
3. A District Court facility is compatible for location on the Campus provided it does not preclude provision for a Cultural Arts facility.
4. If the Police Precinct and Court Facility as currently designed is constructed, it should be located on the Southwest corner of 6th SW and SW 148th.
5. Sufficient Forward Thrust funds shall be re-allocated to acquire the 1.8 acres known as the Myers property at the northwest corner 4th SW and SW 148th to complete the boundary of the Campus, and to ensure this property becomes an integral portion of the Campus.
6. Action shall be initiated to determine funding from County, State, Federal, or private sources for the construction of a 500 seat Cultural and Performing Arts Theatre, and a Museum of History and Art of a fireproof nature, these facilities to be located within the Campus.

Thomas M. Ryan, Director
Page Two
July 23, 1976

It is requested that these recommendations be forwarded to the Architectural firm for their use in the planning of this Campus, their findings and recommendations to be forwarded to this Committee for consideration prior to any County commitments for implementation.

Sincerely,



Richard K. Burris, Chairman
Highline Communities Plan Committee

RKB:js
cc: County Council
Thomas L. Bosworth
Jim Todd
Jack Lynch
Highline Community Council
Task Force for Highline Center
District Court Administrator
Director of Public Safety
Burien Chamber of Commerce
State Conservator, Art Scholnik
Highline Communities Plan Committee

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May 15, 1977
4005 SW 323rd Street
Federal Way, Wash. 98003

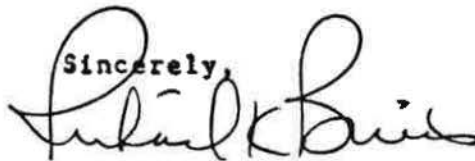
Mr. Harold Robertson, Planner
Department of Community Development
King County Courthouse
Seattle, Wash, 98104

Dear Harold,

Enclosed please find the completed documents that are the result of Highline Community Plan Committee meetings regarding our input to the Police/Court facility and Cultural facility planning.

At the direction of the Policy Development Commission, these comments should be included in the Plan in an appropriate location as an introduction to the section on these subjects.

Sincerely,



Richard K. Burris, Chairman
Highline Community Plan Committee

927-5673

In 1975, the concept of establishing an extensive cultural facility in Burien was included in the Bicentennial project that made the community the first unincorporated area of the county to receive national designation.

The project was jointly sponsored by the Burien Chamber of Commerce, Highline Community Council, and Burien Arts Association. In addition to these organizations, it was endorsed by approximately twenty other local and regional groups. A ceremony marking this Bicentennial designation was held in Burien Park on September 6, 1975, and was attended by County Executive John Spellman, Port Commissioner Henry Simonsen, Superintendent of Schools Dr. Robert Sealey, Chamber of Commerce President Jack Smith, Tom Ryan, King County Department of Community and Environmental Development, and many community leaders.

The desire of the community to establish a community center for the cultural arts goes back many years. In 1965 the Burien Arts Association was established and a proposal to plan for a theatre, museum, classrooms, school district offices, County Government offices, a Regional Library, and a satellite of Highline Community College did not materialize because the site for the proposal was sold before action could be taken.

In 1970, the Regional Library opened at 6th SW and SW 148th. The advantages of locating other cultural facilities adjacent to this new facility were realized, and King County was urged to acquire the adjoining seven acres. However, only five of the available acres were acquired, leaving the two acres that the new proposal by the Arts Association indicated were to locate the Theatre and Museum in private ownership.

The concept as envisioned was a total integration of the Regional Library, the Burien Art Gallery, Burien Park, and proposed elements such as the theatre and museum into one complex to enhance participation and provide a positive focus for community identity. When Chelsea Park Elementary was closed by the school district, use agreements were negotiated to use this facility as classrooms for the pursuit of arts and crafts. In 1976, for example, this facility alone was used to capacity by hundreds of Highline area residents.

The Sea-Tac Communities Plan dealt primarily with aircraft and airport related problems and impacts; cultural facilities planning was to be an element of the subsequent Highline Community Plan. Unfortunately, this facet of the planning process was continually put aside by the planning staff until a proposal to locate a District Court/Police precinct on the last remaining two acres was presented to the Highline Community Plan Committee by Tom Ryan, Director of Community Planning, with a request for input.

