

highline

Community Plan

DRAFT SUPPLEMENTAL
ENVIRONMENTAL IMPACT STATEMENT



King County
Division of Planning
AUGUST, 1980

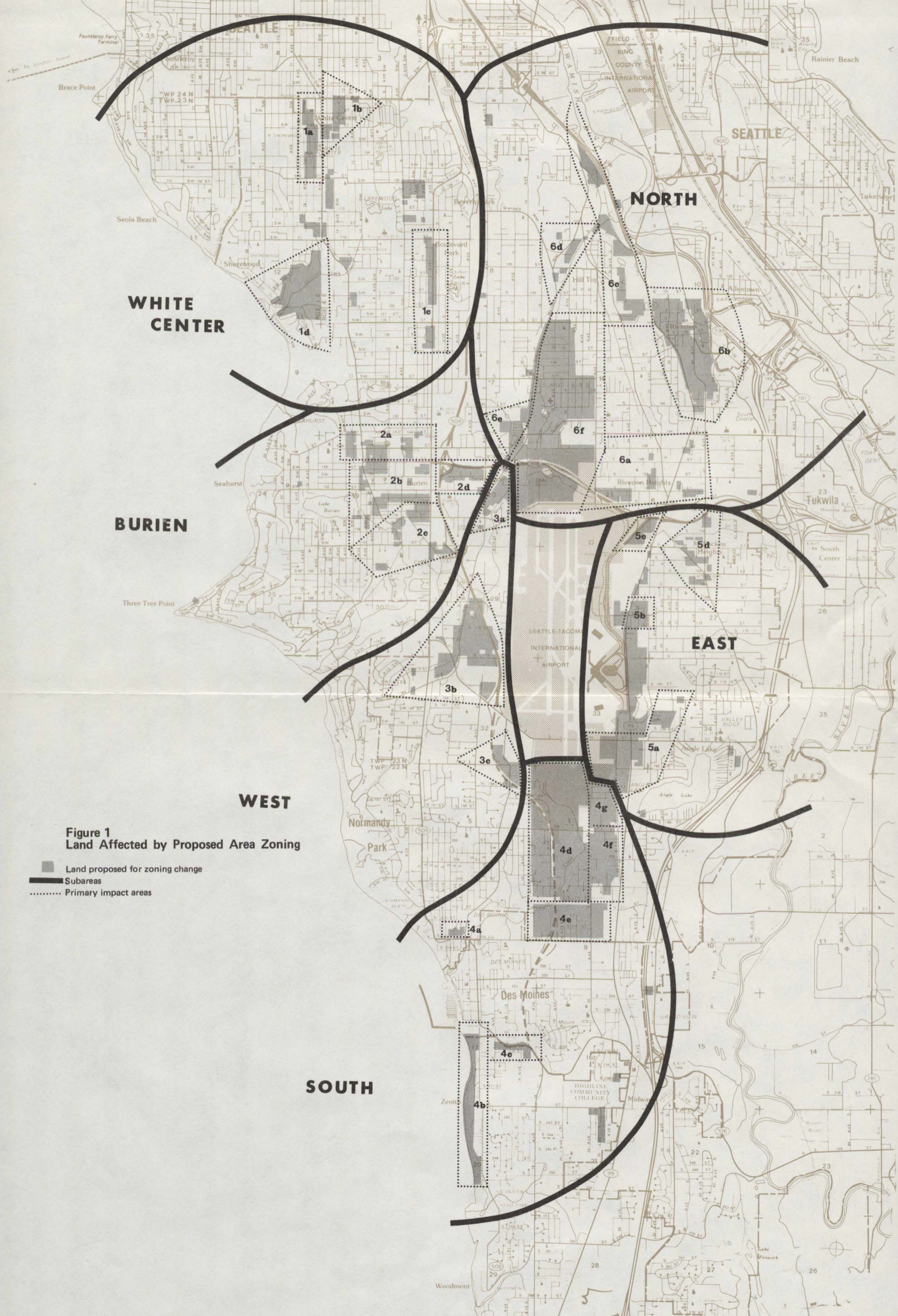
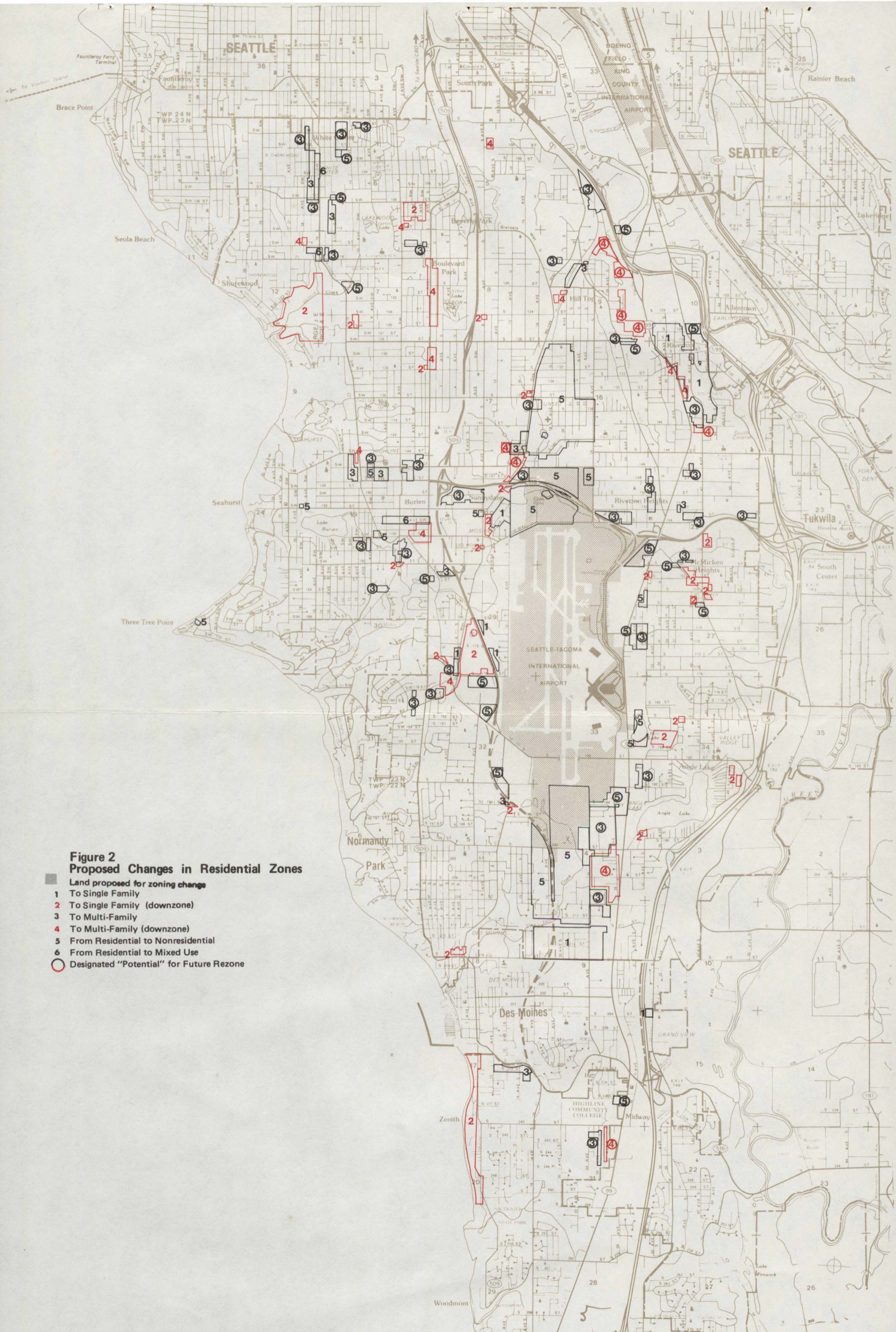


Figure 1
Land Affected by Proposed Area Zoning

- Land proposed for zoning change
- Subareas
- Primary impact areas

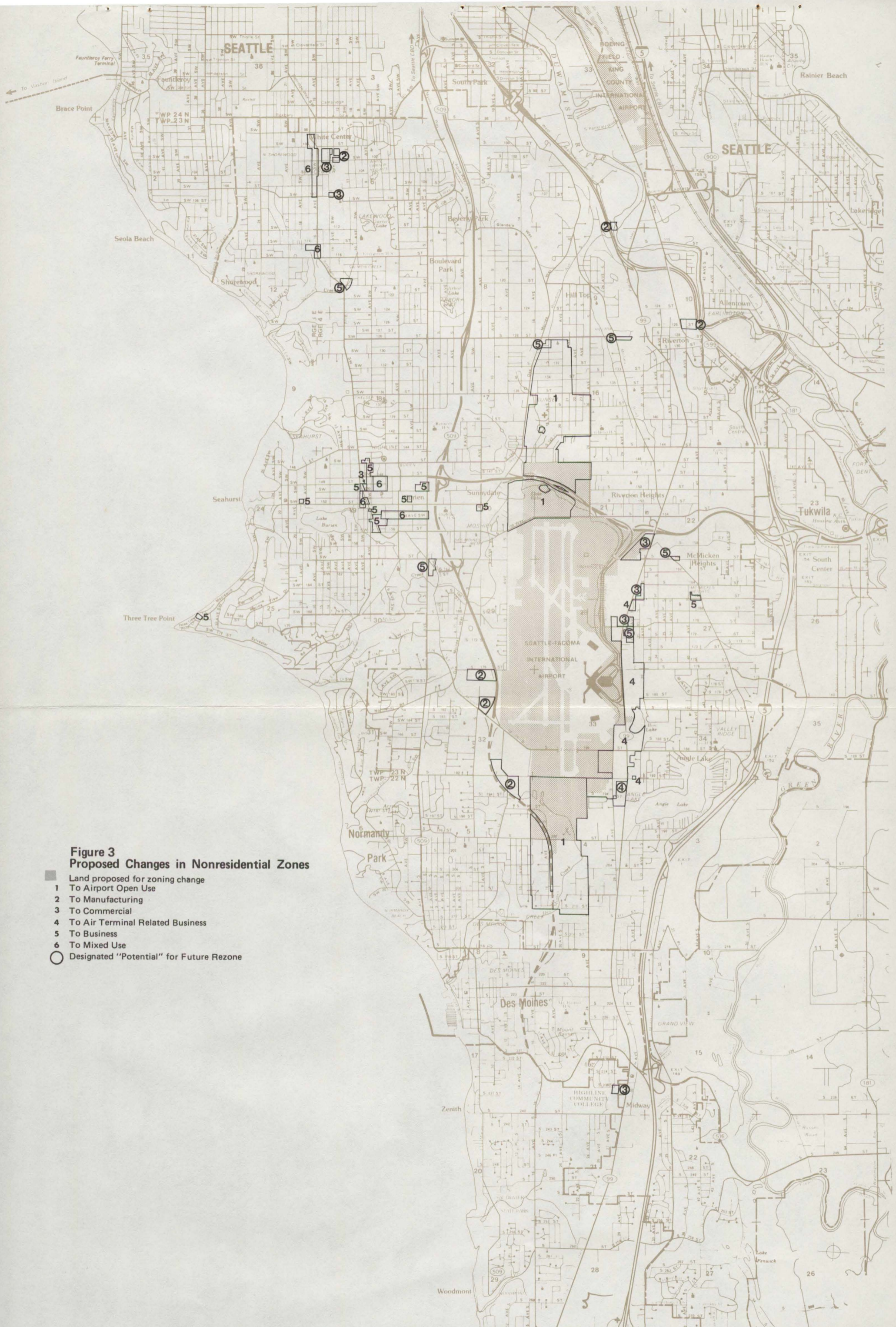


**Figure 2
Proposed Changes in Residential Zones**

- Land proposed for zoning change
- 1 To Single Family
- 2 To Single Family (downzone)
- 3 To Multi-Family
- 4 To Multi-Family (downzone)
- 5 From Residential to Nonresidential
- 6 From Residential to Mixed Use
- Designated "Potential" for Future Rezone

**Figure 3
Proposed Changes in Nonresidential Zones**

- Land proposed for zoning change
- 1 To Airport Open Use
- 2 To Manufacturing
- 3 To Commercial
- 4 To Air Terminal Related Business
- 5 To Business
- 6 To Mixed Use
- Designated "Potential" for Future Rezone



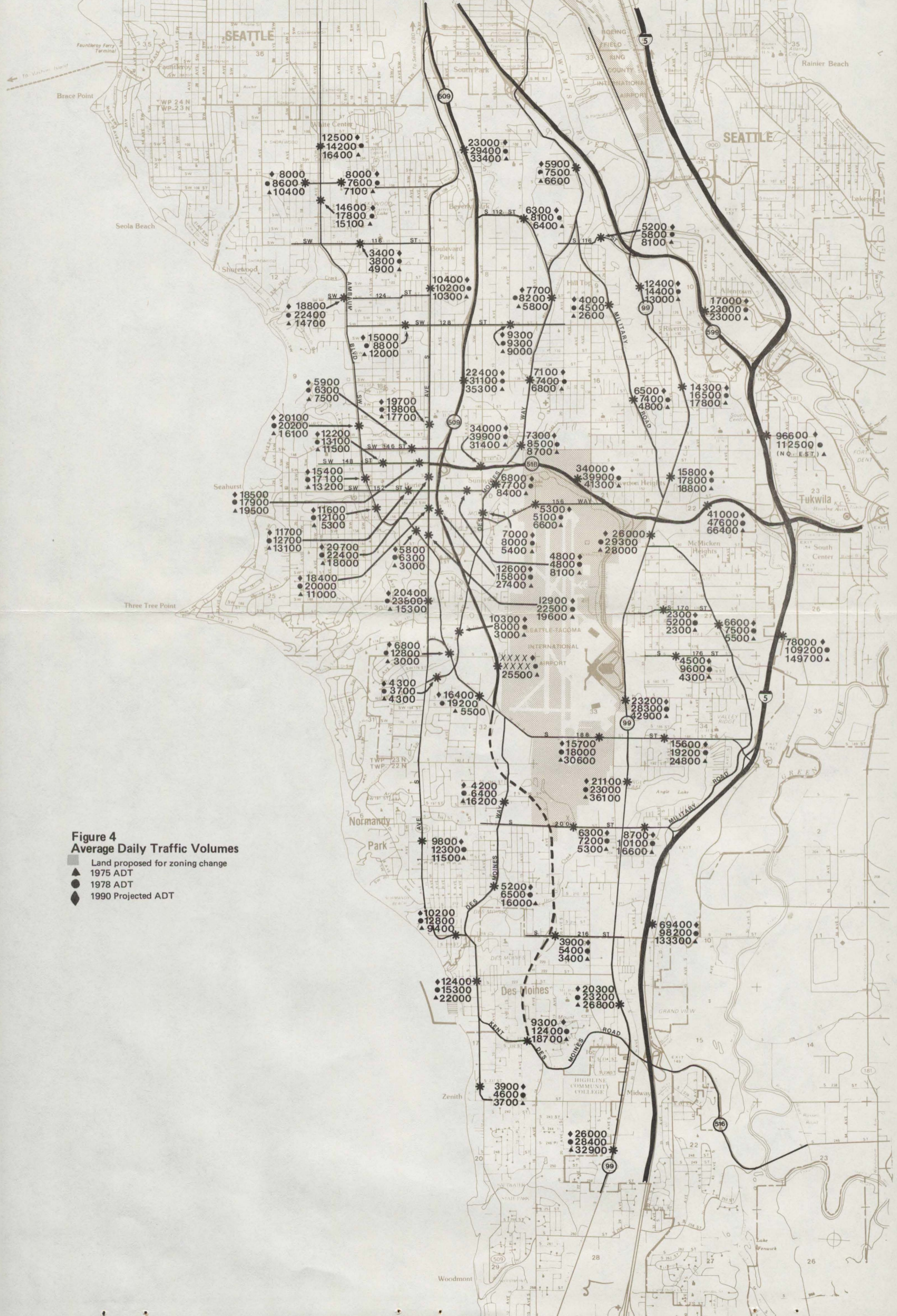


Figure 4
Average Daily Traffic Volumes

- Land proposed for zoning change
- ▲ 1975 ADT
- 1978 ADT
- ◆ 1990 Projected ADT

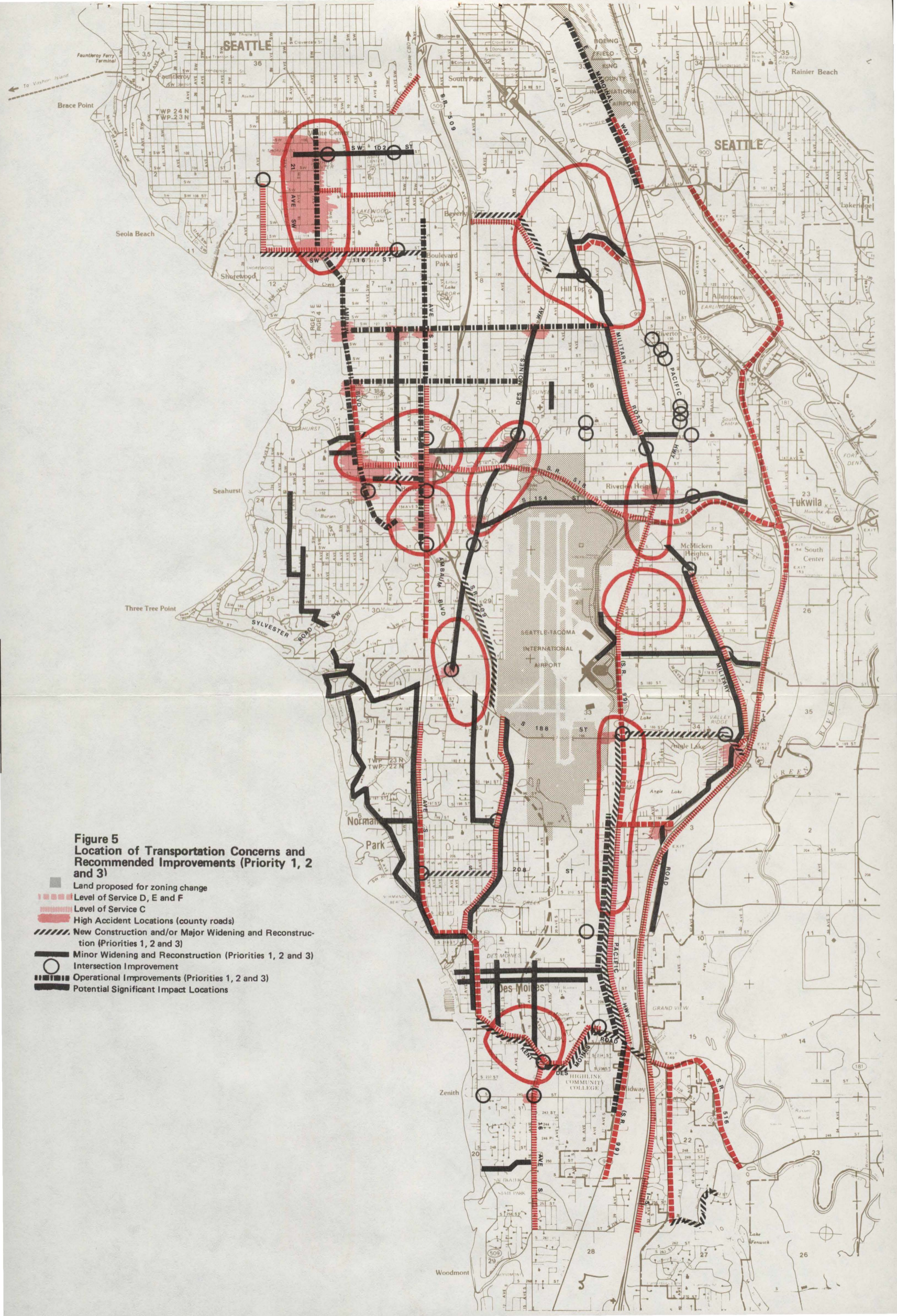
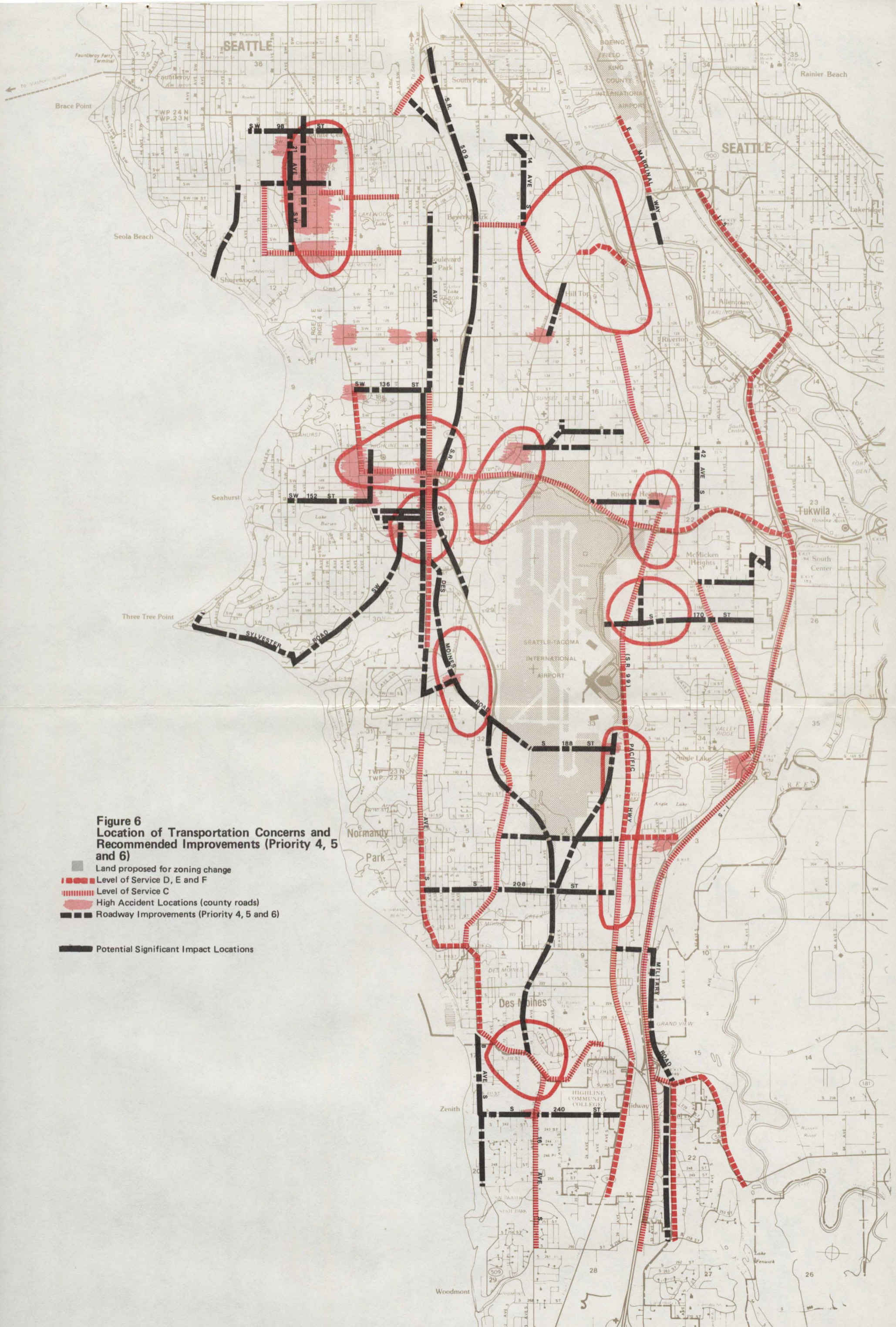


