

SEA TAC/COMMUNITIES PLAN

program

area: **community planning**

- program choices -

sponsors **port of seattle**
king county

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INTRODUCTION

Program choices are planning ideas which have been examined in a preliminary manner to determine the extent in which they can be applied to the Sea-Tac and/or Communities situation.

Some ideas have been eliminated through the initial examination; others have undergone revision in wording or were combined with other ideas to form choices. A notation to this effect precedes the idea statement if this occurred. The last section of this report lists ideas which are still under consideration and those which have been eliminated. The master file for the appropriate program area should be referenced for the disposition of ideas.

PHASE II PROCESS

The Phase II Process - Formulating and Evaluating of Alternatives - allows for the consideration of new ideas throughout the process of developing the plan; in fact, the process recognizes that by considering various alternatives and their combinations, new and better ideas are likely to arise. The Phase II Process should be referenced for further information pertaining to the development of planning alternatives using these and other program area choices.

PROGRAM IDEA WEIGHTING

(A)	X	(B)	=	(C)
POSSIBILITY OF APPLICATION		ACCEPTANCE FACTOR		INDEX OF IMPLEMENTATION PROBABILITY

WEIGHTING SCALE:	0 - 1 - 2 - 3
	Low - High

A. Possibility of Application:

Assigned by the analysts' group after qualifying each idea. Represents the possibility of an idea being technically applied to the Sea-Tac and/or community situation; the degree, or likelihood, of success technically; considers feasibility in terms of cost and timing. Outside technical resources may be relied on for qualification and research.

* * *

- 0 - Impossible due to existing situation; not subject to change or no technical payoff.
- 1 - Requires currently unanticipated or relatively long-term changes in legislation or regulation, usually Federal, beyond our control; technical advance required; limited technical payoff.
- 2 - Requires legislation which is either probable or at least having local jurisdiction and/or appropriation; major administrative action; applies existing technical know-how; higher technical payoff.

- 3 - Could implement immediately; resources available (i.e., one jurisdiction); high technical payoff.

B. Acceptance Factor:

Assigned by program area task forces after reviewing analysts' qualifications. An indication of societal acceptance and/or desirability. The acceptance factor should represent what the task force feels the broader community's attitude to be on each idea (still taken singularly), not just the attitude of the task force itself or the preference or evaluation of one individual. How do you feel the community would respond to each idea? Each idea should have an accompanying comment as to why it was weighted as such.

* * *

- 0 - Unacceptable; has no effect on creating a more desirable environment and community, destroys existing good characteristics; expect no community support for.
- 1 - Probable lack of community feeling or expression, apathy for this idea; appears to do little to improve the environment and community, appears just to control the existing situation.
- 2 - Makes a contribution to the community, improves the situation; would expect community interest, however may still be difficult to get total community support for (especially if local funding was required).
- 3 - Highly acceptable; one in which the entire community would support and work hard toward accomplishment, (even if local funding was required); would be instrumental in achieving a desirable overall concept which would be appealing here; improves quality of life.

C. Index of Implementation Probability:

The product of A and B - recognizes that implementation depends on societal acceptance as well as technical feasibility. The index, or product, can range of 0 to 9. Should an idea have an index of 0 it is basically eliminated and does not become a program choice, a bona fide alternative. The index, along with qualifying documentation, can be particularly useful in the Mix-N-Match process where program choices are combined to produce program sets (refer to Phase II Process).

Category I: COMMUNITY DEVELOPMENT

(# __) - Indicates original program idea number

* - Indicates that idea is still under initial consideration

a. Goals and objectives:

1. THE CHARACTER AND QUALITY OF RESIDENTIAL AREAS SHOULD BE CONSIDERED THE MOST IMPORTANT ELEMENT OF THE PLAN. (#80)

A- A goal statement that must be considered in light of other program ideas.