During June of 1976, the Highline Community Plan Committee met weekly, and reviewed the recommendations of a site selection task force established to recommend sites for the Court/Precinct, data supplied by the Burien Arts Association, and material relating to the original Bicentennial proposal.

The variables and ramifications of both proposals were carefully considered by the Committee. The need for definite recommendations was clearly evident to provide clarity and substantive direction for both the Court/Precinct facility and Cultural facilities, as both were proposed for the same site.

During the review process, the concept of a Community Cultural Campus was suggested by Richard Burris, Chairman of the Community Plan Committee, to define the concept as envisioned by the Arts Association, and to focus on the use the title implied. The determination was made that the site was particularly unique if used for cultural facilities as part of a Community Cultural Campus due to its immediate proximity to the Regional Library, the Burien Art Gallery, Burien Park, and the now fully utilized Chelsea Park school. Conversely, the site had no unique features that mandated it be used for a Court/Precinct facility as proposed by the County, primarily because the Court/Precinct facility could be located at a number of sites within or near the Central Business District as required by the Department of Public Safety and the District Court without detracting from its usefulness, and secondarily, because establishing the Court/Precinct facility at the site proposed by the County would adversely affect existing facilities adjoining the site, and preclude use of the site in the future for an expansion of cultural facilities.

These determinations were formulated in a detailed recommendation embodied in a letter to Tom Ryan, Director of Community Development, dated July 21st, 1976, a copy of which is included in the appendix to the Highline Community Plan.

The Highline Community Plan Committee recommends the following for adoption by the County Council as an element of the Highline Community Plan:

1. Implement the elements contained in the letter of July 21, 1976 regarding the Community Cultural Campus
2. Preserve existing use of Chelsea Park school for arts and crafts; office use by government agencies should be prohibited.
3. Mosier field Cultural arts facilities should be moved to the Chelsea school site to establish one strong arts center for the Highline Community.
4. Proposals by the County to remodel Chelsea park school should be accomplished in cooperation with the Arts Association to avoid design or use criteria conflicts.
5. In the absence of comprehensive facility planning in the Highline community Plan, use of existing unused buildings for the Court/Precinct facility should be thoroughly investigated prior to commitment of funds for new construction.
6. Cultural facility planning should be a continuing process assigned the responsibility of the community coordinator in cooperation with the Highline Community.

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Glossary

Glossary

1. CIP - Capital Improvement Program: A basic process to select and program expenditures for physical facilities to serve present and future residents in King County. The CIP is divided into six areas: Law, Safety and Justice; Intellectual and Leisure Time Opportunities; Physical Environment; Protection of Health; Transportation; and General Government Services. These are divided into subprograms and subprojects which define the specific capital improvements.
2. Central Business District - The main business and service district for an area. Services, offices and consumer goods are offered which are not found in neighborhood business groupings. The Central Business District is typified by intensive land use, high traffic generation, and mixing of auto and pedestrian traffic.
3. Comprehensive Plan - Report text and a map which represents the consolidation of public goals, policies and standards regarding the use and development of land and service facilities which, together with illustrative material constitute the Comprehensive Plan for King County.
4. Grading - Any excavating or filling or combination thereof.
5. Grading Permit - A permit required by King County before grading can be done, except in certain instances outlined in the County Code.
6. P-Suffix - Site plan approval requirement symbol. Whenever the letter "P" follows the indicated zone classification on the zoning map, development may proceed only after obtaining site plan approval.
7. Parks - Land and water areas utilized for recreational opportunities.
 - a. Regional park: Large areas, several hundred acres or more in size, selected and developed primarily to provide outdoor recreation opportunities not feasible in urbanized areas. Frequently contain special features or unique qualities that are attractive to the regional population.
 - b. Special facility: Includes areas and facilities such as boat launching and other waterfront areas, golf courses, county fair-grounds, trails and athletic fields which have special requirements and may be limited in number.