Figure 5
Location of Transportation Concerns and
Recommended Improvements (Priority 1, 2
and 3)

- Land proposed for zoning change
- Level of Service D, E and F
- Level of Service C
- High Accident Locations (county roads)
- New Construction and/or Major Widening and Reconstruction (Priorities 1, 2 and 3)
- Minor Widening and Reconstruction (Priorities 1, 2 and 3)
- Intersection Improvement
- Operational Improvements (Priorities 1, 2 and 3)
- Potential Significant Impact Locations

Figure 6
Location of Transportation Concerns and
Recommended Improvements (Priority 4, 5
and 6)

- Land proposed for zoning change
- Level of Service D, E and F
- Level of Service C
- High Accident Locations (county roads)
- Roadway Improvements (Priority 4, 5 and 6)
- Potential Significant Impact Locations



Draft Supplemental Environmental Impact Statement
HIGHLINE COMMUNITY PLAN - PROPOSED AREA ZONING

Prepared in Compliance
with

The State Environmental Policy Act of 1971

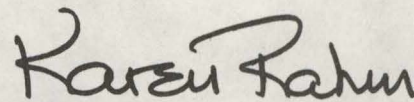
Revised Code of Washington 43.21.c

and

King County Ordinance 3026

(King County Code 20.44)

Date: August 25, 1980



Karen Rahm, Manager
King County
Division of Planning

Preface

This Environmental Impact Statement evaluates the potential effects of King County's adoption of proposed Area Zoning for the Highline Communities Planning Area. It also presents alternatives to the proposal and identifies the relative impacts which these policy options might have on the human and natural environment of Highline. It is issued as a supplement to the Highline Communities Plan EIS.

This EIS considers the impacts of zoning strategies rather than specific development projects. Because of this, the analysis focuses on broad directions of environmental change rather than attempting to predict how much impact can be expected. Also, the EIS describes indirect impacts; direct impacts will occur as the land is developed and redeveloped as allowed by the proposed zoning, and those impacts will be addressed as necessary when specific proposals are received.

In the future, the Area Zoning will guide land use and capital improvement decisions by King County, and will influence the actions of utility, school and fire districts, public agencies, private developers and others. This EIS will be used by King County in regulating new development. In some cases, this EIS may sufficiently analyze potential impacts of development at a specific site, so that a project EIS would not be required. In other cases, a site-specific EIS may be required, but its scope may be reduced by reference to this document.

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DRAFT SUPPLEMENTAL EIS
HIGHLINE AREA ZONING

INTRODUCTION

Action Sponsor and Lead Agency:

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

Responsible Official: Karen Rahm, Division Manager

Proposed Action:

The proposed action by King County is to adopt new zoning maps for Highline. The proposed Area Zoning maps will implement the land use policies, text and maps of the Highline Communities Plan adopted by the King County Council in December, 1977.

Of the 24,000 acres included in the Highline Communities Planning Area, less than 2000 acres are to be re-zoned under this proposed Area Zoning. The Highline planning area is bounded by the City of Seattle on the north, Puget Sound on the west, S 252nd Street on the south, and I-5 on the west. Portions of the Cities of Kent and Tukwila and all of Des Moines and Normandy Park are within the Highline Planning area, but are not subject to King County zoning regulation. This Area Zoning applies only to unincorporated King County.

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License and Permits Required: Adoption of Highline Area Zoning by King County

Location of Background Data:

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Cost: \$4.00

Date of Issue, Draft Supplemental EIS: August 25, 1980

Date Comments Due: September 29, 1980

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Des Moines, WA 98188

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White Center Library
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Seattle, WA 98146

Des Moines Library
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Des Moines, WA 98188

Seattle Public Library
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Seattle Municipal Library
600 - 4th Ave.
Seattle, WA 98104

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Seattle, WA 98168

McMicken Library
3730 S. 166th
Seattle, WA 98188

SUMMARY

A. Description of Proposal

It is proposed that King County adopt a Highline Area Zoning to implement the land use portions of the Highline Communities Plan which was adopted in 1977. When approved by the King County Council, the Area Zoning maps will become the official zoning of King County for the unincorporated area of Highline. They will be used in conjunction with the Comprehensive Plan by the County Executive, County Council, Division of Building and Land Development, and Zoning and Subdivision Examiner in making decisions regarding land use and development in Highline.

The proposed Area Zoning recommends over 180 separate re-zones affecting about 8% of the Highline Area, as shown in the map on the following page (Figure 1).

These zoning actions have been categorized into the following ten zoning strategies:

1. Reduce density in environmentally sensitive areas by downzoning or by attaching a density suffix to existing SR zones.
2. Remove isolated parcels of outright/potential RM zoning from predominantly single family zones.
3. Adjust zoning to conform with existing development or adjacent zoning.
4. Rezone some mobile home parks from RM-900 to RM-1800 or RM-2400.
5. Use the P-Suffix to limit use in certain RM 900, BC and CG zones.
6. Rezone to allow additional multi-family development, either outright or potential.
7. Rezone to allow mixed apartment and retail uses near the Burien and White Center business districts.
8. Rezone to allow offices, retail business or commercial development, or add potential for such uses to existing zones.
9. Add the potential for manufacturing to existing zones.
10. Rezone the area north and south of Sea-Tac Airport to Airport Open Use (AOU).

¹ The terms "outright" and "potential" zoning are used throughout the text. The outright zone is the actual zone classification of a parcel; the potential zone indicates the desired ultimate use as shown in the community plan. For example, on a parcel zoned RS-7200 (potential RM-1800), the outright zone is RM-7200 and the potential zone is RM-1800. Property owners must apply for a re-zone to have the zoning changed to the "potential" zone.

B. Impacts of the Proposal

The significant impacts of the overall Area Zoning proposal are summarized below:

1. Land Use

The largest single change in land use in Highline is the result of previous decisions¹ rather than this Area Zoning proposal. By rezoning over 700 acres of mostly residential land for "Airport Open Use," King County will be confirming these earlier decisions to acquire the area north and south of Sea-Tac for parks, recreation and open space.

Outside the AOU zone, the changes proposed by the Area Zoning would result in a net decrease of 237 acres designated for single family residential use.

There would be a net increase of 245 acres zoned outright or potential for apartments as a result of the proposal. However, about 155 acres, or 63% of the additional area available for apartments, is already developed with single family housing. This rezoned area is not likely to be redeveloped for apartments within the life of the Highline Communities Plan (6 - 8 years), since there is enough vacant multi-family zoned land available to accommodate the projected demand (see Table 7 and 8).

The Area Zoning proposal would result in the potential shift of about 93 acres from potential office or maximum density multi-family use (RM-900) to high density apartments (RM-1800). There would be minor shifts in areas designated for neighborhood and community business, and slight extensions of existing highway-commercial zones. There would be a net decrease of about 31 acres potentially available for manufacturing.

See Table 4 and Appendix D for details on acreage affected by various zoning changes; see Table 5 for specific location of land use impacts.

¹ The area north and south of Sea-Tac Airport was designated for open space and other non-residential uses in the Sea-Tac Communities Plan adopted in 1973.

2. Population/Housing

The Area Zoning proposal will have no significant impact on the capacity of Highline to accommodate the population increase forecast for 1990. The reduction of housing capacity resulting from public acquisition of the Airport Open Use area would not be offset by additional land to be rezoned single family. However, there is ample vacant land in Highline already zoned for single family uses to accommodate the expected population increase.

Although much of the area proposed for new multi-family zoning is already developed with single family homes, there would be enough vacant, multi-family zoned land throughout Highline to accommodate the expected demand through 1990. However, there would not be enough land available to absorb excess demand from elsewhere in King County. (See Table 8 for supply of vacant, unconstrained land zoned for residential use.)

Zoning of existing single family neighborhoods for "potential" apartments before a significant demand exists may initiate a long period of conversion, during which uncertainty and scattered redevelopment may lead to a decline in housing conditions as owner-occupied units are converted to rentals and/or allowed to deteriorate.

Zoning changes or restrictions are proposed in several locations which will maintain the land for residential uses. In some cases, limiting the options for future development of existing mobile home parks will allow the land to be maintained for low-cost housing rather than higher-priced apartments or offices.

Aside from these impacts, the major effect of the Area Zoning would be to shift population capacity within Highline. The West sub-area would have the most immediate potential to absorb additional population; several undeveloped sites in the North and South sub-areas are also being rezoned for residential use. In the White Center and Burien sub-areas the potential to absorb population is likely to be realized over a longer period as developed areas are redeveloped for other uses. See Table 9 for locations of shifts in population/housing capacity.

3. Traffic

Increased housing density or more intense uses are proposed for several areas where serious problems with traffic flow and safety already exist. Additional development is likely to increase the severity of these problems. In a few locations, vacant land is being rezoned and may develop before streets are improved to handle the increased traffic volume. In some developed areas, however, planned street improvements may

be completed prior to redevelopment at greater density, so that traffic problems will not occur. See Table 10 and Figures 5 and 6 for location of potential traffic problems.

4. Economic Development

Zoning for apartments and mixed residential and retail uses near the Burien and White Center business districts may strengthen the retail market base by encouraging development of under-utilized or vacant parcels and by bringing residences into the retail area. However, much of the apartment-zoned land is already developed and may not be redeveloped in the near future.

In many cases, the proposed rezones may indirectly result in increased or decreased return on investment for individual property owners. For example, rezoning the area north of S 136th to Airport Open Use prior to public acquisition may tend to reduce the market price of these homes. Elsewhere, property values may increase where higher density or more intense use will be allowed under the new zoning, and decrease where density is to be reduced.

There may be some indirect economic effects from the use of the "Potential" zone and "P-Suffix." For example, where the desired land use is apartments, zoning for "Potential RM" will make it necessary for the property owner to incur the expense of a rezone prior to development. The "P-Suffix" limits an owner's options for the use of land. The lack of site specific conditions in the Area Zoning for "Potential" and "P-Suffix" designations may lead to delay and inconsistency in reviews of rezone and permit requests.

5. Earth/Water

In several wetlands, creek drainages and steep slopes, the Area Zoning proposes lower housing densities. This action may reduce the negative impacts of development in these environmentally sensitive areas. The alternative of further reducing density should be considered for some areas to conform more closely with County environmental policies. In several places, increased density is proposed for environmentally sensitive areas. See Tables 1 and 2 for location of positive and negative impacts.

6. Air Quality/Noise/Light/Glare

Indirect impacts of the proposal on these elements of the environment would be slight and would be localized in areas where apartment, office, business or manufacturing uses are proposed.

7. Energy Consumption/Demand for Utilities/Public Services

The impact on energy, utilities and public services would be indirect, caused by the expected increases in population rather than the Area Zoning action. Though most of Highline is already served with water and sewer utilities, there are a few places where utility extensions would be necessary prior to development of uses allowed by the Area Zoning. Such extensions are consistent with County policy.

C. Location of Impacts

In this section, the areas primarily affected by the proposed Area Zoning are identified for each of the six "sub-areas" of Highline -- White Center, Burien, West, South, East and North. The "primary impact areas" are listed below, along with the key potential impacts. Numbers (1a, 1b, 1c, etc.) correspond with those found in Figure 1, the map showing sub-areas and primary impact areas.

1. White Center

- a. In the business district, single and multi-family areas would be rezoned to allow mixed residential and retail uses, and the potential for future offices or apartments (RM-900) near residential areas east of 18th SW. Potential indirect impacts include:

- * Increased traffic congestion
- * Development of vacant or under-utilized parcels
- * Stimulation of retail trade
- * Redevelopment of older single family housing to offices or apartments and possible displacement of current residents
- * Pressure for expansion of office/apartment area further west; no buffer between business/maximum density apartments and single family neighborhoods
- * Possibility of increased property taxes which could lead to displacement of lower income residents.

- b. East of the business district, rezoning would allow the potential for increased density apartments and manufacturing. Potential indirect impacts include:

- * Increased traffic east of 16th SW
- * Increased drainage problems in wetland areas to the south
- * Redevelopment of older single family housing to apartments and possible displacement of current residents
- * Possibility of increased property taxes which could lead to displacement of lower income residents
- * Establishment of a well-defined manufacturing area.

c. Southeast of the business district along 1st South, rezoning from RM-900 to RM-1800 is proposed to prevent office development. Potential impacts include:

- * Establishing sewer service to apartments east of 1st SW between SW 119th and SW 124th will be difficult because of complications created by the depression around Lake Arbor. This problem may affect development of apartments more than other possible uses of the area.

d. In the Shorewood area, reduced density for residential development is proposed on a steep, wooded slope. Potential impacts include:

- * Less erosion and slide hazard when the area is developed.

2. Burien

a. In the business district along SW 148th, potential multi-family zoning is proposed for existing single family neighborhoods. Potential impacts include:

- * Increased traffic congestion and traffic safety hazards
- * Expansion of the business district and increased retail trade.

b. Near the business district, land would be changed from commercial to business zoning and mixed residential/retail uses would be allowed. Potential impacts include:

- * Expansion of the business district and stimulation of retail trade
- * Development in the historic business district.

c. South of the business district rezoning would allow the potential for future apartments, with these possible impacts:

- * Increased runoff into the Miller Creek drainage
- * Increased traffic flow and safety problems along 1st Ave. and Ambaum Blvd.

d. East of SR 509, a large area would be rezoned for potential apartment development. Potential impacts include:

- * Increased runoff into Miller Creek drainage
- * Redevelopment of established single family neighborhoods and possible displacement of current residents

- * Possibility of increased property taxes which could lead to displacement of lower-income residents
- * Additional traffic problems on Des Moines Way
- * Stimulation of retail trade in Burien.

3. West

- a. In and around the "pumpkin patch" between Des Moines Way and 12th Ave. South, rezoning would establish single family densities of four units/acre. Potential impacts of developing this mostly undeveloped area include:

- * Increased traffic problems on Des Moines Way
- * Increased runoff into Miller Creek Basin
- * Development of last working farm in the area.

- b. In the area around the Ambaum/Normandy Road/Des Moines Way intersection, rezoning for potential apartments and manufacturing, and reducing residential density in a wetland would have these impacts:

- * Increased traffic problems along the major arterials
- * Removal of potential for conflicting land uses - manufacturing zones would all be located east of Des Moines Way and apartment zones would be west of Des Moines Way
- * Immediate potential for new apartment construction since much of the rezone area is now vacant
- * Fewer downstream drainage problems resulting from development in the headwater wetland of a Miller Creek tributary.

- c. East of the city of Normandy Park, zoning changes would adjust two manufacturing and residential zones, with these potential impacts:

- * Consolidation of manufacturing land uses east of the future SR 509 freeway and residential uses west of the freeway
- * Increased runoff south and east in the Des Moines Creek drainage.

4. South

- a. Rezoning this area north of the city of Des Moines from office to single family residential will have several potential impacts:

- * Reduced runoff and sedimentation in Des Moines Creek
- * Prevent office development outside Des Moines business district

- * Reduced potential traffic problems
 - * Possibility of lower tax assessments.
- b. A single family developed area along the Puget Sound shoreline would be rezoned to a lower density to conform with Shoreline Conservancy designation. Potential impacts include:
- * Shoreline would be protected from more extensive development
 - * Property owners would be restricted from further subdivision
 - * Future development would be consistent with county policy.
- c. Rezoning to allow apartments along SR 516 would have these potential impacts:
- * Increased traffic problems along SR 516
 - * Increased erosion and runoff into an unnamed creek
 - * Land use would conform with the city of Des Moines' plan and existing development pattern.
- d. Rezoning the area south of Sea-Tac for "Airport Open Use" will have little if any direct impact, since removal of existing homes is already underway and may be completed by 1981. Potential indirect impacts of the rezone include:
- * Change in land use from residential to parks, recreation and open space
 - * Eventual return to more natural drainage in Des Moines Creek Basin.
- e. In the extensively developed single family area south of the Airport Open Use area, now zoned "SR," the Area Zoning would add density suffixes limiting lot sizes to 7200 or 9600 square feet. Potential impacts include:
- * Land use may be incompatible with city of Des Moines plans to designate the area south of S 216th for light manufacturing or other non-residential uses
 - * Zoning would conform to existing development.
- f. Rezoning would prevent future office development on the site of an existing mobile home park and provide for future apartments in an existing single family neighborhood. Potential impacts include:
- * Increased traffic problems on Pacific Highway when area is redeveloped with apartments
 - * Area preserved for residential use.

g. In this area, zoning would be changed in anticipation of future construction of the south access road to Sea-Tac, which is not expected for at least 10-15 years. If intense development occurs as allowed by the Area Zoning, short-term potential impacts would include:

- * Land use not conforming to Comprehensive Plan policies, i.e., high density apartments (RM-1800) located between offices and maximum density apartments (RM-900) to the west and business/commercial to the east along Pacific Highway
- * Increased traffic problems along Pacific Highway and S 200th unless proposed street improvements are completed
- * Increased runoff into the main channel of Des Moines Creek.