B- (3)

2. ACTIONS WHICH WEAKEN THE IDENTITY, REDUCE THE COHESIVENESS OR DEGRADE THE CHARACTER OF AN EXISTING NEIGHBORHOOD SHOULD BE AVOIDED. (#91)

A- There are other ideas that contribute toward this goal-type statement. Present policies may have to be changed if they are not working well toward this end. Re-evaluation of departmental procedures and/or priorities offers administrative constraint. Greater intergovernmental and interdepartmental cooperation may be necessary. (2)

B- Roads are a major neighborhood "wrecker". The idea is a goal statement. (3)

C- (6)

3. RECOGNIZE THE POTENTIAL OF SR-509, OTHER FREEWAYS AND MAJOR ARTERIALS IN THE COMMUNITY AS BARRIERS BETWEEN NEIGHBORHOODS AND DIFFERENT LAND USE AREAS. (#93)

A- (2)

B- (2)

C- (4)

4. EAST-WEST TRAFFIC CIRCULATION WITHIN THE STUDY AREA SHOULD BE IMPROVED. (#54)

A- This is a goal statement.

B- (3)

5. VIEW AMENITIES SHOULD BE CONSIDERED IN THE PLANNING AND DEVELOPMENT OF PUBLIC AND PRIVATE PROJECTS. (#48)

A- Existing development patterns offer constraints, like the inability

to plan new streets in line with views. There are, however, locations where existing development provides opportunities. (3)

B- (3)

C- (9)

6. URBAN CENTERS SHOULD PROVIDE FOR A VARIETY OF USES, INCLUDING COMMERCIAL RECREATION, PROFESSIONAL OFFICE, CULTURAL, GOVERNMENTAL, ETC., AS WELL AS RETAIL BUSINESS. (#64)

A- Feasibility of utilizing this idea depends in part on accessibility of population to the center, i.e., high density residential within or adjacent to the center. (3)

B- A goal statement (3)

C- (9)

7. COMMERCIAL ZONING SHOULD ENCOURAGE TOTAL OCCUPANCY AND RESTORATION OF EXISTING COMMERCIAL STRUCTURES. (#59)*

A- More feasible where natural constraints to commercial expansion exists. There is a possibility of discouraging new users from entering the market area. This cannot be done through zoning. (0)

B- Recommended revised wording: eliminate "Commercial zoning should", thus making it a goal statement. (3)

8. PUBLIC ACCESS TO SALTWATER BEACHES, LAKES AND STREAMS SHOULD BE INCREASED. (#9)

A- Technically the only limitations would be a possibility of a need to change land use on waterfronts involved. However, the dollars spent in acquiring increased public access to waterfronts must be weighed against other public projects.

Goal statement. It suggests new ideas, such as developing existing public ownership along waterfronts. Private water-related uses may also increase public access.

B- Two opposing factors - people who live on the water and people who want to get to it. Not acceptable if it means public access through private residential property to get to waterfront. This idea reflects public need for boat launching and swimming. Public swimming pools will help satisfy some of the need. (2)

b. Image and Appearance:

1. RETAIN, IN ITS EXISTING STATE, THREE TREE POINT, ITS STORE AND THE SMALL PUBLIC BEACH. (#97)

A- Feasibility depends upon the stable productivity of the store. Existing zoning acts to maintain use and density. Introduction of sewer service may alter existing densities as vacant properties become buildable.

Regarding the small public beach, the County presently has a policy of not vacating street ends. The County can guide the introduction of new uses which may encroach upon existing development. (1)

B- People should patronize the store if they want it to continue. (1)

C- (1)

2. PRESERVE THE INDIAN TRAIL. (#98)

A- Feasibility is related to ownership. This idea relates to historic considerations and neighborhood character. (1)

B- Development and extensive use would threaten the preservation of the trail. It is presently public right-of-way. (3)

C- (3)

3. PRESERVE, RENOVATE AND RESTORE OLD BURIEN (BETWEEN AMBAUM AND 10th AVENUE S.W. ON S.W. 152nd). (#90)

A- Would require the establishment of an historic district ordinance by King County and establishment of a special source of funds. May be possible through private cooperation and covenants.

There is probably more interest in some of the key landmarks. This idea depends to a large degree on the support of local business. (1)

B- The definition of "old Burien" might extend to St. Francis church. Let's start to preserve history before we lose it. (3)

C- (3)

4. THE MORASCH HOUSE SHOULD BE ACQUIRED AND USED AS A MUSEUM. (#57)*

A- This poses restoration, operation and maintenance costs which are not now present in any existing program. Feasibility increases as governmental cooperation with private groups increases.