- c. Major urban park: A large park area of 100 acres or more providing broad expanses of natural or man-made scenery, often including features of area-wide interest, and capable of accommodating large numbers of people.
 - d. Community park: A park area of approximately 20 acres serving the local community and providing for walking, sitting, family group activities such as picnicking, and the enjoyment of attractive natural or landscaped areas.
 - e. Neighborhood park: Passive park areas, usually from three to seven acres in size, designed to serve the needs of pre-school and younger school-age children and their parents as well as provide quiet enjoyment areas for older persons. Normally located within walking distance of the area it serves, frequently in conjunction with the neighborhood elementary school.
 - f. Community playfield: Outdoor active play area, often part of or adjoining secondary school facilities, primarily for use of older youths, adults and organized teams. Normally includes space for baseball and softball fields, football, and paved courts for volleyball, tennis and basketball.
 - g. Neighborhood playground (playfield): Outdoor active play area, often part of or adjoining primary school facilities; primarily designed to serve the five to fifteen year age group and family groups; usually three to seven acres in size.
 - h. Athletic field: Athletic fields are specialized, large-scale playfields serving large segments of the population and designed primarily for league-type competitive sports requiring ample space for spectator seating and parking.
8. Planned Unit Development (PUD): A development resulting from a process which is designed to permit development flexibility that will encourage a more creative approach in design, placement of buildings, use of open spaces, circulation facilities and to best utilize the potentials of sites characterized by special features of geography, topography, size of shape.
 9. Right-of-Way - The strip of land over which a road is built, or under which a utility or pipe line is laid.
 10. Shorelines Management - The Shorelines Management Act of 1971 charged local governments with the responsibility of: developing and administering a permit system for "substantial developments" on shorelines or wetlands of designated water bodies; compiling a comprehensive inventory of land use, land ownership and natural characteristics along designated shorelines and wetlands; preparing a master program for the regulation and management of uses on the shorelines.

The King County Shoreline Master Program was adopted by the King County Council on September 27, 1976.

11. Subdivision Control - The subdivision regulation is an official control pertaining to the subdivision of land and establishing standards for lot arrangements, street width and design, provision of public utilities, correlation with adjacent existing or possible future subdivision, and correlation with other elements of the pertinent.

King County exercises control over the platting, subdivision and dedication of land under the authority of State law. The County has established certain standards and requirements for subdivisions and has established a definite procedure for filing and processing of such subdivisions.

12. Short Subdivision - The division of land into four or less lots, tracts, parcels, sites or divisions.

13. Transportation System - A complete transportation system includes both transportation lines (the routes and rights-of-way utilized by various modes of transportation) and terminal facilities (either end of a carrier line with its attendant freight and/or passenger stations, yards and offices). Transportation facilities may include all those connected with the following methods of transportation: Vehicular, non-vehicular, rail, waterborne, and aircraft.

- a. Major Arterial: A highway connecting larger community centers and facilities, often constructed with partial limitation of access where mobility is desired.
- b. Secondary Arterial: A highway connecting intra-community centers and facilities, and providing access to abutting properties where desired. The facility stresses mobility over accessibility with minimal access control.
- c. Collector Arterial: A highway connecting two or more neighborhoods as well as providing for intra-residential travel. Stresses accessibility aspects of travel but can provide for mobility where desired and feasible.
- d. Local Access Street: A street which should only provide for access to abutting property with the highest degree of safety for intra-residential pedestrian movements.
- e. At grade: Commonly used in reference to a street or other right-of-way at the same level as adjacent land.
- f. Walkways: These are basically sidewalks or paths usually located along existing road rights-of-way and are needed for pedestrian safety.
- g. Bikeways: These are facilities that are designed for and provide a means of bicycle travel. Such facilities may vary from an exclusive grade separated travelway for bicycles to one that is shared with vehicles and/or pedestrians and is designated by simple signing.

- h. Trails: These are natural informal paths usually used by hikers and/or horseback riders, and usually located away from roads.
- 14. Utilities - Lines and facilities related to the distribution collection, and disposal of water, storm and sanitary sewage, garbage, and refuse.
- 15. Zoning - An official land use control established to serve the public health, safety and general welfare and to permit economic, social, and aesthetic advantages resulting from an orderly planned use of land resources. It represents one means of carrying out the general purposes set forth and defined in the Comprehensive Plan of King County.

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