5. East

a. Included in this impact area are a large undeveloped tract to be designated for air-terminal related uses, a developed single family neighborhood designated for future apartments, and a large undeveloped parcel near Bear Lake. Potential impacts include:

- * Increased traffic congestion along Pacific Highway and S 188th
- * Increased runoff and drainage problems in the Des Moines Creek Basin
- * Reduced drainage and water quality problems in Bow Lake.

b. Rezoning in this area would allow redevelopment of predominantly single family neighborhoods for business, commercial and apartment uses, with these potential impacts:

- * Redevelopment of established single family neighborhoods and possible displacement of current residents
- * Possibility of increased property taxes which could lead to displacement of lower-income residents
- * Increased traffic congestion on Pacific Highway and S 170th, unless planned street improvements are completed.

c. Development of two large undeveloped parcel for air-terminal related uses would have this potential impact:

- * Increased traffic congestion on Pacific Highway and S 160th.

d. Zoning in this area would be adjusted to conform more closely with existing zoning or development patterns, with the following minor land use impacts:

- * Character of single-family neighborhoods would be maintained.
- * One single family area would no longer have the potential for future office development
- * Several small residential parcels could be developed for business.

6. North

a. In this impact area, several single family neighborhoods would be designated for future apartments, and a mobile home park would be rezoned to prevent future office development. Potential impacts include:

- * Gradual development of a multi-family transition area between business/commercial uses along Military Road and Pacific Highway
- * Increased traffic congestion along Pacific Highway, S 150th and S 152nd east of 24th Ave. S
- * Redevelopment of established single family neighborhoods and possible displacement of current residents
- * Mobile home park maintained for residential use.

b. Rezoning in the Riverton area would limit housing density, allow duplexes in a single family area, and prevent future office development in an existing mobile home park. Potential impacts include:

- * Increased traffic problems if access to Pacific Highway is not adequately planned by developers.

c. Between Pacific Highway and Military Road, several hillside areas are proposed for potential duplex rather than potential apartment development; further north along Des Moines Way, a large area would be rezoned to allow apartments in the future. Potential impacts include:

- * Difficult access uphill onto Military Road and Des Moines Way or downhill onto Pacific Highway (which has limited access through much of this area)
- * Less erosion of soil and control of runoff from the hillside onto downhill properties.

d. In this impact area, several rezones would provide for future multi-family development. Potential impacts include:

- * Strengthened market base in an existing retail area
- * Increased traffic problems on Glendale Road north to SR 509 and on S 116th east to SR 599.

- e. Rezoning in this area would make several vacant parcels available for apartments, and exclude future office development in an existing mobile home park. Other potential impacts include:
 - * Increased traffic safety problems along Des Moines Way near the SR 518 interchange
 - * Increased housing density close to the Burien retail district
 - * Mobile home park maintained for residential use.

- f. Rezoning the area north of Sea-Tac for "Airport Open Use" will have little direct impact except in the residential area north of S 136th which is not scheduled for acquisition in the near future. Potential impacts include:
 - * Possibility of decreased market value of homes north of S 136th
 - * Increased natural drainage in the Miller Creek Basin
 - * Change in land use from residential to parks, recreation and open space.

D. Alternatives to the Proposal

This EIS suggests a variety of alternate zoning strategies to assist policy-makers in selecting options which will best meet their objectives with the least environmental impact. In several cases, alternatives are suggested which would require adoption of separate zoning legislation, such as a countywide landscape ordinance or a mobile home park zone. In other cases, alternatives would require amending the Highline Communities Plan to allow application of recent legislation, such as the townhouse zone classification, or to modify the land uses or densities shown in the Plan.

In Section IV, these alternate strategies are fully described and their potential impacts are compared to those of the proposed strategies. A brief summary of alternate strategies follows:

1. The proposed Area Zoning makes frequent use of the "potential" designation to indicate future desired use. An alternative would be to zone outright to the desired use if a parcel meets the conditions for that zoning classification, and to zone "potential" only when site-specific conditions are to be met prior to rezone. This alternative would make it unnecessary for property owners to initiate a rezone to a use designated as desirable in the Communities Plan, and would reduce uncertainty about when a rezone from "potential" to outright should occur.

2. The proposed Area Zoning attaches a density suffix to a number of SR zones to limit housing density. An alternative would be to rezone to the appropriate RS zone. This would allow clustering of housing units and restrict rural-type uses in an urbanizing area.

3. The proposed Area Zoning recommends decreasing density in some environmentally sensitive areas. In some of these areas a further decrease in density to one unit per acre (SE) might be more consistent with the Comprehensive Plan; for example on slopes over 30 percent.
4. The proposed Area Zoning would delete the "potential RM" designation for several parcels isolated in the midst of single family neighborhoods. An alternative would be to rezone to the townhouse classification (RT-3600). This would provide diversity in housing and reduce economic impacts of the downzone on property owners.
5. The proposed Area Zoning uses two strategies to prevent future development of offices or maximum density apartments in existing mobile home parks (zoned RM-900). In some cases the mobile home park is to be rezoned to RM-1800, assuming adoption of a zoning code amendment to allow mobile homes in that zone. In other cases a P-Suffix is to be attached to the RM-900 zone, limiting use to mobile homes. An alternative to both of these strategies would be to adopt a separate zone classification for mobile home parks and apply it to these sites.
6. The proposed Area Zoning uses the P-Suffix to limit permitted uses in a number of RM-900, BC and CG zones without indicating specific uses to be allowed or specific site plan requirements. One alternative would be to rezone outright to the desired use; for example, when the intent is to exclude offices, rezone to RM-1800 rather than RM-900-P. Another alternative would be to indicate site-specific uses or conditions; for example, when the intent is to restrict uses in a BC zone or allow only air-terminal related uses in certain BC and CG zones.
7. The proposed Area Zoning establishes mixed residential/retail areas near the White Center and Burien business districts. An alternative would be to locate the mixed use zone within rather than near the Burien business district. Another alternative would be to amend the Highline Communities Plan, adding a policy encouraging extension of the mixed use zones within the life of the plan if they prove successful in stimulating business development.
8. The proposed Area Zoning would rezone the entire airport acquisition area to Airport Open Use, including a developed residential area north of S 136th which is not scheduled for acquisition in the near future. An alternative would be to delay rezone of this area until acquisition has been completed by the Port, in order to prevent premature decline in property value and deterioration due to lack of maintenance.

E. Adverse Impacts which may be Mitigated

There are several actions that could be taken by King County to mitigate the potential negative impacts of the proposed Area Zoning.

1. The Area Zoning proposal could be changed for certain environmentally sensitive areas to either further reduce the proposed housing density or decrease rather than increase proposed density. This measure, along with application of the County's other development controls, would help reduce the negative environmental impacts of development in these sensitive areas.
2. The Area Zoning proposal could be changed to use more outright zoning, avoiding the "potential" designation except where site-specific conditions are defined. This measure would reduce uncertainty in property values. It would also help assure that an area is not developed until adequate streets and other services are available or until there is adequate demand for the development. In addition, it would remove a disincentive to achieving the desired density since property owners would not need to seek a rezone.
3. To prevent additional traffic problems in areas to be rezoned for higher density or more intense use, the County could delay permit approvals until street improvements are made, and/or give a high priority to completion of street improvements in these areas.

Adverse environmental impacts which may be mitigated by changes in the Area Zoning proposal are discussed in detail in Section IV, Alternate Strategies.

F. Remaining Adverse Impacts

The adverse impacts of the proposal which probably cannot be avoided are for the most part those that would result from development of the land with uses and densities allowed by the Area Zoning to accommodate expected increases in population:

- * Increased erosion and removal or covering over of soils
- * Increased surface water management problems
- * Increased traffic, noise, air pollution, light and glare
- * Increased energy consumption
- * Increased demand on utilities and public services

I. DESCRIPTION OF THE PROPOSAL

A. Background

1. Highline Communities Plan

In December, 1977, the King County Council adopted the Highline Communities Plan, which had been developed over a two-year period by the King County Division of Planning and the Highline Communities Plan Committee. An estimated 1,000 citizens were involved, reviewing plan proposals at four points during the planning process.

The adopted plan includes policies to guide land use and capital improvements in Highline, with an accompanying map illustrating planned housing density and areas designated for business, industrial and airport-related uses.

The Highline Communities Plan incorporated many of the policies and recommendations of the earlier Sea-Tac Communities Plan, adopted in 1973, including the designation of approximately 700 acres in the noise-impacted areas north and south of Sea-Tac Airport to be cleared of existing houses and left as open space.

2. Interim Zoning Policy

Since the adoption of the Highline Communities Plan, there has been no area-wide rezoning to make zoning regulations conform with the adopted plan map. To clarify County policy and avoid potential confusion, the King County Council adopted Ordinance No. 3747 in June, 1978. This ordinance directs the county Building and Land Use Division (BALD) and Zoning Examiner to use the Highline Communities Plan land use designations in ruling on rezone requests by Highline property owners. For example, a parcel zoned RS-7200 could be rezoned to RM-2400 if that zone conformed to the density designated on the adopted plan map. However, a parcel already zoned RM-2400 could be developed to that density regardless of the density shown on the plan map.

3. Area Zoning

The Area Zoning now being proposed was developed by the Division of Planning to implement the adopted Highline Communities Plan. It translates the plan's land use designations and policy guidelines into specific zoning classifications and conditions.

Area Zoning is defined by the King County Code as being synonymous with the terms of "rezoning or original zoning" as used in the King County charter. "Area Zoning" means: the procedures initiated by King County which result in the adoption or amendment of zoning maps on an area-wide basis.

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This procedure is characterized as being comprehensive in nature, and dealing with homogenous communities, distinctive geographic areas, and other types of districts having unified interests within the county.

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

4. Area Zoning Adoption Process

Following publication of this Draft EIS, there will be a 35-day period during which citizens, public agencies, local jurisdictions and others can comment on the proposed Area Zoning. The Area Zoning may be revised in response to comments received. Comments and changes, if any, will be incorporated into the Final EIS.

4/17/81
Not even finished yet!

Following publication of the Final EIS, the Area Zoning proposal will be recommended to the County Council for adoption. The Council will hold at least one formal public hearing. Both oral and written comment will receive consideration by the Council.

Notice of the Council hearing(s) will be mailed to all property owners of record. These notices will also be sent to local and regional newspapers.

Following adoption by the King County Council, the revised zoning maps will be used to guide land use decisions in the Highline Communities Plan area.

B. Zoning Strategies

For the purpose of this environmental analysis, the 180-plus zoning actions proposed in the Area Zoning have been categorized into ten zoning strategies, or types of zoning actions.

By focusing on these general strategies, it will be possible to concisely describe the proposal, analyze potential impacts, and consider alternatives to the proposed strategies.

A brief description of each proposed zoning strategy is given below. The objectives of these strategies, key impacts, and alternative strategies are described in Section IV: Alternatives to the Proposal.

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STRATEGY 1: Reduce density in environmentally sensitive areas by downzoning or attaching a density suffix to existing SR zones.

This type of zoning action is proposed for a number of steep slopes and wetlands where development may increase erosion, landslide hazard, and damage to nearby stream basins. Lower densities are proposed to reduce the potential negative impacts of development. In some locations, even lower densities have been proposed as an alternative that would conform more closely with County environmental policies.

STRATEGY 2: Remove isolated parcels of outright/potential RM zoning from predominantly single family zones.

These changes would remove several "spot zones" where apartment development would affect the character of the surrounding single family neighborhood.

STRATEGY 3: Adjust zoning to conform with existing development patterns or adjacent zoning.

This strategy is an effort to refine the zoning map to reflect more accurately existing development patterns and to reinforce desired future development patterns. For example, in one area, a manufacturing zone is moved to the east of an arterial near an existing manufacturing area, and an apartment zone is moved to the west of the arterial near an existing apartment zone.

STRATEGY 4: Rezone some mobile home parks from RM-900 to RM-1800 or RM-2400.

The RM-900 zone currently allows mobile homes as well as maximum density apartments and professional offices. A separate ordinance has been proposed to allow mobile home parks in high density (RM-1800) and medium density (RM-2400) apartment zones. Assuming this ordinance is adopted, Strategy 4 proposes rezones that will allow existing mobile home parks but prevent future development of maximum density apartments or office uses.

STRATEGY 5: Use the P-Suffix to limit the uses permitted in certain RM-900, BC and CG zones.

The P-Suffix is typically attached to a zone to indicate that certain conditions must be met prior to development with uses allowed by the zone classification. The Area Zoning proposes use of P-Suffix for the following purposes: (a) to prevent office development in some RM-900 zones; (b) to prevent office or maximum density apartments in some RM-900 zones where mobile homes parks are located; (c) to limit the type of uses in certain community business zones; and (d) to allow only air-terminal related uses in certain community business and general commercial zones. Alternate strategies are suggested which could accomplish the same purposes without using the P-Suffix; another alternative would be to include more specific conditions in the Area Zoning so that site review procedures would be simplified.

STRATEGY 6: Rezone to allow additional multi-family development, either outright or potential.

New areas to be designated for apartment development are located primarily near the White Center and Burien business districts and along major arterials. These apartment zones are intended to bring more people into the retail areas and to provide a buffer or transition between single family neighborhoods and adjacent commercial districts. Much of the area to be rezoned is already developed with single family housing. Since there is enough vacant land zoned for apartments in Highline to meet the demand forecast for 1990, it is unlikely that much of the rezone area will be redeveloped in the near future. Further, much of the area to be rezoned would be designated for "potential RM" use, so that owner-initiated rezones would be required prior to development at the maximum specified density. Site specific conditions for approving such rezones are not indicated in the Area Zoning proposal.

STRATEGY 7: Rezone to allow mixed apartment and retail uses near the White Center and Burien business districts.

A separate ordinance is being considered to establish "mixed use" zones that would allow both apartment and retail uses in the same building or on the same site. The Highline Area Zoning would apply this new zone to several areas in and near White Center and Burien. The main intent of this strategy is to stimulate the business districts by encouraging development of vacant or under-utilized parcels and by bringing more residences into the retail areas.

STRATEGY 8: Rezone to allow office, retail business or commercial development, or add potential for such uses to existing zones.

This strategy would provide additional sites for business and commercial development in areas designated by the Highline Communities Plan. In many cases, owner-initiated rezones would be required prior to development with these uses; however, site-specific conditions for approving such rezones are not indicated in the Area Zoning proposal.

STRATEGY 9: Add the potential for manufacturing to existing zones.

This strategy would provide additional sites for manufacturing development in areas designated by the Highline Communities Plan. Owner-initiated rezones would be required prior to development. However, site-specific conditions for approving such rezones are not indicated in the Area Zoning proposal.

STRATEGY 10: Rezone the area north and south of Sea-Tac Airport to Airport Open Use (AOU).

Much of this 700-acre area has been acquired by the Port of Seattle following adoption of the Sea-Tac Communities Plan in 1975, and many impacts of this earlier decision have already occurred. (Several hundred houses affected by airport noise and hazard have already been removed. By mid-1981, the Port expects to have acquired about three-fourths of the AOU zone.) The proposed rezones would for the most part merely confirm decisions that have been made to use the area primarily for parks, recreation and open space. However, the residential area north of S 136th is not scheduled for acquisition in the near future, and rezoning to AOU at this point may have some significant impacts on property owners.

C. Relationship to Existing Land Use Plans

1. County Plans

King County Comprehensive Plan

In general, the proposed Area Zoning for Highline conforms with the urban center development concept and policies of the Comprehensive Plan regarding location of apartments, offices, business, commercial and manufacturing uses. In a few locations, however, proposed zoning appears to be inconsistent with certain plan policies.

For example, Plan policy D-13 states that multi-family residential areas shall always be located functionally convenient to a major or secondary arterial highway. The Area Zoning proposes to add the potential for RM-2400 development to RS-7200 zones between Des Moines Way and Pacific Highway north of S 108th, where access onto either arterial would be difficult.

Also, Plan policies D-5, D-8, D-38 and Ordinance 1683 establish density guidelines for steep slopes: a maximum of one dwelling unit per acre for slopes over 30% and two units per acre for slopes between 25-30%. In several locations, the proposed Area Zoning would increase density on steep slopes, and in at least one location would reduce density to three units/acre (RS-9600) on a large area with 20-40 percent slopes (Shorewood).

King County Growth Management Guidelines

The proposed Area Zoning is generally consistent with guidelines which encourage growth around existing centers and use of existing capital investments. For example, mixed residential and retail uses and additional apartment areas are designated near the Burien and White Center business districts.

Sea-Tac Communities Plan

The proposed Area Zoning follows several key Sea-Tac plan policies, including those encouraging development of existing business districts, limiting commercial development along Pacific Highway to the highway frontage, and using the airport acquisition area for parks and open space.

One Area Zoning proposal would allow office uses along the proposed south access to Sea-Tac Airport, following Sea-Tac policy #105 which encourages all jurisdictions to "fulfill the intent" of the south access concept. However, this land use designation may be premature since construction is not likely to begin for 10-15 years. If developed as zoned, high density apartments (RM-1800) would be located between offices (RM-900) to the west and business/commercial to the east along Pacific Highway.

Highline Communities Plan

The primary purpose of the Area Zoning is to implement the land use map and policies of the Highline Communities Plan adopted in 1977. No discrepancies between the plan map and proposed zoning have been identified.

However, there are several inconsistencies between these Highline Plan policies and the proposed Area Zoning.

*H-1 - to ensure environmental protection

In several areas, a lower density than that proposed in the Area Zoning would be more consistent with environmental protection policies. Also, RS zoning could be used instead of SR zoning in some areas so that developers could use clustering to minimize environmental impact.

*H-10 - to provide for a range of housing facilities

The Area Zoning proposal does not designate areas for townhouse zoning, which would provide additional housing options.

*H-14 - to develop and redevelop existing service and retail centers

In some areas, expansion of existing commercial areas along highway strips is proposed.

*H-15 - to encourage full utilization of land currently available for manufacturing and industry.

Zoning changes would generally consolidate manufacturing uses in established industrial areas. However,

there would be a net reduction of about 30 acres available for manufacturing in Highline as a result of the Area Zoning.

- *H-18 - to encourage orderly transition programs for the conversion of land within or near single family residential areas.

Apartments are shown on the plan map as transitional land uses, buffering single family neighborhoods from arterials and business districts. Many of these areas are already developed with single family residences. The Area Zoning proposal would apply a "potential RM" to these existing RS-7200 zones without specifying the conditions for rezoning to multi-family. Without such conditions, scattered re-development could occur in these conversion areas, creating the potential for a decline in housing conditions.

2. City Plans

The Highline Communities Planning Area encompasses the cities of Normandy Park and Des Moines and borders the cities of Kent, Tukwila, and Seattle. Comprehensive plans of these cities were considered in the development of the Highline Communities Plan and are reflected in the proposed Area Zoning.

City of Normandy Park

Rezoning proposed near the Normandy Park city limit would maintain single family zoning which is in accordance with the city's desire to maintain its residential character and the identity of its business district.

City of Des Moines

Proposed rezoning adjacent to Des Moines would conform with the city's existing comprehensive plan. However, in its ongoing efforts to revise its plan, the city is considering designating an area in the Sea-Tac flight path south of S 216th for non-residential uses such as light manufacturing and open space. Highline Area Zoning proposes to rezone the area north of S 216th for urban density single family residential (SR-7200). Although this zoning would conform to the existing development pattern in the area it may not be compatible with some non-residential uses being explored by the Des Moines City Council.

City of Kent

The one rezone proposed adjacent to Kent would limit single family density to two units per acre - SR (15,000); this would conform to existing development and the intent of the city's comprehensive plan.

City of Tukwila

Proposed zone changes adjacent to the Tukwila city limits would increase residential density near I-5 and along 51st Ave. S, and limit density to two units per acre - SR (15,000) - in Riverton. These actions are compatible with existing development patterns and city land use plans.

City of Seattle

Rezoning planned in White Center conform with existing use and development trends north of SW Roxbury St. in Seattle.

II. IMPACTS ON THE PHYSICAL ENVIRONMENT

For each element of the physical environment, this section includes a brief review of existing conditions, and a general discussion of potential impacts and mitigating measures. For elements of the environment where significant impacts are likely (earth, water, land use), a detailed chart shows the location of impacts by sub-areas of Highline.

A. Earth

1. Existing Conditions

The terrain of the Highline Communities Planning Area can be characterized as a gently rolling plateau, penetrated by numerous rugged wooded ravines. Elevations range from 350-450 feet, with abrupt slopes falling off to the east, north-east and west. The surface geology of the plateau is predominantly recessional sand and gravel; advance sand, gravel, silt and clay; and till.

The primary soil type in the northern half of the plateau is Alderwood gravelly sandy loam; in the southern half there are a variety of types, predominantly Alderwood and Everett soils. The combination of certain soils, geology and slope, particularly along the Puget Sound coastline, produces landslide, erosion and seismic hazard potential. Other sensitive areas identified by King County include the bluffs overlooking the Green River and Duwamish River, and along main branches of Des Moines, Miller and Salmon Creeks.

2. General Impacts/Mitigating Measures

The Area Zoning proposal will have no direct impact on topography, geology or soils. The most significant indirect impacts will result from earth excavation during development in hilly terrain or on steep slopes: soils will be removed, covered over or replaced; erosion may occur if preventive measures are not taken. The proposed Area Zoning would increase allowed densities in several steep-slope areas, increasing the potential for such negative impacts. In other sensitive areas, proposed zoning would decrease allowed densities which would mitigate the negative effects of development. Additional mitigating measures would be to further reduce density to one unit per acre on slopes over 30%, and to use other development controls at the time of site plan review.

3. Location of Impacts

Specific locations of potential impacts on the earth are summarized in Table 1, below:

Table 1
LOCATION OF IMPACTS ON EARTH

Location (Sub-Area)	Positive Impact (decreased density on steep slopes)	Negative Impact (increased density on steep slopes)
White Center	Shorewood area west of 16th SW (RS-7200 to (RS-9600)	None
Burien	None	Several parcels on steep slopes in Miller Creek Basin along 4th SW, Sylvester Rd. and 1st S (addition of potential RM-900 and RM-1800 to existing RS 7200 and RM 2400 zones)
West	Parcel with ravine west of Ambaum Normandy Road at Des Moines Way (from MP to RM-1800)	Des Moines Way at S 152nd add density suffix - SR (7200) - to SR zone of "Pumpkin Patch," allowing urban density development
South	Along Des Moines Way at S 216th, rezone from RM- 900 to RS-7200 will decrease potential for erosion into Des Moines Creek	Along SR 516 near 16th S steep hillside above a small creek (add potential RM-1800 to RS-7200 zone)
East	Large parcel near Bow Lake Area Zoning would remove potential RM-900 from RS-7200 zone. Less poten- tial for erosion into lake.	None
North	Between Military Road and Pacific Hwy. change poten- tial from RM-2400 to RD-3600	Steep slope east of Pacific Hwy. between S 130th and S 140th (add potential RD-3600 to RS- 7200; rezone from RM-900 to RM-1800 to allow apartments instead of offices)

B. Air

1. Existing Conditions

A year-long evaluation of air quality conditions in the vicinity of Sea-Tac Airport was conducted during preparation of the Sea-Tac Communities Plan in 1974, and is currently being updated by the Port of Seattle. The Puget Sound Air Quality Control Agency monitored air quality from its McMicken Heights station east of the airport until 1979. The Port of Seattle has completed other air quality studies in the vicinity of Sea-Tac Airport.

These tests indicate that levels of carbon monoxide, hydrocarbons, nitrogen dioxide, oxidants and particulates are, with a few exceptions, well below federal standards.

2. General Impacts/Mitigating Measures

As population of Highline increases, it can be expected that additional automobile traffic will be the major source of increased air pollution (see Section III C). In several high congestion areas, the proposed zoning will permit more development, and indirectly contribute to increased congestion and accompanying air pollution.

By locating multi-family housing areas near retail shopping districts, the Area Zoning proposal may slightly mitigate a predicted decline in air quality; people may use their cars less for local shopping trips since stores will be within easy walking distance. In general, however, the proposed Area Zoning will have no significant impact on air quality.

C. Water

1. Existing Conditions

Several lakes are located in the Highline area, the largest being Lake Burien, Angle Lake, and Bow Lake. Three significant creeks -- Des Moines, Miller and Salmon -- drain the west side of the plateau towards Puget Sound, and several small drainage ways channel runoff to the east side of the plateau towards the Green and Duwamish Rivers.

Studies done as part of the Sea-Tac Communities Plan in 1973 revealed conditions of severe chemical and biological pollution in Des Moines and Miller Creek. Excess stormwater runoff from urbanized areas causes serious flooding problems in the lower reaches of the three major creek basins. Flooding of stream channels, overloading of storm sewers and channel constrictions are evident throughout the basins. In peak stormwater runoff periods, flooding occurs in several pothole depressions located within the major stream drainage basins.

Following a recently completed study, the first phase of a Salmon Creek drainage construction project is planned for summer, 1980, to relieve flooding conditions in White Center. Funding has not been determined for completing the drainage system into Puget Sound. A similar drainage project is in the planning stages for Miller Creek.

2. General Impacts/Mitigating Measures

Any future development in Highline has the potential to add to existing drainage and water quality problems, particularly in the White Center, Burien and West sub-areas. Development covers the land with impervious surfaces, allowing increased stormwater runoff to flow into natural and manmade drainage channels. Increases in erosion, sedimentation and water pollution are also likely.

The proposed Area Zoning will tend to have indirect negative impacts in areas where allowing higher density or more intense use will result in covering more land with impervious surfaces. The proposal will mitigate the negative effects of development in areas where decreased density is proposed for sensitive areas along streams and near wetlands.

Negative impacts can be further mitigated by use of land development controls such as requiring developers to provide on-site retention of stormwater and maintain off-site runoff at pre-development levels. Wherever possible, natural wetlands along major drainage ways should be preserved to enhance water quality and to retain surface water.

3. Location of Impacts

Table 2, on the following page, highlights specific rezone areas where there is a potential impact on water quality and drainage, and indicates possible mitigating measures.

Table 2
LOCATION OF IMPACTS ON WATER

Location	Positive Impact	Negative Impact	Mitigating Measures
WHITE CENTER			
Along 12th SW between Roxbury and SW 100th		Development of high density apartments rather than medium density apartments could result in more runoff, adding to drainage problems.	Site plans should include retention of existing wetlands.
Shorewood area west of 16th SW	Development at lower density would reduce potential runoff and water quality problems at mouth of Salmon Creek.		Completion of Salmon Creek drainage project should relieve drainage problems in White Center.
BURIEN			
South of business district along 4th SW and Sylvester Road; south of 160th on 1st S		Development of higher density apartments could result in higher runoff into Miller Creek. Office zoning is proposed within 100 year flood hazard zone.	Development controls should be used to prevent additional runoff and sedimentation problems in Miller Creek.
WEST			
West of SR 509 north of 176th	Development of wetland area at one dwelling unit/acre (SE) rather than up to 6 units/acre (SR) would impact wetland less severely if development occurs.		Development controls should be used to retain natural wetlands, at headwater of Miller Creek tributary.
SOUTH			
West of Pacific Hwy between S 192nd and S 200th.		Development of maximum density apartments and offices rather than single family housing would result in increased runoff and pollution.	Development controls should be used to reduce downstream problems.
Along SR 516		Development of apartments rather than single family housing would cause more erosion and runoff into an unnamed creek.	Development controls should be used to reduce impact.
Puget Sound shoreline south of the City of Des Moines to S 252nd	Development at a density of one unit/acre instead of two/acre would conform with Shoreline Management Program Conservancy Zone.		
Clear zone area South of Sea-Tac	Open space use will allow for long term natural retention of surface water; should benefit Des Moines Creek Basin.		
EAST			
East of Bow Lake near S 186th and 38th S	Development of single family homes rather than maximum density apartments or offices would result in less land covered with impervious surfaces.		Development controls should be used to retain natural wetlands adjacent to Bow Lake and elsewhere in the Des Moines Creek Basin.
NORTH			
Along Pacific Hwy in Riverton area between S 128th and S 140th	Limitation of residential density (duplexes rather than medium density apartments) would result in less impervious surface, and less erosion potential.		Development controls should be used to prevent erosion and excess runoff from hillside area.
Clear zone area North of Sea-Tac	Open space use would eventually increase natural retention of surface water; should benefit Miller Creek Basin.	Herbicides used on proposed golf course could pollute creeks.	

D. Noise

1. Existing Conditions

The sections of Highline adjacent to Sea-Tac Airport, especially to the north and south, are most affected by the high noise levels generated by aircraft take-off and landing. The impacts of this noise on residential areas are being reduced by the relocation of residents and removal of homes north and south of the airport. Noise levels surrounding the airport are expected to decline over the next few years due to quieter engines required on new jet aircraft, required retrofitting of older aircraft and improved ground maintenance procedures.

Elsewhere in the planning area noise levels are similar to those found in most urban residential neighborhoods and along busy arterials.

A 1979 study along 12th Avenue west of the airport gives an indication of the noise levels existing in the airport area and along a typical urban arterial:

Table 3
EXISTING (L₅₀) NOISE LEVELS ALONG 12TH AVENUE SOUTH
FROM VARIOUS SOURCES

dBA

Location	Autos	Propeller Take-offs	Air Carrier	Ambient
12th Avenue South and South 176th Street	64	58	67	42
12th Avenue South and South 170th Street	69	67	77	44

Source: Draft EIS, Boeing Company Headquarters Facility, 1978; study by Hugh Parry, noise consultant to the Port of Seattle.

2. General Impacts/Mitigating Measures

The proposed Area Zoning will indirectly affect noise levels in sections of Highline where more or less intensive land uses are to be allowed. For example, in single family neighborhoods where the potential for multi-family or neighborhood business zoning is being removed, the potential for slightly higher levels of noise would also be reduced. In areas being

rezoned from single family to multi-family, business or commercial, there is the potential for higher level of traffic noise. In areas designated for potential manufacturing uses, increased noise could result. Noise associated with retail activity in or near the mixed use zones may affect residents living above or nearby, depending on the type and hours of business.

The Airport Open Use zone will allow use of the land for activities compatible with high noise levels experienced during aircraft takeoff and landing. The master plan for development of the north acquisition area includes such uses; planning for the south acquisition area is not complete.

E. Light and Glare

1. Existing Conditions

Areas of Highline most effected by light and glare are those near Sea-Tac Airport, along heavily traveled arterials and freeways, and near larger apartment complexes.

2. General Impacts/Mitigating Measures

The proposed Area Zoning would indirectly affect the amount of light and glare in sections of Highline where more or less intense uses are to be allowed. For example, in neighborhoods where housing density is to be reduced from four to one or two units per acre, and where the potential for apartment or business development is to be removed, it is likely that future development will result in lower levels of light/glare from traffic, parking lots and windows. In areas being rezoned to allow apartments, business, commercial or manufacturing uses, there is the potential for more light and glare than would be expected under present zoning.

F. Land Use

1. Existing Conditions

Highline is a suburban residential area whose most prominent land use is Sea-Tac Airport, covering about 1000 acres in the center of the planning area. Another 700 acres north and south of the airport has been designated for open space and other uses compatible with airport noise and safety hazard, and is being purchased by the Port of Seattle. Existing houses and other structures not part of the development plan for the open space area are being removed. The major transportation arterials and freeways criss-cross the planning area to the north, south, east and west of the airport. A highway and airport-related commercial area spreads along Pacific Highway along the east side of the airport.

Aside from the airport, and related commercial uses, Highline's primary land use is single family residential, with over one-third of the land area used for this purpose. To the south and southwest of the airport are low density areas. To the northwest are higher density neighborhoods. To the north and east are older, previously rural areas that have undergone transition to suburban residential, industrial and commercial uses. Single family neighborhoods are of varied density and character, ranging from recently-developed subdivisions on large lots and older subdivisions with urban-sized lots, to estate-size properties along Puget Sound and skipped-over semi-rural areas with scattered housing. Mobile home parks are found throughout Highline, with many located along Pacific Highway.

In recent years, multi-family uses have become increasingly prominent; between 1978 and 1979, about 65% of the estimated 1200 new housing units in Highline were multi-family. Most multi-family uses are concentrated in Burien and along Pacific Highway South.

The area's major local business districts are in Burien and White Center, with smaller centers in Des Moines, Riverton Heights, Normandy Park, McMicken Heights and Hill Top.

There has been relatively little industrial development in Highline. Some manufacturing and light industrial uses are located north of Riverton in the Duwamish River Valley and southwest of Sea-Tac along Des Moines Way.

In 1978, there were about 3,180 acres of vacant land in Highline without environmental (landslide and earthquake) hazards - about 13% of the planning area. This includes undeveloped platted lots, unplatted tax lots, and partially-utilized parcels with space for at least one additional legal building lot.

Open space which can be expected to remain vacant includes steep slopes, wetlands, parks, natural drainage courses and dedicated open space in larger subdivisions and planned unit developments.

Other land uses include public and private facilities such as schools, utility districts, churches, parks and recreation centers.

2. General Impacts/Mitigating Measures

About 8% of the Highline planning area (approximately 2,000 acres) is to be rezoned under the proposed Area Zoning. Of this total, about 700 acres are in the area north and south of Sea-Tac Airport designated as a clear zone and recommended for rezoning to a unique classification, "Airport Open Use" (AOU).

Since the decision to establish this open use zone was made with adoption of the Sea-Tac Communities Plan in 1975, the impacts of this zoning decision will be analyzed only briefly.

The discussion which follows highlights some of the potential changes in land use which may occur as an indirect impact of this proposed Area Zoning. Significant changes which may occur in the six sub-areas of Highline are listed in Table 5 at the end of this section and illustrated in the maps on the following page (Figures 2 and 3). A detailed chart showing acres affected by zoning changes is found in Appendix D.

a. Airport Open Use (AOU)

The major impact of this rezone is to remove approximately 660 acres of land zoned for single family housing, and make it available to parks, recreation and open space. Because of airport noise and safety, this area had become undesirable for continued residential uses. In 1975, following a two-year community planning process, the Port of Seattle began acquiring land and relocating families and houses from the north and south acquisition areas. The Port expects to complete the first phase of this program, involving approximately 625 single family homes south of S 136th St., by mid-1981. Acquisition and removal of about 300 existing houses north of S 136th to S 128th is planned for the next decade, but the current housing market and inflated costs have made this timetable uncertain. Phasing removal of this housing mitigates to some extent the effect of this drastic change in land use. Also, the change will benefit remaining residential areas by making available additional land for parks, recreational opportunities and open space.

b. Single Family Land Use

As shown in Table 4, the proposed Area Zoning will significantly reduce the net number of acres zoned single family. Excluding the AOU, the area affected by the Area Zoning includes an estimated 695 acres zoned single family, and following the rezone there would be approximately 458 acres zoned single family.

Another significant impact of the proposed Area Zoning will be to limit lot sizes on about 192 acres of SR-zoned land by adding a density suffix, e.g. SR (15,000). These changes will be compatible with adjacent zones and will allow semi-rural uses which are restricted in more urban RS zones. However, these SR zones will not have the clustering flexibility permitted in RS zones.

Another impact will be to stabilize the character of several single family neighborhoods by removing the potential for multi-family development on isolated parcels in the midst of these neighborhoods. In addition, single family neighborhoods will be buffered from adjacent business and commercial districts by rezones that will provide for transitional apartment development.

The proposed Area Zoning intends to encourage conversion from single family to multi-family development by adding the potential for multi-family zoning to about 195 acres of land now zoned RS-7200. These parcels are scattered throughout the area affected by Area Zoning and are primarily located in White Center, Burien and

near Sea-Tac airport. However, since much of this area is already developed and since there is adequate vacant land available for apartment construction, the Area Zoning may not have the intended effect: single family zones may remain primarily in single family use. The impacts of this proposed action are discussed further in Section III A2.

Other impacts on single family land use are listed below:

- * Land zoned RS-15000 (2 units/acre) to be down-zoned to SE (1 unit/acre) - 41 acres
- * Land zoned RS-7200 (4 units/acre) downzoned to RS-9600 (3.4 units/acre) - 101 acres.
- * Land zoned RS-7200 with potential for multi-family - density of potential RM reduced or potential removed - 69 acres.

c. Multiple-Family

The proposed Area Zoning would increase the area zoned for outright or potential multi-family development by 245 acres. However, about 155 acres, or 63% of the additional apartment zoning, is already developed with single family housing.

If the proposed Area Zoning is adopted, there will be a total of approximately 465 acres of vacant land in High-line zoned for multi-family (outright and potential). According to current projections, this vacant multi-family zoned land would absorb most of the demand for apartments through 1990 (See Table 7), and established single family neighborhoods will not be needed for multi-family housing for some time. The current shortage of low-cost housing and the high market value of existing single family homes also make widespread redevelopment unlikely in the near future.

Another significant potential impact of the Area Zoning would be to rezone about 99 acres currently zoned for offices, maximum density apartments and mobile homes (RM-900) to high or medium density apartment zones (RM-1800/ RM-2400). The intended effect of this change in zoning is to prevent existing mobile home parks from being redeveloped to offices or maximum-density apartments which would be incompatible with surrounding development. To provide additional land for mobile-homes, a separate ordinance has been proposed that would permit mobile homes in RM-1800 and RM-2400 zones.

d. Business/Commercial/Manufacturing

The significant potential impacts on these land uses as a result of the proposed Area Zoning are listed below:

- * Approximately 33 acres of land in the Burien and White Center business districts are to be rezoned for mixed business and residential use. While details of the proposed new "Business-Residential-Community" (BR-C) zone have not yet been determined, the intended impact is to make development of these parcels more economically feasible. The following areas will be rezoned to BR-C from their present classifications: CG (3 acres), BC (16 acres), RM-900 (4 acres) and RM-1800 (10 acres).
- * A net decrease of about 20 acres of outright business zoning (BN, BC) and a net increase of about 22 acres of potential business zoning is proposed. This additional potential business zoning is primarily adjacent to or within existing business districts.
- * A net decrease of about 3 acres of outright commercial zoning (CG) and 18 acres of potential commercial zoning is proposed. The increased zoning for the most part extends existing highway-oriented commercial corridors along Pacific Highway and expands the White Center and Burien business districts.
- * A net decrease of about 67 acres zoned outright for manufacturing (MH, ML, MP) is proposed. Of this area, 27 acres are in the proposed Airport Open Use zone. The Area Zoning recommends adding the potential for manufacturing to about 35 acres now zoned single family, 4 acres zoned multi-family, 1.5 acres zoned BC and 13 acres zoned CG. The effect of these changes will be to consolidate manufacturing uses in areas already committed to this use.

Table 4
 POTENTIAL IMPACT OF AREA ZONING
 ON LAND USE (NET ACRES)

	Existing		Proposed	
	(Outright)	(Potential)	(Outright)	(Potential)
Single Family ¹ Excluding AOU	1336 (695)	- 0 - (- 0 -)	458 (458)	- 0 - (- 0 -)
Multi-Family ² Excluding AOU	74 (70)	93 (91)	131 (131)	275 (275)
Business ³ Excluding AOU	180 (180)	27 (27)	106 (106)	78 (78)
MFG ⁴ Excluding AOU	67 (40)	18 (- 0 -)	- 0 -	54 (54)
AOU	<u>(- 0 -)</u>	<u>(- 0 -)</u>	<u>693</u>	<u>(- 0 -)</u>
Total Excluding AOU	1657 (985)	138 (118)	1388 (695)	407 (407)

- 1 Includes RS, SR and SE zones
- 2 Includes RD-3600, RM-2400, RM-1800,
- 3 Includes BC, BN CG, BR-C, RM-900
- 4 Includes ML, MH, MP

3. Location of Impacts

Table 5 on the following page identifies specific areas where various land-use impacts may occur as the result of the proposed Area Zoning. Numbers on the chart (1a, 1b, 1c, etc.) refer to Figure 1, the map showing primary impact areas.

Table 5
 LOCATION OF IMPACTS ON LAND USE*
 (*Refer to Figure 1 for map references.)

Location of Impact (Sub-Area)	Reinforce Existing Pattern of Development	Reduce Density in Single and Multi-Family Areas	Change from Single to Multi-Family Residential	Develop Apartments as Buffer or Boundary	Change from Office, Business or Commercial to Mixed Use or Residential
WHITE CENTER	1a South SW 108th between 1st and 4th SW (delete potential RM 2400 from RS 7200) 1c Off SW 124th and SW 132nd (RM-2400 to RS-7200) - Off SW 114th near 1st S. (RM-2400 to potential RM-900) - SW 114th west of 16th SW (RM-900 to RM-2400)	1d Shorewood area (RS-7200 to RS-9600)	- Along 14th SW north of 112th (to potential RM-1800) 1a West of 17th SW (to potential RM-900)	- 15th Ave. SW and SW 116th (RD-3600 to potential RM-1800) 1a Along 107th SW and 98th SW (RM-1800 to potential RM-900)	1a 16th SW and SW 116th (BC to BRC) 1a Along 17th SW (CG to BRC) 1a Along 1st Ave. (RM-900 to RM-1800) 1a Along SW 107th (RS-7200 potential CG to potential RM-1800)
BURIEN			2d South of SR 518 between SR 509 and 8th S (to potential RM-1800) 2a South of SW 146th (to potential RM-1800) 2b SW of business district (to potential RM-2400 and potential RD-3600) 2c Along 4th SW south of SW 156th (to potential RM-1800)	2b West of Ambaum off SW 146th (RD-3600 to potential RM-2400) (RS-7200 to potential RD-3600)	2b West of Ambaum between SW 150th and SW 153rd (CG and BC to BRC) 2b Along 8th SW between SW 148th and SW 150th (CG and BC to BRC) 2b Along 153rd between Ambaum and 1st S (BC to BRC) 2c South of 160th near 1st S (RM-900 to RM-1800) 2c Along 1st S between SW 154th and SW 157th (BC to RM-900-P)
WEST	3a West of Des Moines Way near S 158th (RM-2400 to RS-7200) 3a East of Des Moines Way near S 158th (SR potential RM-1800 to SR(7200)) 3a East of Des Moines Way near S 150th (delete potential RM 2400 from RS-7200) 3b West of Des Moines Way between 171st and 176th (SR to RS-7200, SR to potential RM-1800) 3b West of Ambaum/Des Moines Way, north of Normandy Road (MP to RM-1800) 3c SW corner of S 194th and Des Moines Way (delete potential CG from RS-7200)	3b East of Des Moines Way between S 168th and S 176th (SR to SE)	3b West of SR 509, north and south of Normandy Rd (RS-7200 to potential RM-1800 and RM-2400)		
SOUTH	4e North of S 216th and east of 24th S (SR to SR-9600) 4e North of S 216th between 16th S and 24th S (SR to SR-7200) 4a S 216th and Des Moines Way (RM-900 to RS-7200) - Military Rd. S at S 223rd (SR to SR-9600)	4b Along the shoreline from S 230th to S 252nd (RS-7200, and RS-15,000 to SE) (RS-15,000 to SE-P)	4g Between 26th S and 28th S and S 194th and S 200th (to potential RM-1800) 4f South of S 200th between 24th S and 28th S (to potential RM-1800) 4f North of S 208th between 24th S and 28th S (to potential RM-2400) 4f South of S 208th west of Pacific Hwy (to potential RM-900) 4c Kent-Des Moines Rd. between 10th S and 16th (to potential RM-1800) - S 240th between 24th S and 27th S (to potential RM-2400)	4f Between 24th S and 28th S and S 200th and S 208th (RM-900 to RM-1800)	
EAST	- 32nd S. and S. 198th (RD-3600 to RS-7200) - East of Bow Lake (delete potential RM-900 from RS-7200) (RM-2400 to RS-7200) - East of Angle Lake (delete potential RD-3600 from RS-7200) 5d Along Military Rd. between S 166th and S 160th (delete potential RM-900 and RM-2400 from RS-7200) (RM-900 and RM-2400 to RS-7200) (RS-7200 to potential BN)		5a Along 32nd S between S 188th and S 192nd (to potential RM-2400) 5b Along S 170th (to potential RM-1800) 5d North of S 160th (to potential RM-1800)		
NORTH	6e Along Des Moines Way near SR 518 (RS 7200-Potential RM-1800 to potential RM-2400) 6e Des Moines Way at S 144th (RM-900 to RM-900-P) 6b Des Moines Way at S 136th (delete potential RM-2400 from RS-7200) 6b Riverton area along 40th S (SR to SR-15000) S 124th and 8th S (RM-2400 to RS-7200)	6c Between Military Rd. and Pacific Hwy (RS-7200 potential RM-2400 to potential RD-3600) (RM-2400 to RD-3600)	6a Along S 152nd near SR 518 (to potential RM-2400) (to potential RM-1800) 6a On S 148th near Military Rd. (to potential RM-2400) 6a On S 150th near Military Rd. (to potential RM-2400) 6a On S 146th near Pacific Hwy (to potential RM-1800) 6b Near S 139th and Pacific Hwy (to potential RM-1800 and potential RD-3600) 6c Between Des Moines Way and West Marginal Way near S 108th (to potential RM-2400)	Along Pacific Hwy (RM-900 to RM-1800) 6d Along Roseberg Ave. and S 116th (RS-7200 to potential RM-2400) - 8th S and S 100th (RM-900 to RM-2400) (potential RM-900 to potential RM-2400)	6d Des Moines Way near S 120th (RM-900 to RM-2400) 6d Roseberg Ave. near S 120th (BC to RM-2400)

Table 5 (Cont.)

LOCATION OF IMPACTS ON LAND USE*
[* Refer to Figure 1 for map references.]

Location of Impact (Sub-Area)	Change from Residential to Mixed Use, Office Business, or Commercial	Change from Commercial or Manufacturing to Business	Change from Residential to Manufacturing	Change from Business/Commercial to Manufacturing or Business to Commercial	Change from Residential or Manufacturing to Airport Open Space
WHITE CENTER	<ul style="list-style-type: none"> - Ambaum and SW 120th (RM-900 to potential BN) - Along 17th SW (RM-1800 to BRC) 1a - Along SW 107th (RM-1800 and RS-7200 to potential CG) 		1b SW 100th and 13th SW (RM-2400 to potential ML)	<ul style="list-style-type: none"> 1b Along 14th SW between SW 100th and SW 102nd (CG to potential ML) 1b East of 16th between SW 100th and SW 102nd (BC to potential CG) 	
BURIEN	<ul style="list-style-type: none"> 2a Along 1st south of S 160th (RS-7200 to RM-900) - 152nd and 20th SW (RM-1800 to RM-900) 2a Along 8th SW between SW 146th and SW 148th (RD-3600 to RM-900-P) 2b Along 154th between Ambaum and 1st S (RM-900 to BRC) 2b 152nd and 8th S (RM-900 to BC) 2c Along 1st S at SW 162nd (RS-7200 to RM-900) 	<ul style="list-style-type: none"> 2a Along Ambaum, 8 SW and SW 146th (CG to BC-P and RM-900-P) 2c Along 1st, south of S 160th (CG to BC) 2a Along 9th SW between SW 146th and SW 148th (CG to RM-900-P) 2b Along 1st S at SW 150th (CG to BC-P) 			
WEST			<ul style="list-style-type: none"> 3a East of Des Moines Way at Ambaum (RS-7200 and RM-2400 to MP) 3b East of Des Moines Way, south of S 176th (RS-7200 to MP) 3c West of Des Moines Way north of S 192nd (RS-7200 to MP) 	3c South of 192nd east and west of Des Moines Way (CG and BC to potential ML)	
SOUTH	<ul style="list-style-type: none"> 4a Between 24th S and 26th S and S 194th and S 200th (RS-7200 to potential RM-900) - Along Pacific Highway at S 236th (RM-1800 to potential CG) 				4a Between 16th S and 24th S, and S 192nd and S 211th (SR, RS-7200, MP, and RD-3600 to AOU)
EAST	<ul style="list-style-type: none"> 5a Between S 194th and S 192nd and west of Pacific Hwy (RS-7200, RM-2400, and RM-1800 to potential BC); (RM-900 to RM-900-P) - Around Bow Lake (RM-900 to RM-900-P) 5b S 170th near Pacific Highway (RM-900, RD-3600, and RS-7200 to potential BC); (RS-7200 to potential CG) S 166th near Pacific Highway (RM-2400 to potential CG) 5d S 160th and Military Rd. (RS-7200 to potential BC) 5c North of S 160th near SR 518 (RS-7200 and RM-900 to potential CG) 	5a South of S 188th and west of Pacific Hwy (ML to CG-P)			
NORTH	<ul style="list-style-type: none"> 6a Des Moines Way and S 128th (RS-7200 to potential BN) 6c Military Rd. and S 128th (RS-7200 to 900-P); (RD-3600 to potential RM-900) 		<ul style="list-style-type: none"> 6b East Marginal Way and S 126th (SR to potential ML) 6c West Marginal Way and S 110th (RS-7200 to potential MH) 		6a Between S 128th and S 154th, and Des Moines Way and 24th S (SR, RS-7200, potential ML, ML-P, ML, RM-2400, and RM-900-P to AOU)

III. IMPACTS ON THE HUMAN ENVIRONMENT

For each element of the human environment, this section includes a brief review of existing conditions and a general discussion of potential impacts and mitigating measures. For elements of the environment where significant impacts are expected (population/housing and transportation) detailed charts show the location of impacts by sub-areas of Highline.

A. Population and Housing

1. Existing Conditions

a. Population Growth

First settled in the 1860's, Highline experienced its first spurt of suburban development in 1917 when subdivision began in White Center and Burien. Between 1917 and 1940, White Center continued to grow rapidly while Burien expanded slowly. Following World War II, with the sudden increase in activity by the Boeing Airplane Company and other defense industries, Highline tripled in population, from 15,000 in 1940 to 45,000 in 1950. The population again more than doubled between 1950 and 1960. By 1970, over 117,000 people lived in the Highline area, 109,300 of them in the unincorporated areas outside the cities of Normandy Park and Des Moines.

Using regional forecasts of the Puget Sound Council of Governments (PSCOG), King County estimates that population in unincorporated Highline decreased to about 101,100 in 1975 and is now increasing gradually, with the 1980 population estimated at 104,000. The decline in population after 1970 is attributed to two major factors: an exodus of residents following major layoffs in the aircraft industry in 1969-70; and an urbanizing trend of larger families moving from single family homes and being replaced by small families and individuals in apartments. Population now appears to be increasing as Highline absorbs a share of the county's overall "boom" in growth.

Current King County forecasts, based on regional PSCOG data, indicate a population range of 110,400 - 115,200 by 1990. These forecasts are based on two differing assumptions about future growth in the region. The first scenario, labeled "Trends," assumes that new population and housing will continue to be dispersed over large areas of the county. The second scenario, labeled "Policy," assumes that King County's growth management policies will be successful in directing development to already-urbanized areas of the county such as Highline.

As can be seen from Table 6 below, the "Policy" scenario results in a higher population forecast for Highline. Table 6 also indicates the number of households forecast for Highline; this figure is used to calculate the number of dwelling units that will be needed to house the expected 1990 population.

Table 6

1990 FORECAST OF POPULATION AND HOUSEHOLDS
IN HIGHLINE CPA*

	1975	1980	1990 Trends	1990 Policy
Population	101,100	104,000	110,400	115,200
Households	35,400	38,500	42,250	43,800

* Original Highline study area, excludes Skyway and cities of Des Moines and Normandy Park

b. Characteristics of Existing Population

The median family income of Highline families is well below that of the rest of the County outside Seattle. In 1970, 5.6 percent of Highline families had an income below the poverty level. There is a high concentration of low-income families in the north and northeast of the planning area. About a third of the labor force is employed in blue-collar jobs. In the past few years, there has been an in-migration of Spanish-speaking people, who now represent the largest minority population in Highline.

c. Characteristics of Existing Housing

The average age of housing is 23 years, with 31 percent of all housing units built prior to 1950. The median housing value is well below that of the suburban County outside Seattle. The area of White Center near the Seattle city limits contains some of the most deteriorated housing in the County.

d. Housing Demand

Table 7, below projects the number of additional dwelling units required to house the forecast 1990 population, and the number of acres needed for this level of new housing development.

As shown, under the maximum "Policy" forecast, almost 2,000 additional single family dwelling units and over 4,700 additional multi-family units will be required.

Table 7

DEMAND FOR LAND IN UNINCORPORATED HIGHLINE

1978-1990

	<u>Trends</u>		<u>Policy</u>	
	Projected DU's Required*	Land Requirements (Acres)**	Projected DU's	Land Requirements (Acres)
Single Family	1520.6	481.2	1969.3	623.2
Multi-Family	3798.5	238.9	4727.1	297.3

* Includes households forecast plus vacant units, using a vacancy rate of 1.2% for single family units and 5.0% for multi-family units.

** Single Family = 3.16 DU's/acre
Multi-Family = 15.9 DU's/acre

Source: King County Supply-Demand Study, 1979 (p. 58)

2. General Impacts/Mitigating Measures

a. Population/Housing Capacity

The major impact of the proposed Area Zoning on population and housing would be to provide sufficient residentially-zoned land to accommodate the additional population expected in the Highline area by 1990.

A recent King County study indicated that there are now about 3,180 acres of buildable vacant land in the Highline planning area (i.e., without environmental constraints such as steep slopes or wetlands). Of this, 2,684 acres would be zoned outright for single family residential, including the changes proposed by the Area Zoning. This is more than four times the maximum 623 acres needed for construction of new single family dwelling units to house the forecast 1990 population (see Table 8, below).

Similarly, an estimated 314 vacant, unconstrained acres would be zoned outright for multi-family residential in the entire Highline planning area following adoption of the proposed Area Zoning. This is slightly more than the projected 297 acres needed by 1990.

One impact of the proposed Area Zoning would be to set aside additional land for future multi-family development by adding a "potential" designation to the zoning classification. As shown in the right-hand column in Table 8, if all land in Highline designated "potential" were rezoned to multi-family, the effect would be to provide an additional 150 vacant, unconstrained acres for multi-family development.

Table 8

SUPPLY OF VACANT, UNCONSTRAINED LAND
IN UNINCORPORATED HIGHLINE - 1978*

	Acres required to meet demand for housing**		Acres in existing or proposed outright residential zones	Acres in potential zones
	<u>Trends</u>	<u>Policy</u>		
Single family	481.2	623.2	2684.1	2473.9
Multi-family	238.9	297.3	314.0	464.0

* Assuming proposed Area Zoning is adopted

** From Table 7

Source: King County Supply-Demand Study, 1979, p. 56

b. Population Shifts Within Highline

Another impact of the proposed Area Zoning would be to provide for increased population capacity in some parts of Highline and decreased capacity elsewhere. For example, less capacity will be provided where:

- * density is to be reduced for environmental reasons or to conform to existing development patterns;
- * residential land is to be rezoned for non-residential uses; and
- * residential areas impacted by airport noise are being acquired for public use and rezoned for open space (AOU).

Similarly, greater population capacity will be provided where:

- * density is to be increased through outright or potential zoning; and
- * non-residential land is to be rezoned for residential uses.

The locations of these shifts in population capacity are detailed in the following section (III A 3).

c. Displacement of Low Income Residents/Housing Deterioration

Under the proposed Area Zoning, approximately 188 acres now zoned single family would be rezoned to either outright or potential apartment zones. Of this total, approximately 155 acres are already developed with single family houses. Most of these are small, older homes on small lots, in many cases occupied by low income families and elderly. Since enough vacant multi-family zoned land is available in Highline to meet the projected 1990 demand, it can be assumed that these developed areas will not be redeveloped with apartments on any large scale until after 1990.

Zoning of these neighborhoods for apartments prior to a significant demand may initiate a long period of conversion during which uncertainty and scattered redevelopment may lead to a decline in housing conditions as owner-occupied units are converted to rentals and possibly allowed to deteriorate.

Assuming that these neighborhoods would be gradually redeveloped with apartments, it is possible that there will be a net loss in low-cost housing units, unless the existing low-cost houses are replaced with new low-cost apartments.

The locations of existing single family neighborhoods to be rezoned for apartments are listed below:

- White Center - near business district
- Burien - near business district
 - along 3rd SW and 7th SW between SW 146th and SW 148th
- West - along Normandy Road
 - On S 176th
- South - around S 194th and 28th S; S 200th and 26th S; and S 208th and 24th S
- East - along 32nd S between S 192nd and S 188th; along S 170th between 31st S and 32nd S
- North - along S 152nd, between 24th S and 42nd S

d. Preservation of land for residential use, low-cost housing

Two zoning strategies are used in a number of areas to retain land in residential use rather than allowing conversion to office uses. By rezoning existing mobile home parks from RM-900 to RM-1800 or RM-2400 these areas will remain in residential use, either as mobile home parks or apartments. By using the P-Suffix to allow only apartments and/or mobile home parks in certain RM-900 zones, these areas will also remain in residential use.

By limiting the options for development of existing mobile home parks, these strategies will also allow some areas to be maintained for low-cost housing rather than higher-priced apartments or offices.

e. Other

Two other possible impacts of the proposed Area Zoning on population and housing are discussed briefly below:

- * Rezoning of about 700 acres of mostly residential land for "Airport Open Use," and removal of a total of about 925 houses over a 15-year period is likely to have some effect on housing costs and availability of housing close to major employment centers in Highline. However, as these impacts are being spread over a long period they may be overshadowed by changing conditions in the overall housing market.
- * Reducing the allowed density in areas now zoned single family which have not yet been developed may have the effect of encouraging development of

higher-priced homes on the larger lots which will be required.

3. Location of Impacts

Table 9 below indicates local areas within Highline where the capacity for population and housing will be increased or decreased by the proposed Area Zoning. In general, the West sub-area has the most immediate potential to absorb additional population since there are large areas of undeveloped land zoned for residential development; in some places, however, utility extensions will be required prior to development.

In the North and South sub-areas, removal of the Airport Open Use zoned from residential use has reduced the capacity for housing. However, outside the AOU there are several undeveloped areas available for housing and other areas are designated for future redevelopment at higher residential densities.

In the White Center and Burien sub-areas, there is a long-term potential to absorb population growth in areas designated for redevelopment from single to multi-family uses.

In the East sub-area, a significant amount of land is proposed for conversion from residential to business and commercial uses, so this area will potentially absorb a smaller share of future population.

Table 9

LOCATION OF IMPACTS ON POPULATION/HOUSING
POTENTIAL SHIFTS IN CAPACITY FOR
POPULATION/DWELLING UNITS

Sub-Area	Less Capacity for Population/DU's	More Capacity for Population/DU's
White Center	Shorewood area between SW 118th and SW 128th	East and west of 16th SW near business district
	Off SW 108th near 1st S	Along 1st S between S 132nd and S 116th
Burien		Around business district
West		Area around intersection of Des Moines Way, Ambaum Blvd. and Normandy Road
		"Pumpkin Patch" east of Des Moines Way between S 150th and S 156th.
South	Airport Open Use zone south of Sea-Tac	Along 28th S between S 194th and S 208th
	Near Des Moines Way and S 216th	Along SR-516
	Along Puget Sound be- tween S 230th and S 252nd.	Near S 240th and 24th S
East	Bow Lake area	Along 32nd S between S 188th and S 192nd
	Around Military Road and S 192nd	Along S 170th between 31st S and 32nd S
North	Clear zone north of Sea-Tac	Along Des Moines Way be- tween S 148th and S 142nd
	Along bluff between Mili- tary Road and Pacific Hwy., and between S 110th and S 128th	Riverton area along Pacific Hwy.

B. Economic Development

1. Existing Conditions

Major employers in Highline include the Boeing Company, Sea-Tac Airport, Highline School District and Highline Community College. Other employment centers are the airport-related commercial strip, industrial/commercial firms along Pacific Highway and in the Duwamish River valley, and the White Center and Burien business districts.

2. General Impacts/Mitigating Measures

a. Future Employment/Business Opportunity

The proposed Area Zoning would designate a number of parcels with outright or potential business, commercial or manufacturing zones. Several small new neighborhood business sites are designated at Ambaum and S 130th, Des Moines Way and S 128th and Military Road and S 166th. Existing highway-oriented commercial strips are to be expanded along Pacific Highway and in White Center and Burien. Several manufacturing areas are to be expanded or consolidated, making them more attractive for potential manufacturing uses. If these rezoned sites are well-located to attract the desired development, the Area Zoning could indirectly lead to increased employment and business opportunities in Highline. However, it should be noted that much of the area to be designated for business, commercial or manufacturing is proposed for "potential" zoning. Also, there would be a net reduction of about 13 acres zoned business/commercial and 31 acres zoned manufacturing as a result of the proposal (See Table 4).

b. Development of Existing Business Districts

A major purpose of the Highline Community Plan and Area Zoning is to stimulate development of the White Center and Burien business districts. Zoning strategies designed to encourage business development include zoning parcels in or near the business districts for both mixed apartment and retail uses, and for apartment use. The new mixed use zone should allow for development of economically marginal land that is now vacant or underutilized. Establishment of outright or potential apartment zones should, in the long term, increase retail sales through expansion of the market by new nearby residents. The combination of increased development and increased sales volume may, in turn, stimulate increased business investment.

c. Increased Return on Investment

The proposed Area Zoning will increase the potential return on investment for owners of property being rezoned to allow a higher density or greater variety of uses. In some cases, existing zoning has discouraged development and parcels have been skipped over by developers. For example, several parcels zoned many years ago for maximum density apartments or offices (RM-900) have remained undeveloped; rezoning to RM-1800 or RM-2400 may make development more feasible. In some areas, rezoning to reduced-density single family may make possible construction of larger, more expensive homes on larger lots.

d. Reduced Return on Investment/Increased Tax Burden

The proposed Area Zoning may reduce the return on investment for owners of property being rezoned to a lower density or to more restrictive uses. For example, in several areas, a density suffix is being added to SR-zoned land, limiting the lot size to two or three per acre. Elsewhere, density is being reduced in environmentally sensitive areas. Also, in a number of locations, the potential for apartment zoning is being removed in predominantly single-family neighborhoods.

In some areas, rezoning of developed parcels for higher density or potential apartment development may result in an increase in property taxes. This could cause hardship for fixed income or low-income property owners. Also, scattered redevelopment of these conversion neighborhoods over many years could result in declining property values if housing conditions are allowed to deteriorate in anticipation of change.

In the Airport Open Use zone north of S 136th, homeowners may have difficulty selling their homes for a fair market price in the five to ten year interim before the Port acquires their property. Zoning such property for "Airport Open Use" several years prior to public acquisition may result in economic loss for these property owners.

C. Transportation

1. Existing Conditions

a. Transportation Systems

The private auto is the principle mode of travel in Highline, supplemented by public transit (Metro), bicycle and pedestrian routes. Sea-Tac Airport and Boeing Field are major aviation facilities serving the planning area, with passenger and freight trains and ferries accessible in Seattle.

b. Circulation

The primary travel orientation in Highline is north-south along several major traffic routes, as shown in Figure 4. Freeways include Interstate-5 on the east side of the planning area; US Route 99 to the north; the Sea-Tac access road and State Route 509 from Seattle to the west side of Sea-Tac; and State Route 518 which connects these north-south freeways. Extensions of SR 509 and the Sea-Tac access road to the south have been recommended.

Major north-south arterial roadways include: 16th Avenue S/ Ambaum Blvd., linking White Center, Burien, Normandy Park and Des Moines; and Pacific Highway (SR 99) on the east side of Sea-Tac

Major east-west arterials are: Roxbury Street in White Center; S 128th and S 148th in Burien, S 188th south of Sea-Tac; and the Kent-Des Moines Road (SR 516) near Midway.

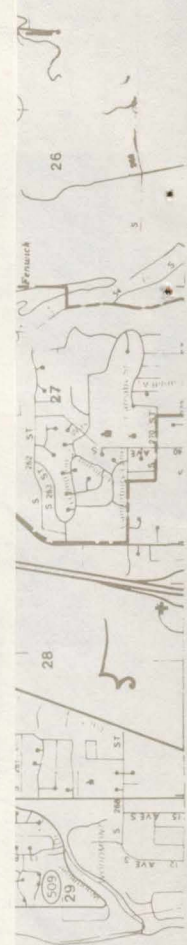
Several secondary and collector arterials connect local traffic with the major arterials and freeways. The most heavily traveled are Des Moines Way, Military Road, SW 106th, S 154th/156th, S 200th and S 216th.

c. Parking

Major parking facilities are provided at Sea-Tac Airport and the larger motels. In local business districts parking is available in public lots or along the street. On-street parking adds to congestion at times when traffic volume is heavy.

d. Traffic Problems

The 1975 Burien Area Transportation Study (BATS) identified a number of areas in Highline where the existing streets are not adequate to handle current traffic loads, particularly during hours of peak travel (6-8 a.m



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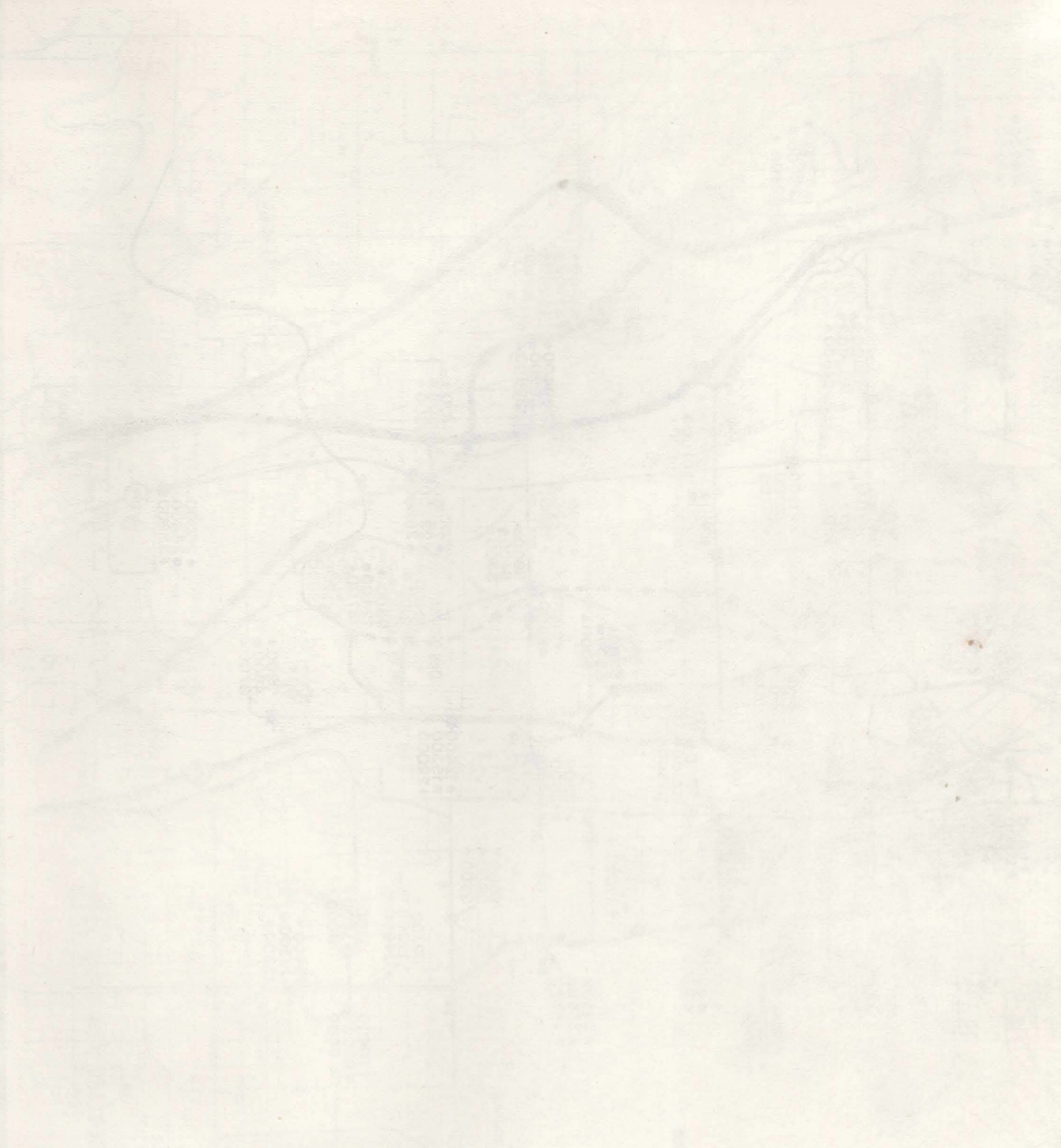
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and 4-6 p.m.) (see Figure 4). Traffic flow conditions are evaluated in part by comparing traffic volume with the capacity of the roadway design to handle traffic. "Level of Service" is a relative rating of traffic flow conditions ranging from A (free flow) to F (forced flow), with level of service C being generally acceptable for urban-suburban facilities.

Streets and highways designated with a level of service that is relatively satisfactory (C) or less than satisfactory (D,E or F) are shown in Figure 5 and 6.

Locations of major concern (roadways having a level of service of D, E or F) include:

- * A section of Ambaum Blvd. SW and 1st Ave. S near Burien
- * SR-518 between Burien and I-5
- * E Marginal Way and S 116th north of Riverton
- * 1st Ave. S and Marine View Drive near Des Moines
- * SR-516 and SR-99 near Midway
- * SR-99 near Sea-Tac Airport

It should be noted that increases in traffic volume in the near future may result in less than satisfactory conditions on several roadways now designated as level of service "C".

Figures 5 and 6 also illustrate high-accident areas on King County roadways. The most significant areas are along 16th Ave. SW through White Center, Ambaum Blvd. between SW 146th and SW 152nd, along 1st Ave. S in Burien, and along S 188th near Sea-Tac Airport. Accident locations for state roads are not shown on the map. However, SR 99 (Pacific Highway) and SR 516 are known to have significant accident rates throughout the Highline area.

e. Recommended Improvements

Several major street and highway improvement projects are planned for Highline. These projects are separated into two categories, based on priorities established during the development of the Highline Communities Plan. These priorities are reviewed and updated annually during the development of the 6 year Capital Improvement Program. The most significant new construction project is the extension of the SR 509 freeway from SR 518 south past Sea-Tac. High priority major street-widening projects are planned for SW 116th in White Center, Pacific Highway south of Sea-Tac, S 188th east of Sea-Tac, Glendale Way S, and SR 516. Figure 5 shows the location of priority 1, 2 and 3 projects and

TABLE 10
LOCATION OF IMPACTS ON TRANSPORTATION

Location of Impact by Sub-Area	MAP REF. See Fig. 1	Positive Impacts	Negative Impacts			Mitigating Measures
			Increased Trip Generation	Increased Load on Street System	Increased Safety Hazard	
WHITE CENTER						
Retail business district	1a 1b	Location of apartments near business district could reduce vehicle trips by residents to local shops and jobs (good transit service is available to major employment centers).	Increased apartment development and retail activity would generate more vehicle trips from outside the business district.		Increased traffic would add to safety hazard along 16th SW and to the west of 16th SW.	Area is not likely to be re-developed with apartments in near future. Potential problems may be alleviated by recommended street improvements, including major construction on 18th SW and SW 102nd/15th Ave. SW intersection.
Along 1st Ave. S between 116th and SW 132nd	1c	Rezoning to prevent office development would reduce potential trip generation.	Increased apartment development would generate more vehicle trips in a predominantly single family area.	If apartments were developed as allowed by zoning, there is potential for problems of access (turning movements) and street capacity.		
Shorewood area	1d	Reduced density could cut by 50% the number of vehicle trips by residents of new housing.				
BURIEN						
Retail business district	2b 2c	Location of apartments near business district could reduce vehicle trips by residents to local shops and jobs (good transit service is available to major employment centers).	Increased apartment development and retail activity would generate more vehicle trips from outside the business district.	Development of apartments would add to existing flow problems along SW 148th, Ambaum, and 1st SW.	Increased traffic would add to safety hazard in high-accident area at Ambaum/SW 148th and intersections of SW 152nd and SW 156th with 1st Ave. SW.	Area is not likely to be reduced with apartments in the near future. Potential problems may be alleviated by recommended street improvements, including major or minor construction at Ambaum/SW 152nd, 1st SW/SW 152nd, and SW 150th/1st SW Ambaum.
Along 1st Ave. SW 146th and SW 148th	2a	Residents of apartments in these areas will have easy access to SR 509 and SR 518				
East of SR 509	2d			Development of apartments could create traffic problems on SW 152nd and Des Moines Way/8th Ave. SW intersection.		Area is not likely to be fully redeveloped with apartments in the near future.
Near Des Moines Way and SR 518	2d				Increased traffic from additional apartments could add to safety problems on Des Moines Way near SR 518.	
WEST						
West of Des Moines Way / Normandy Road at Ambaum	3b		Development of apartments rather than single family would generate more trips; could occur in near future since land is undeveloped.	Traffic congestion at intersection.	Increased traffic would add existing safety hazard.	Potential problems may be alleviated by recommended intersection improvements, minor widening and reconstruction along Ambaum, Des Moines Way and Normandy.
Along Des Moines Way near Ambaum, between SW 192nd and SW 200th	3c		Manufacturing activity could generate more vehicle trips.			
Near SW 152nd and SW 154th	3a			Development of the minimum density of 4 units/acre (SR 7200) could cause problems of congestion and access off Des Moines Way; could occur in near future since land is undeveloped.		
Along SR 509 between Des Moines Way and SW 188th	3b		Manufacturing activity could generate more trips.			Potential problems would be alleviated by recommended street improvements and extension of SR 509.
SOUTH						
West of Pacific Hwy between S 194th and S 208th	4f 4g		Development of apartments and offices rather than single family housing would generate more trips; could occur in near future because some land is undeveloped.	Increased traffic congestion on Pacific Hwy, and along S 200th to I-5.	Increased traffic would add to existing safety hazard.	About half of this area is developed with single family homes and would not be redeveloped in the near future. Potential problems may be alleviated by recommended improvements to S 200th between Des Moines Way and Pacific Hwy. Development of a new south airport access would significantly reduce congestion along Pacific Hwy S.
Along S 216th between 18th and Pacific Hwy	4e		Increased single family density would generate more trips.	Increased traffic congestion on S 216th - potential restricted traffic flow.		
Des Moines Way and S 216th	4a	Development of single family homes rather than offices would reduce potential increase in congestion.				
Along SR 516	4c		Development of apartments rather than single family housing would generate more trips.	Increased congestion on already under-sized road way; potential problems of ingress/egress.		

TABLE 10
LOCATION OF IMPACTS ON TRANSPORTATION

Location of Impact by Sub-Area MAP REF. See Fig. 1	Positive Impacts	Negative Impacts			Mitigating Measures
		Increased Trip Generation	Increased Load on Street System	Increased Safety Hazard	
EAST					
East of Bow Lake near S 186th and 38th S	5a Development of single family homes rather than maximum density apartments or offices would reduce potential increase in congestion on S 188th and Pacific Hwy				Potential problems may be alleviated by major widening and intersection improvements recommended for S 188th
Along 31st S and 32nd S, between S 168th and S 172nd	5b Redevelopment of single family area with apartments would generate more vehicle trips.		S 170th may not be adequate to handle increased traffic loads		Area is not likely to be redeveloped with apartments in the near future. Potential problems may be alleviated by major improvements recommended for 31st S between S 168th and S 170th; and minor improvements recommended for S 170th and S 176th west of Pacific Hwy.
Pacific Hwy north and south of Sea-Tac	5a 5c New air terminal related development in these areas would generate more vehicle trips.		Additional development would increase existing congestion which is a problem at intersections of Pacific Hwy with SR 518 and S 188th.		Potential problems may be alleviated by major widening and reconstruction recommended for Pacific Hwy south of S 188th and intersection improvements at S 188th.
NORTH					
Along Pacific Hwy near SR 518	6a Residents of apartments would have easy access to SR 518, SR 509 and I-5.	Development of apartments would generate more vehicle trips.		Potential access problem at S 152nd and S 154th	
Along Pacific Hwy in Riverton area between S 128th and S 140th	6b Limitation of residential density to two units/acre (SR 15,000) would reduce potential increase in traffic.			Any development may create access problems along Pacific Hwy.	
Pacific Hwy between S 106th and 128th; west to Glendale Road	6c 6d Development of apartments rather than single family homes along Des Moines Way would generate more trips.			Duplex development on steep hillsides between Military Rd/Des Moines Way and Pacific Hwy. S would create significant access problems. Additional traffic flow problems on S 116th (a narrow 2 lane roadway); and Glendale Road between Des Moines Way and SR 509.	Potential problems may be alleviated by street improvements recommended along Des Moines Way, Military Road, and S 116th.
Des Moines Way around S 146th	6e Development of higher density apartments would generate more trips.		Additional access problems along Des Moines Way.	Increased traffic would add to existing safety hazard at SW 146th St. intersection.	

Figure 6 shows the location of priority 4, 5 and 6 projects.

Other local street improvements and traffic safety projects are recommended in the Highline Communities Plan and may be included in subsequent King County Capital Improvement Programs. However, because of increased costs and restricted funding, many lower priority projects are unlikely to be undertaken during the life of the Highline Plan (6-10 years).

Metro transit routes are being improved and new routes added throughout the study area, particularly in heavily populated residential areas and in the White Center and Burien business districts.

2. General Impacts/Mitigating Measures

The proposed Area Zoning includes rezones which will allow increased housing density, business or manufacturing use that could have these indirect impacts:

- * Increased trip generation
- * Increased load on street system (streets too narrow or with poor access)
- * Increased safety hazard

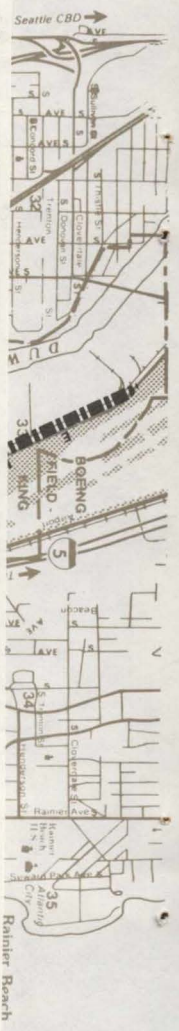
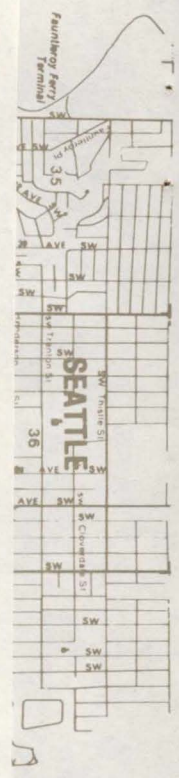
Several areas where traffic congestion is severe and accident levels are high will be especially affected by rezoning and subsequent development. These are: in the vicinity of Ambaum Blvd. and SW 148th in Burien; along 1st Ave. S between SW 146th and SW 160th in Burien; along SR 516 near 16th Ave. S; along SR 99 between S 186th and S 200th; and along S 116th between Military Road and SR 99.

The potential negative impacts of some rezones in these areas may be mitigated if recommended street/highway improvement projects are completed prior to or at the time the land is developed in the uses allowed by zoning.

Other rezones will indirectly relieve traffic congestion or reduce additional traffic volume by reducing the allowed densities or limiting uses that generate traffic volumes. The mixed use zone proposed for White Center and Burien business districts includes provisions designed to encourage underground or covered parking which, if utilized, will help alleviate existing parking problems.

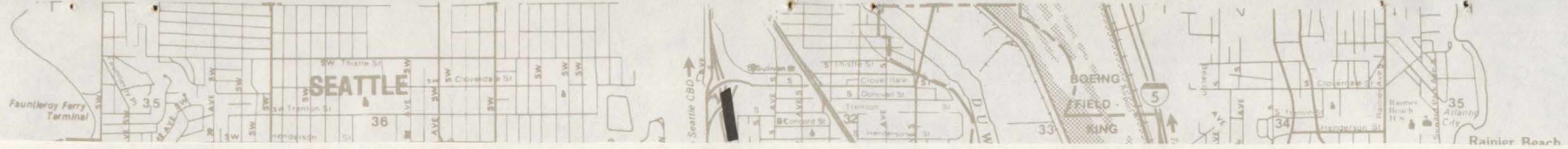
The location of these potential traffic impacts are listed in Table 10 on the following page.

1. The first section of the map shows the layout of the streets in the area around the airport. The streets are labeled with their names and numbers. The map shows a grid of streets with some diagonal streets. The streets are labeled with their names and numbers. The map shows a grid of streets with some diagonal streets. The streets are labeled with their names and numbers.



Page 2
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Time: _____
Location: _____
Observer: _____
Weather: _____
Wind: _____
Temperature: _____
Humidity: _____
Pressure: _____
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D. Energy

1. Existing Conditions

It can be assumed that Highline's energy consumption is typical of most urban/suburban communities, with home heating and automobile travel accounting for the largest share of energy resources.

The increased population and economic development expected in Highline is likely to result in corresponding increased in energy consumption: more homes, businesses and factories to heat; more automobile travel.

2. General Impacts/Mitigating Measures

The proposed Area Zoning will not significantly affect the expected increase in energy consumption, since it serves mainly to accommodate the predicted growth in population and economy.

The impacts of development upon future energy consumption may be slightly mitigated by Area Zoning strategies which encourage more efficient use of energy and space in "mixed use" buildings, and which encourage pedestrian and bicycle travel by locating multi-family units near retail centers. However, such concentration of development also has the potential to increase traffic congestion and inefficient use of automobile fuel.

E. Utilities

1. Existing Conditions

a. Sewers

The entire Highline Communities Plan area is within the Local Service Area designated as appropriate for sewer service by the King County Sewerage General Plan.

The planning area is served by METRO and four local sewer districts: Southwest Suburban Sewer District in the White Center-Burien area, northwest and west of Sea-Tac; Des Moines Sewer District, south and southwest of Sea-Tac; Val-View Sewer District, east of Sea-Tac; and Rainier Vista Sewer District, northeast of Sea-Tac. There are several unsewered areas, the largest being along the SR 509 corridor northwest of Sea-Tac, an area east of Three Tree Point, and the Miller Creek area. In addition, there are several unsewered pockets within the Des Moines and Val-View Sewer Districts.

Septic tank failures in some of these areas have resulted in surface water pollution problems.

Federal block grant funds have been approved to partially subsidize sewer projects in Sunnydale, Cedarhurst, Riverton Heights and north of Beverly Park.

b. Water

Highline is served by the City of Seattle (White Center area), and six local water districts, which all obtain water from the City of Seattle. The largest, Water District #75, serves most of the area south of SW 180th east of Sea-Tac and south of S 176th west of Sea-Tac. The Burien area is served by Water Districts #85 and #49. The area northwest of Sea-Tac is served by Water District #20 and #45; and the area northwest of the airport is served by Water District #125.

c. Storm Drainage

The King County Department of Public Works has primary responsibility for storm water management. The Hydraulics Division reviews drainage plans submitted by developers to assure that they meet county requirements regarding storm water retention and runoff volume.

The County can also assume responsibility for maintaining drainage facilities in residential subdivisions after two years of private operation and maintenance.

As previously noted (Section II C), there are several areas in Highline where excess storm drainage regularly causes flooding and related problems. The first phase of a drainage construction project to alleviate problems in the Salmon Creek basin (White Center) will be completed in 1980. A major study is being planned for the Miller Creek basin (Burien) as the first step towards correcting urban drainage problems in that area. The Port of Seattle has begun a major program to control runoff from Sea-Tac into Miller and Des Moines Creeks.

d. Solid Waste

Solid waste collection is handled by private collection companies, with rates controlled by the Washington Utilities and Transportation Commission and health and safety standards set by the Seattle-King County Department of Public Health. Most of the solid waste collected in Highline is transported to the County's Cedar Hills landfill site.

e. Gas, Electricity and Telephone

Electricity is provided by the Puget Sound Power and Light Company, gas by Washington Natural Gas, and telephone service by Pacific Northwest Bell Telephone Company.

2. General Impacts/Mitigating Measures

In general, the zoning changes proposed by the Area Zoning would indirectly impact demand on utilities to the extent that increased or decreased housing densities and increased or decreased commercial/industrial use would be allowed. With a few exceptions, the basic utilities are available in Highline to meet the projected demand through 1990.

a. Sewers

Trunk lines throughout the study area are currently adequate or planned to be upgraded in the future to accommodate development allowed by the proposed Area Zoning. Several proposed rezones are outside existing service areas and will require normal annexation and hook-up.

In general, the four sewer districts do not expect any problem in serving the proposed rezone area. However, Southwest Sewer District indicates there may be a problem providing sewer service to the east side of 1st Avenue between S 199th and S 124th, where rezoning from RM-900 to RM 1800 is proposed. This area is in a depression around Angle Lake and sewage would have to be pumped to the trunk line.

b. Water

Water districts report they expect to be able to provide service in all areas proposed for rezoning. Most districts are in the process of upgrading their facilities in these locations.

In most areas to be zoned for higher density, development is likely to occur gradually, allowing water districts to upgrade facilities and expand services as demand increases.

c. Storm Drainage

Potential problems indirectly related to zoning changes were discussed earlier (Section II C). The biggest potential problem will result indirectly from the addition of multi-family and mixed use zones in Burien and White Center. Drainage problems already exist in some of the rezone areas and further downstream in Miller Creek and Salmon Creek; additional development will add to those problems.

d. Solid Waste

The proposed Area Zoning will have no significant impact on the expected increase in solid waste that will result from increased population and economic development.

e. Gas, Electricity, Telephone

The proposed Area Zoning will have no significant impact on expected demand on the ability to provide gas, electricity and telephone service in Highline.

F. Public Services

1. Existing Conditions

a. Police Protection

The primary agency providing police services in Highline is the King County Department of Public Safety. Precinct #4, headquartered in Burien, serves all of Highline except the area south of Des Moines which is served by Precinct #3. Calls for police service are evenly distributed from throughout Highline.

b. Fire Protection

Fire protection is provided by nine King County Fire Districts: #11 serves the area north of Sea-Tac and White Center; #2 serves the area west of Sea-Tac and Burien; #26, 30 and 24 serve the area south of Sea-Tac; and #23, 2 and 18 serve the area east and northeast of Sea-Tac. The Port of Seattle operates its own fire protection service at the airport.

c. Schools

Highline School District #401 serves the entire planning area, operating five high schools, five junior high schools and 24 elementary schools. Enrollment reached a peak of 31,000 in 1969, and declined to 17,500 in 1979. Enrollment decline is expected to continue, reaching 16,750 in 1980 and leveling off at about 15,000 for several years thereafter. As a result of this decline, one high school and two elementary schools will be closed in 1980, and a junior high school will be closed in 1981. One of the elementary schools slated to be closed (Boulevard) is located in the proposed Airport Open Use zone north of Sea-Tac. The school district is retaining ownership of these buildings to permit future use when needed due to re-districting, enrollment increases, or for non-instructional use.

d. Parks and Recreation

Highline contains a total of about 990 acres of park land owned by King County and Highline School District. The County operates 12 community parks, totalling 430 acres; the largest is Seahurst, on the Sound west of Burien. These parks provide a wide range of recreational opportunities, including swimming, fishing, tennis,

soccer, baseball, softball and track. There are 12 neighborhood parks, totalling 54 acres, and the county plans to purchase an additional seven neighborhood park sites. The county also operates three swimming pools.

About 500 acres owned by the school district are used for playgrounds and athletic fields.

Based on a detailed inventory and assessment of Highline's park and recreation needs in 1976, the King County Park and Recreation Task Force concluded that Highline has an adequate number of community, neighborhood and resource-based parks for its population.

e. Maintenance of Public Facilities

King County's Department of Public Works is responsible for construction and maintenance of the County's roads, streets, park-and-ride lots, and walkways, and for operation of traffic control equipment.

f. Other Government Services

Public health services are provided to Highline residents through the Seattle-King County Health Department. A wide variety of health and social services are provided at the department's southwest health clinic on S. 108th in White Center. Mobile health clinics also offer dental, hearing and geriatric services throughout the planning area.

The King County library system operates community libraries in Highline at White Center, Burien, Riverton Heights, McMicken Heights, Angle Lake and Des Moines.

Other general government services are provide by King County from central offices in Seattle.

2. General Impacts/Mitigating Measures

a. Police Protection

The proposed Area Zoning should have only slight indirect effects on police protection. Criminal activity will presumably continue to rise with an increase in population, and will probably be focused in the White Center and Burien population and retail centers.

b. Fire Protection

Fire districts expect to expand their services as population increases. The King County Fire Marshall and local water districts report no problems with providing adequate fire flow anywhere in Highline, although water

pressure tends to be lower in the north part of the planning area.

c. Schools

The proposed Area Zoning would have little or no impact on projected school enrollment, since it accommodates the expected population growth. The school district reports that anticipated increases in enrollment can be accommodated in existing buildings.

d. Parks and Recreation

The proposed Area Zoning may indirectly affect demand for parks and recreation services by allowing increased or decreased population density in various areas of Highline. The area zoned Airport Open Use (AOU) north of the airport is to be developed with major park and recreation facilities. Plans have not been finalized for the south acquisition area, but the existing park facilities there may be expanded. Operating funds are not yet available for these facilities.

e. Maintenance of Public Facilities

A number of roads and streets in Highline will require higher levels of maintenance as well as major improvements in order to accommodate the expected increase in traffic volume and expansion of residential areas.

f. Other Government Services

The proposed Area Zoning will have no significant impact on the expected increase in demand for public services that will result from the anticipated population growth.

G. Archeology/Historical Sites

1. Existing Conditions

The State Office of Archaeology and Historic Preservation reports that archaeological and historic resources are known to occur in the Highline area. The effect of the Area Zoning on these resources is uncertain, but the Office recommends that a survey be conducted as part of the construction process and advises that if cultural materials are disclosed during construction, work in the immediate vicinity should be discontinued and the Office notified.

Historical sites of potential state significance were identified during a countywide inventory by the county historical officer. Seven of these are located in or near the areas proposed for rezoning; none are currently on the state register but all are apparently eligible for registry. No sites of national significance have been identified.

2. General Impacts/Mitigating Measures

Two of the historic sites identified in the rezone area could be adversely affected by the proposed rezoning if the sites were developed as allowed by the new zones. Mixed residential/retail use zoning is proposed for about half the site of the historic Burien business district; and urban density residential zoning is to be applied to the last working farm in the Burien area (known as the "pumpkin patch").

3. Location of Impacts

Table 11, below, lists historic sites located in or near proposed rezone areas and indicates the type of zoning change which might indirectly affect the site.

Table 11

LOCATION OF IMPACTS ON HISTORIC SITES

<u>Sub-Area</u>	<u>Historic Site/Location</u>	<u>Proposed Zoning Change</u>
Burien	Old Burien historic business district - built in the 1920's and 30's; both sides of S 152nd between 10th SW and Ambaum.	The new mixed residential/retail use zone is proposed for over half of the historic area.
West	Felix Vaca Farm, 1927, last working farm in Burien known as "pumpkin patch"; and Sunnydale Market. Located east of Des Moines Way between S 150th and S 156th.	Area Zoning would add density suffix to SR zone (SR 7200); potential for RM-1800 to be removed from one parcel.
North	John Farrell house, 1918; east of Des Moines Way near S 112th.	A rezone on a nearby RS-7200 parcel would be changed from potential RM-2400 to potential RS-3600.
	Robert Thomasson house, 1934; S 16th Way between Military Road and Pacific Hwy.	Same as above
	Riverton Park United Methodist Church, 1910 (now Gospel of Peace Tabernacle); S 130th and 37th.	Zoning of site would change from SR to SR (15000), limiting density to two units/acre.
	Kirk Wines House, 1904; S 132nd and 40th S	Same as above
	Mabel Johnson house, 1910; S 131st and 42nd S	Same as above

IV. ALTERNATIVES TO THE PROPOSAL

For non-project actions, such as the proposed Highline Area Zoning, the SEPA guidelines encourage consideration of a wide variety of alternatives to assist policy-makers in selecting options which will best meet their objectives with the least environmental impacts (WAC 197-10-440 (12) and WAC 197-10-442).

This EIS defines the Highline Area Zoning as a series of ten "strategies" or types of zoning actions which are proposed for specific parcels within Highline. This section considers alternate strategies which may better meet the County's objectives and/or have less environmental impact than the proposed strategies. As provided in the SEPA guidelines, this section serves to identify changes in the proposal which may avoid, mitigate or reduce the risk of adverse environmental impacts.

STRATEGY 1: Reduce density in environmentally sensitive areas by rezoning or by attaching a density suffix to existing SR zones.

OBJECTIVE: To reduce environmental impacts of development such as erosion, landslide, sedimentation and pollution of surface water.

Impacts of proposed strategy

- * Lower housing density should reduce the impacts of development on steep slopes (erosion, slides), wetlands and creeks (sedimentation, pollution, drainage problems).
- * There would be a slight decrease in the area's capacity to absorb population and housing units.
- * Property owners could experience a reduced return on investment since fewer lots per acre would be allowed; in some locations it may be possible to construct larger, more expensive homes on larger lots.

ALTERNATE STRATEGIES TO MEET ABOVE OBJECTIVE

Alternate Strategy 1A: Reduce density further to conform more closely with current county environmental policies.

Example: The Shorewood area south of White Center is proposed for rezoning from RS-7200 (4 units/acre) to RS-9600 (3 units/acre). A more appropriate zone might be SE (1 unit/acre), since much of the slope is greater than 20% and contains a significant stream channel. The area to the north and south, now zoned RS-9600, could also be considered for reduced density for the same reasons.

Example: The area between Pacific Highway and Military Road between S 116th and S 128th is to be rezoned from RS-7200 (potential RM-2400) to RS-7200 (potential RD-3600). Since this is a steep slope with inadequate access to the major arterials, an alternative would be to delete the potential for multi-family development.

Alternate Strategy 1B: Rezone to "RS" classifications rather than adding a density suffix to parcels zoned "SR"; the RS zone allows "clustering" of housing units, which could more effectively reduce environmental impacts.

Example: The area east of Pacific Highway between S 124th and S 136th is to be rezoned from SR to SR (15,000), limiting density to two units/acre. An alternative would be to rezone to RS-15,000-P, and provide for site plan review to assure that lots are clustered away from environmentally sensitive areas.

Relative impacts of alternate strategies

- * Both alternate strategies would tend to further reduce the negative environmental impacts of development in sensitive areas.
- * Lower density would further reduce population/housing capacity and could result in further economic loss to property owners.
- * Use of "RS" instead of "SR (density suffix)" would have no different economic effect other than encouraging more creatively-designed and possibly more marketable subdivisions.

No action alternative

- * Leaving densities unchanged could result in greater negative environmental impacts of the kind described above.

STRATEGY 2: Remove parcels of outright/potential RM zoning isolated within single family zones.

OBJECTIVE: To conform more closely with Comprehensive Plan policies regarding location of multi-family housing, and preserve the single-family character of these neighborhoods.

Impacts of proposed strategy

- * Development of apartments, and accompanying effects such as increased traffic, noise and light/glare, would not occur within these single-family neighborhoods.
- * Property owners could experience a reduced return on investment.

ALTERNATE STRATEGIES TO MEET ABOVE OBJECTIVES

Alternate Strategy 2A: Rezone isolated parcels to outright RT-3600 if they meet the criteria for the new townhouse zone classification.

Alternate Strategy 2B: For parcels not meeting townhouse zone criteria, rezone to potential RT-3600, specifying conditions to be met prior to an outright rezone.

Relative impacts of alternate strategies

- * Alternate strategy would conform to Comprehensive Plan policies regarding single-family neighborhoods.
- * Development of townhouses would result in slightly more traffic, noise and light/glare than single family homes but less than apartments.
- * Economic loss to property owners would be reduced.

No action alternative

- * Leaving these isolated parcels with potential RM-zoning would allow for development of apartments in single family neighborhoods, which is inconsistent with the Comprehensive Plan and contrary to neighborhood desires.

STRATEGY 3: Adjust zoning to conform with existing development patterns or adjacent zoning.

OBJECTIVE: To preserve neighborhood character and encourage compatible uses.

Impacts of proposed strategy

- * There would be no impact in areas which are already developed.
- * In undeveloped areas, the major impact would be a change in future land use to a type of development more compatible with the surrounding area.

ALTERNATE STRATEGY TO MEET ABOVE OBJECTIVE

Alternate Strategy 3A: In cases where a zone is to be changed to SR with a density suffix, rezone instead to the appropriate RS zone to allow clustering.

Example: North of 216th - rezone to RS-7200 instead of SR (7200) as proposed; east of 34th - rezone to RS-9600 instead of SR (9600) as proposed.

Relative Impacts of alternate strategy

- * More development flexibility would be possible with the clustering provisions of the RS zone.
- * Rural uses allowed under the SR zone would not be permitted with RS zoning.

No action alternative

- * In some cases the "no action alternative" would allow for a desirable diversity of housing within a neighborhood.

Example: Leaving a parcel zoned RS-9600 within an RS-7200 - zoned neighborhood.

- * In other cases, leaving the zoning unchanged would result in the development of incompatible uses.

Example: The potential for manufacturing is to be removed from an apartment-zoned area west of Des Moines Way and Normandy Blvd. at Ambaum.

STRATEGY 4: Rezone some mobile homes parks from RM-900 to RM-1800 or RM-2400 (Strategy assumes separate ordinance will be adopted allowing mobile homes in these zones.)

OBJECTIVE: To prevent future development of maximum density apartments or offices that are incompatible with the surrounding area.

Impacts of Proposed Strategy

- * There would be no impact as long as the mobile home parks continue in the present locations.
- * Land would be maintained for residential use.
- * If mobile homes parks are no longer operated in these locations the potential options for the property would be limited to medium or high density apartments.
- * The theoretical capacity for population/housing units would be less with the removal of RM-900 zoning.
- * There would be a potential economic loss for property owners since the options for higher density development would be removed.

ALTERNATE STRATEGIES TO MEET ABOVE OBJECTIVE

Alternate Strategy 4A: Adopt a separate mobile home park zone classification and rezone existing mobile home parks to the new zone.

Alternate Strategy 4B: Add a P-Suffix to the existing RM-900 zone, restricting uses to mobile home parks.

Relative Impacts of Alternate Strategies

- * Same as above, except that only mobile home parks would then be allowed on these parcels; the option of future apartment development would require a future rezone.
- * The use of the P-Suffix alternative would not require amendment of the zoning code.

No Action Alternative

- * If zoning is left unchanged and a parcel is no longer used for mobile home park, it could be developed in maximum density apartments or offices which could be incompatible with the surrounding area.

STRATEGY 5: Use the P-Suffix to limit the uses permitted in certain RM-900, BC and CG zones.

OBJECTIVE: To limit uses more specifically than provided in the zoning classification itself:

- a. Offices would be prohibited in certain RM-900 zones (only maximum density apartments would be allowed)
- b. No offices or maximum density apartments would be allowed in certain RM-900 zones (only mobile home parks)
- c. Uses allowed in certain BC zones would be limited to office and retail.
- d. Only air-terminal related uses would be allowed in certain BC and CG zones.

Impacts of Proposed Strategy

- * Certain areas zoned RM-900 would be maintained for residential use; some areas would continue to be used for low-cost housing (mobile homes), rather than higher-priced apartments or offices.
- * Property owners would potentially experience a loss in economic return due to the restriction on additional uses.
- * There would be an administrative problem in implementing the P-Suffix, since no site-specific criteria are established in the proposed Area Zoning.

ALTERNATIVE STRATEGIES TO MEET ABOVE OBJECTIVE

Alternate Strategy 5A: Rezone to RM-1800 rather than RM-900-P, when the objective is to prevent office development.

Alternate Strategy 5B: Rezone to Mobile Home Park (new classification) or RM-1800 (assuming zoning code is revised to allow mobile home parks), when the objective is to allow only mobile home parks.

Alternate Strategy 5C: Use the P-Suffix with site-specific uses as conditions when the objective is to restrict uses in a BC zone.

Alternate Strategy 5D: Use the P-Suffix with specific uses as conditions, when the objective is to restrict uses to those relating to the air terminal.

Relative Impacts of Alternate Strategies

- * Same as for the proposed strategy, except that the land use intended by the County would be defined more clearly and specifically, and site review would be administratively easier.

No Action Alternative

- * Leaving the zone as is, or rezoning to outright zone without conditions (i.e., RM-900 or CG) could result in less County control over future specific land uses. The general type of land use might or might not be consistent with the Highline Communities Plan.

STRATEGY 6: Rezone to allow multi-family development, either outright or potential.

OBJECTIVES: To allow for development of more multi-family units in an urbanized part of the county; provide a variety of housing options; create buffers between business districts and single family neighborhoods; and stimulate retail sales in local business districts.

Impacts of Proposed Strategy

- * In several areas, there is the potential for negative impacts on earth and water where multi-family zoning is proposed for steep slopes.
- * Development of apartments could create localized increases in air pollution, noise, light and glare.
- * Where vacant land is being rezoned to allow apartments there is an immediate potential for change in land use and additional capacity for population and housing units.
- * Where developed land is being rezoned to allow apartments there is a long-term potential for change in land use and capacity for population and housing units; there is also a short-term potential for scattered redevelopment, uncertain market values, and housing deterioration. (See Section III A, 2, c)
- * Use of the "potential" zone could delay the transition to desired future land uses.
- * Development of apartments in certain areas may create a buffer between arterials or business districts and single family neighborhoods, or a boundary limiting expansion of business districts.
- * A percentage of new multi-family units may provide moderate or low-cost housing.
- * In some areas, rezoning to a lower density (e.g., RM-900 to RM-1800) may make development more economically feasible.
- * Development of apartments near business districts may result in higher retail sales volumes since more potential shoppers would be living nearby.
- * In several locations, development of apartments would increase existing traffic problems, including high accident rates and congestion, unless existing streets are improved to handle increased traffic volumes.
- * Use of the "potential" zone would allow the County to scrutinize plans for each parcel at the time of a proposed rezone.

ALTERNATE STRATEGIES TO MEET ABOVE OBJECTIVES

Following are several alternatives to the use of the "potential" zone:

Alternate Strategy 6A: Use outright zoning (rather than potential) in areas which meet the required conditions for multi-family development (i.e., adequate streets and utilities).

Alternate Strategy 6B: Amend the Highline Communities Plan to establish a timetable specifying the conditions under which certain areas may be rezoned for multi-family use in the future (i.e., extension of utilities, street improvements and/or market demand).

Alternate Strategy 6C: Zone some areas for townhouses rather than apartments, using the new RT zone.

Alternate Strategy 6D: For areas that are already developed with single family housing, continue existing single family zoning until the economic life of these units is approached.

Impacts of Alternate Strategies

- * Same as above, except there would be less uncertainty as to the conditions under which development could occur.
- * Avoiding use of the "potential" zone would make it unnecessary for property owners to initiate a rezone to a use designated as desirable in the Community Plan.

No Action Alternative

- * For already-developed areas proposed for outright or potential multi-family zoning, continuation of existing zones would have no immediate impact; negative impacts of market uncertainty and possible housing deterioration could be avoided.
- * For undeveloped areas, continuation of existing zones could result in development of single family residential or other uses and a lost opportunity for increasing the county's supply of multi-family housing.
- * A shortage of appropriately zoned land for multi-family housing in Highline could lead to increased pressure for such development in less urbanized areas of the county where higher public costs would be necessary to provide streets, utilities and other services.

STRATEGY 7: Rezone to allow mixed apartment and retail uses in or near the White Center and Burien business districts.

OBJECTIVE: To stimulate economic development of business districts.

Impacts of Proposed Strategy

- * Development and redevelopment of vacant or underutilized parcels could stimulate business growth by encouraging improvements to existing buildings and increasing retail sales to nearby apartment dwellers.
- * Development of apartments in or near retail buildings would provide more housing options and more varied housing design.
- * Parking shortages could be increased. Although the proposed mixed-use zoning ordinance encourages underground or covered parking, the BR-C zone requires less overall parking than either the BC or RM zone.
- * There could be an increased demand for recreation and other public services within the business district.

ALTERNATE STRATEGIES MEETING ABOVE OBJECTIVE

Alternate Strategy 7A: Provide mixed-use zoning within the Burien business core (along SW 152nd) in addition to the mixed-use zoning proposed for parcels adjacent to the business core (along SW 154th).

Alternate Strategy 7B: Amend the Highline Communities Plan to add a policy encouraging rezoning of additional mixed-use areas if the strategy is successful in stimulating economic development.

Alternate Strategy 7C: Provide additional multi-family zoning rather than mixed use adjacent to business districts.

Alternate Strategy 7D: Allow residential uses in any BC zone outright or as a conditional use.

Impacts of Alternate Strategies

- * Same as above, except that there would be a potential for increased positive impacts.
- * Alternate Strategy 7D could result in further congestion and loss of control by the County over location of uses.

No Action Alternative

- * Vacant and under-utilized parcels in or near the business districts would remain until market conditions changed to make development or redevelopment with currently allowed uses more economically feasible.

STRATEGY 8: Rezone to allow offices, retail business or commercial development; or add potential for such uses to existing zones.

OBJECTIVE: To provide appropriate locations for business and commercial expansion.

Significant Impacts of the Proposed Strategy

- * Development of these uses in areas now zoned for less-intense uses could result in a greater increase in noise, light/glare and traffic in some locations.
- * There will be a change in potential land use, with about 90 acres rezoned from residential and 30 acres rezoned from manufacturing to office/business/commercial (see detail in Appendix D).
- * Three additional sites for neighborhood business would be designated.
- * Several highway-oriented commercial areas could be expanded, along Pacific Highway South and in White Center and Burien.
- * There would be a reduction in capacity for population and housing in areas now zoned residential.
- * An increased economic return may be possible to some owners of property rezoned to more intense use.

ALTERNATE STRATEGIES MEETING ABOVE OBJECTIVE

Following are two alternatives to the use of the "potential" zone:

Alternate Strategy 8A: Use outright zoning (rather than potential) in areas which meet the required conditions for office/business/commercial development (i.e., adequate streets and utilities, consistency with Comprehensive Plan).

Alternate Strategy 8B: Use the outright zone with P-Suffix specifying conditions required to be met prior to development with the planned uses.

Example: The areas east of the future Sea-Tac South access road north of S 200th is to be rezoned RM-900. An alternative would be to attach a P-Suffix (RM-900-P) specifying that RM-900 development would be acceptable only when highway capacity is expanded.

Impacts of Alternate Strategies

- * Same as above, except there would be less uncertainty as to the conditions under which development could occur.

- * Use of outright rather than "potential" zoning would make it unnecessary for property owners to initiate a rezone to secure a use designated in the Highline Community Plan.

No Action Alternative

- * Continuation of existing zones would prevent both positive and negative impacts listed above.
- * Lack of appropriately-zoned land in Highline could lead to development of these uses elsewhere in King County or nearby municipalities.

STRATEGY 9: Add potential for manufacturing to existing zones.

OBJECTIVE: To designate appropriate locations for future manufacturing uses.

Significant Impacts of Proposed Strategy

- * There will be a change in potential land use, with about 54 acres of land zoned single and multi-family residential, business and commercial being designated for future manufacturing use.
- * Development of manufacturing uses could result in greater potential localized impacts on air quality, noise, light/glare, and traffic congestion. Depending on the eventual use, there could be significant additional demand on police and fire protection services and utilities.
- * In several areas there would be a potential decrease in land available for housing.
- * There would be the potential for increased economic return from some properties.
- * Rezones of small parcels for manufacturing use could be allowed within the "potential" zone before adequate streets, utilities and other services have been provided to serve the entire potential-zoned area.

ALTERNATE STRATEGIES MEETING ABOVE OBJECTIVE

Alternate Strategy 9A: Rezone to outright manufacturing classification rather than using the "potential" in areas where there are adequate streets and utilities.

Alternate Strategy 9B: Rezone to manufacturing with a P-Suffix specifying adequate roads and utilities as a condition for development.

Relative Impacts of Alternate Strategies

- * Same as above, except there would be less uncertainty as to the conditions under which development could occur.
- * Avoiding use of the "potential" would make it unnecessary for property owners to initiate a rezone to a use designated as desirable in the Community Plan.

No Action Alternative

- * Continuation of existing zones would prevent both positive and negative impacts listed above.

- * Failure to designate new areas for manufacturing would result in a greater net loss of land available for manufacturing, since 27 acres of manufacturing-zoned land is being rezoned for the Airport Open Use area and another 40 acres is being rezoned for commercial or apartment uses.
- * Lack of appropriately-zoned land in Highline could lead to development of manufacturing uses elsewhere in King County or nearby municipalities.

STRATEGY 10: Rezone the area north and south of Sea-Tac Airport to Airport Open Use (AOU).

OBJECTIVES: To provide for uses compatible with noise and hazard conditions in the takeoff/landing area; to provide more parks, recreation facilities and open space in Highline.

Significant Impacts of Proposed Strategy

- * The natural environment will gradually recover from urban uses; vegetation will grow over much of the area, providing habitat that will attract wildlife.
- * The large areas of open ground will be able to absorb surface water naturally, alleviating some local drainage problems.
- * There will be less air pollution, noise, light and glare and traffic congestion than when the area was used for residential purposes.
- * Rezoning of about 660 acres of land from residential uses represents a significant decrease in capacity for population and housing in Highline, although the area had become unsuitable for residential uses because of airport noise and safety hazard. (Much of this impact has already been absorbed since the majority of homes south of S 136th St. will have been removed by the end of 1980.)
- * Large areas will be available for parks and recreation facilities to serve the growing Highline population.
- * The market value of homes north of S 136th, which are not scheduled for acquisition and removal in the near future, may decrease, making it difficult for owners to sell their homes. Housing conditions may deteriorate if acquisition is delayed for several years or more, as presently anticipated.

ALTERNATIVE STRATEGIES MEETING THE ABOVE OBJECTIVES

Alternate Strategy 10A: Add a "potential AOU" to the existing RS-7200 zoning for the developed residential area north of S 136th; rezone to AOU after acquisition by the Port of Seattle.

Alternate Strategy 10B: Add a P-Suffix to the existing RS-7200 zoning north of S 136th with the condition that the only new uses allowed would be those specifically listed as compatible with the "Airport Open Use" zone.

Relative Impacts of Alternate Strategy

- * Same as above, except that homes north of S 136th might be more marketable in the interim before acquisition by the Port. Property owners could presumably expect a higher purchase price than if the area were zoned for Airport Open Use.

No Action Alternative

- * Continuation of existing zones would have no impact in areas already acquired by the Port of Seattle; the north acquisition area is planned for parks, recreation and open space.

- * Continuation of the existing RS-7200 zone north of S 136th with no zoning indication of planned future use could lead to the development of uses incompatible with the "Airport Open Use" zone, and higher public cost when the acquisition by the Port of Seattle takes place.

V. UNAVOIDABLE ADVERSE IMPACTS

The previous section identified changes in the Area Zoning proposal which could avoid, mitigate or reduce the risk of adverse environmental impacts. The adverse impacts which probably cannot be avoided are generally those which would result from development at the higher densities or more intense uses allowed by the Area Zoning to accommodate expected increases in population.

These are listed briefly below:

- * Increased erosion and removal or covering over of soils
- * Increased surface water management problems (water pollution, sedimentation, flooding and drainage problems)
- * Increased traffic, noise, air pollution, light and glare
- * Increased energy consumption
- * Increased demand on public services and utilities

VI. RELATIONSHIP BETWEEN LOCAL, SHORT-TERM USES
OF THE ENVIRONMENT AND MAINTENANCE
AND ENHANCEMENT OF LONG-TERM PRODUCTIVITY

A multitude of public and private decisions in the past have committed the Highline area to a pattern of urban/suburban development which for the most part precludes the natural productivity of the earth's resources. For example, most of the land suitable for agriculture has already been developed; most of the streams are no longer capable of sustaining anadromous fish such as trout and salmon.

The proposed Area Zoning would have the indirect effect of encouraging a continuation of this development pattern. In one location, for example, a parcel used for commercial agriculture (the "pumpkin patch" between Des Moines Way and 12th South), would be rezoned to establish a housing density of four units per acre (SR 7200); this rezone may have the indirect effect of making continued crop production economically unfeasible.

However, from a regional perspective, directing urban/suburban growth to areas such as Highline may make it possible to retain other parts of the county in a naturally productive state for the benefit of future generations.

VII. IRREVERSIBLE OR IRRETRIEVABLE COMMITMENTS OF RESOURCES

Adoption of the proposed Area Zoning would represent a commitment by the King County Council and Executive to implement the land use decisions made in adopting the Highline Communities Plan in 1977.

This action would not, in and of itself, commit resources for future public or private development. Actual development of the presently undeveloped land as allowed by this Area Zoning would mean an irreversible decision to remove a land resource from future agriculture, park, mineral extraction or open space use. Prior to such development, further environmental review procedures will be followed.

Appendix A

REFERENCES

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King County General Sewerage Plan, adopted by Ordinance No. 4035, January, 1979.

King County Supply-Demand Study, King County Growth Management Program, November, 1979.

North Sea-Tac Park Master Plan, Port of Seattle and King County, January, 1980.

Plan for Community Development, 1980-1982, King County Department of Planning and Community Development, 1979.

Sea-Tac Communities Plan, Draft EIS, King County Division of Land Use Management and the Port of Seattle, November, 1975.

Appendix B

PEOPLE CONTACTED

Sewer Districts -

SW Suburban - Jerry Gleaves, Manager
Rainier Vista - Ms. Jean Keene, Office Manager
Val Vue - Terry Matelick, Manager
Des Moines - Willard Beattie, Manager

Water Districts -

#49 - Larry Wood, General Manager
#75 - Jerry Harris, General Manager
#125 - Franklin Pearson, Field Superintendent

King County Fire Marshall - Bob Minnott, Assistant
King County Police Department - George Helland, Captain, Precinct #4
King County BALD - Jerry Marbett, George McCallum
King County Parks - Mike Rice, CIP Program, Kathy Cotteral
King County Public Works - Drainage - Larry Gibbons
King County Historian - Jake Thomas
King County Community Development, Transportation - Bill Hoffman
Highline School District (#401)-Dr. Jim Jennings, Facilities & Planning
Port of Seattle - Ed Parks, Planner
City of Normandy Park - Margret Lane, City Manager
City of Des Moines - Marsha Huebner, Planner
City of Kent - Planners
City of Tukwila - Planners

Appendix C

LIST OF ELEMENTS OF THE ENVIRONMENT

In accordance with WAC 197-10-555 in the State Environmental Policy Act guidelines, the "environment" means, and is limited to, the areas listed below. The symbol "N/A" (for "not applicable") is placed next to an item when the proposal, including its indirect impacts, will not significantly affect the area or sub-area of the environment in question. Items marked with an "N/A" are not addressed in the EIS.

A. Elements of the Physical Environment

1. Earth
 - Geology
 - Soils
 - Topography
 - Unique physical features - N/A
 - Erosion
 - Accretion/avulsion - N/A
2. Air
 - Air quality
 - Odor - N/A
 - Climate - N/A
3. Water
 - Surface water movement
 - Runoff/absorption
 - Floods
 - Surface water quantity and quality
 - Groundwater movement, quantity and quality - N/A
 - Public water supplies - N/A
4. Flora - N/A
 - Numbers or diversity of species
 - Unique species
 - Barriers and/or corridors
 - Agricultural crops
5. Fauna - N/A
 - Numbers or diversity of species
 - Unique species
 - Barriers and/or corridors
 - Fish or wildlife habitat
6. Noise
7. Light and Glare
8. Land Use

9. Natural Resources - N/A
 - Rate of use
 - Nonrenewable resources
10. Risk of Explosion or Hazardous Emissions - N/A

B. Elements of the Human Environment

1. Population
2. Housing
3. Transportation/Circulation
 - Vehicular traffic generated
 - Parking facilities
 - Transportation systems
 - Movement/circulation of people or goods
 - Waterborne, rail and air traffic - N/A
 - Traffic hazards
4. Public services
 - Fire
 - Police
 - Schools
 - Parks or other recreational facilities
 - Maintenance
 - Other governmental services
5. Energy
 - Amount required
 - Source/availability
6. Utilities
 - Energy
 - Communications
 - Water
 - Sewer
 - Storm water
 - Solid waste
7. Human Health (including mental health) - N/A
8. Aesthetics
9. Recreation
10. Archaeological/Historical

Appendix D

ESTIMATED ACREAGE OF CHANGES IN ZONING CLASSIFICATIONS

		<u>Acres</u>
TOTAL ACRES IN REZONE		1956.9
TOTAL OUTSIDE AIRPORT OPEN USE ZONE (AOU)		1263.8
TOTAL AOU		693.1
<u>From</u>	<u>To</u>	<u>Acres</u>
SE	AOU	61.8
SR	AOU	202.8
RS-7200	AOU	376.8
RD-3600	AOU	4.4
ML/MP	AOU	27.0
SR (Pot. ML)	AOU	18.4
RS (Pot. RM-2400)	AOU (Pot. RM-2400)	1.9
TOTAL RS-7200 WITH POTENTIAL ADDED		291.5
<u>From</u>	<u>To</u>	<u>Acres</u>
RS-7200	RS-7200 (Pot. RD-3600)	14.5
RS-7200	RS-7200 (Pot. RM-2400)	74.6
RS-7200	RS-7200 (Pot. RM-1800)	106.2
RS-7200	RS-7200 (Pot. RM-900)	38.7
RS-7200	RS-7200 (Pot. BC/BN)	17.8
RS-7200	RS-7200 (Pot. CG)	8.8
RS-7200	RS-7200 (Pot. ML/MH)	30.9
TOTAL RS-7200 WITH POTENTIAL DELETED		50.40
<u>From</u>	<u>To</u>	<u>Acres</u>
RS-7200 (Pot. RD-3600)	RS-7200	1.6
RS-7200 (Pot. RM-2400)	RS-7200	22.0
RS-7200 (Pot. RM-1800)	RS-7200	1.2
RS-7200 (Pot. RM-900)	RS-7200	24.2
RS-7200 (Pot. CG)	RS-7200	1.4
TOTAL RS-7200 WITH POTENTIAL CHANGED		62.3
<u>From</u>	<u>To</u>	<u>Acres</u>
RS-7200 (Pot. RM-1800)	RS-7200 (Pot. RM-2400)	6.5
RS-7200 (Pot. RM-2400)	RS-7200 (Pot. RM-1800)	13.0
RS-7200 (Pot. RM-2400)	RS-7200 (Pot. RD-3600)	38.1
RS-7200 (Pot. RM-1800)	RS-7200 (Pot. CG)	0.4
RS-7200 (Pot. CG)	RS-7200 (Pot. RM-1800)	0.7
RS-7200 (Pot. CG)	RS-7200 (Pot. ML)	0.4
RS-7200 (Pot. RD-3600)	RS-7200 (Pot. RM-1800)	0.8
RS-7200 (Pot. RD-3600)	RS-7200 (Pot. RM-900)	2.4

TOTAL OUTRIGHT CHANGES FROM RS-7200 106.0

<u>From</u>	<u>To</u>	<u>Acres</u>
RS-7200	RD-3600	0.3
RS-7200	RS-9600	101.0
RS-7200	SE	2.8
RS-7200	RS-15000	1.9

TOTAL CHANGES FROM SR 259.7

<u>From</u>	<u>To</u>	<u>Acres</u>
SR	SE	43.9
SR	SR (15000)	81.4
SR	SR (9600)	24.7
SR	SR (7200)	85.6
SR	RS-7200	6.3
SR	SR (Pot. RD-3600)	0.6
SR	SR (Pot. RM-2400)	6.6
SR	SR (Pot. ML)	4.0
SR (Pot. RM-1800)	SR-7200	6.6

TOTAL CHANGES FROM RS-15000 41.2

<u>From</u>	<u>To</u>	<u>Acres</u>
RS-15000	SE	41.2

TOTAL CHANGES FROM RS-9600 0.3

<u>From</u>	<u>To</u>	<u>Acres</u>
RS-9600	BN	0.3

TOTAL CHANGES FROM RD-3600 9.4

<u>From</u>	<u>To</u>	<u>Acres</u>
RD-3600	RS-7200	2.0
RD-3600	RM-900	1.4
RD-3600	Pot. RM-2400	2.3
RD-3600	Pot. RM-1800	2.5
RD-3600	Pot. RM-900	0.2
RD-3600	Pot. BC	1.0

TOTAL CHANGES FROM RM-2400 25.7

<u>From</u>	<u>To</u>	<u>Acres</u>
RM-2400	RS-7200	7.3
RM-2400	RD-3600	3.0
RM-2400	RM-2400 (Pot. RM-1800)	8.9
RM-2400	RM-2400 (Pot. RM-900)	0.1
RM-2400	RM-2400 (Pot. BC)	0.8
RM-2400	RM-2400 (Pot. CG)	2.3
RM-2400	RM-2400 (Pot. ML/MP)	3.3

TOTAL CHANGES FROM RM-1800			34.7
<u>From</u>	<u>To</u>	<u>Acres</u>	
RM-1800	RM-2400	16.8	
RM-1800	RM-900	1.4	
RM-1800	BR-C	10.1	
RM-1800	RM-1800 (Pot. RM-900)	3.6	
RM-1800	RM-1800 (Pot. BC)	0.6	
RM-1800	RM-1800 (Pot. CG)	1.4	
RM-1800	RM-1800 (Pot. ML)	0.8	

TOTAL CHANGES FROM RM-900			111.6
<u>From</u>	<u>To</u>	<u>Acres</u>	
RM-900	RS-7200	2.4	
RM-900	RM-2400	6.6	
RM-900	RM-1800	92.8	
RM-900	BR-C	4.0	
RM-900	BC	1.0	
RM-900	RM-900 (Pot. BN)	1.1	
RM-900	RM-900 (Pot. BC)	0.9	
RM-900	RM-900 (Pot. CG)	2.8	

TOTAL CHANGES FROM BC			34.9
<u>From</u>	<u>To</u>	<u>Acres</u>	
BC	RM-2400	0.2	
BC	RM-900	12.8	
BC	BR-C	15.6	
BC	CG	0.4	
BC	BC (Pot. CG)	4.5	
BC	BC (Pot. ML)	1.4	

TOTAL CHANGES FROM CG			33.7
<u>From</u>	<u>To</u>	<u>Acres</u>	
CG	RM-1800	1.2	
CG	RM-900	2.9	
CG	BR-C	2.8	
CG	BC	13.7	
CG	CG (Pot. ML/MP)	13.1	

TOTAL CHANGES FROM ML/MP			40.3
<u>From</u>	<u>To</u>	<u>Acres</u>	
ML/MP	RM-1800	9.9	
ML/MP	CG	30.4	

TOTAL CHANGES WITH P-SUFFIX ADDED			162.1
<u>From</u>	<u>To</u>	<u>Acres</u>	
RM-900	RM-900-P	25.9	
BC	BC-P	128.2	
CG	CG-P	8.0	