Research and background needed.

B- Recommended revised wording: "... should be identified for acquisition, and used as a museum". The museum idea should not be forced upon the family presently occupying the house. Marymoor, a King County park, has a museum. Funds, therefore, are apparently available. (3)

5. THE PARK LAKE I HOUSING PROJECT IN WHITE CENTER SHOULD EITHER BE REHABILITATED OR TORN DOWN. (#34)*

A- Determine whether Park Lake I is exempt from King County's Housing Code. Determine whether or not the HUD funds for the design and the re-

development of Park Lake I were ever obtained. Need for staff research on status of redevelopment grant. (2)

B- A concern for adequate relocation of the displaced families is paramount. Leasing by the Housing Authority of existing vacant housing within the study area might provide an acceptable alternative to Park Lake I. Displaced, rather than concentrated public housing may be more desirable. (3)

C- (6)

6. SAVE AS MANY TREES, PONDS AND GREENBELTS AS POSSIBLE. (#49)

A- Most feasible where property is in public ownership. The possibility is greater if the need can be established on other than an aesthetic basis. (3)

B- Tax relief, such as current use taxation, facilitates this idea. (3)

C- (9)

7. PRESERVE THE MEMORIAL ELM TREES ALONG DES MOINES WAY SOUTH. (#42)

A- Feasibility depends upon the need to increase the capacity of Des Moines Way South, the necessity to crop trees so they won't interfere with overhead wiring, and the natural life span of the trees.

This idea relates to the establishment of an historic preservation district. It is possible that the wiring should be undergrounded and that new streets trees should be planted. (1)

B- New trees should be planted as the old ones die: Root slips could be given to adjacent property owners for them to plant. In this way the "wooded boulevard" could be maintained. (3)

C- (3)

8. (Revised Wording) COMMERCIAL AND MULTIPLE RESIDENTIAL USES SHOULD PROVIDE LANDSCAPING. (idea 56 is embodied herein) (#77)

A- This is technically feasible through the modification of existing zoning and planned unit development ordinances. Administrative costs for plan checking, site checking, and bond administration are associated with this idea. It also provides an additional cost to the developer. (2)

B- Shopping center parking lot should be visually screened from streets. Landscaping may be impractical for existing development. (3)

C- (6)

9. (Revised Wording) BEAUTIFY THE TRIANGLE AT MARINE VIEW DRIVE AND DES MOINES WAY SOUTH. (#58)*

A- Referred to Public Works for investigation and response.

B- Des Moines Way needs all the help it can get. (3)

10. (Revised Wording) THE PRESENT OPEN SPACE AREA BOUNDED BY SR 518, DES MOINES WAY, SOUTH 154th AND THE AIRPORT SHOULD BE RETAINED AS AGRICULTURAL USE. (#51)

A- Feasibility of continued private agricultural use depends upon market demand. Public ownership would involve the expenditure of funds. Current open space taxation provisions should be applied to increase feasibility. (2)

B- The property owners should have Title 84.34 explained to them. (3)

C- (6)

11. A VIEW-STOP SHOULD BE ESTABLISHED ALONG MYERS WAY BETWEEN 100th AND 106th. (#46)

A- Technically, this idea may be limited by the topography. Feasibility may be limited by available funds and the traffic volume and pattern of the roadway.

B- (2)

C- (4)

12. VIEW-STOPS SHOULD BE ESTABLISHED ALONG MILITARY ROAD BETWEEN 188th AND 239th. (#47)

A- Technically may be limited by the topography of specific sites and compatibility with surrounding land uses. Additional design and improvement funds would be needed. (2)

B- Immediate neighborhood should be involved in the establishment of such view stops, in order to avoid unnecessary detrimental impacts. (2)

C- (4)

c. Land Use Guidelines:

1. PROVIDE ADEQUATE BUFFERING, OR TRANSITION, BETWEEN SINGLE FAMILY RESIDENTIAL AND NON-SINGLE FAMILY USES. (#15)

A- The responsibility for buffering needs to be defined -- shared by single family and non-single family uses? The availability and costs of enough transitional uses is questionable.

The size of the development (economies of scale) affect the feasibility. (1)

B- The burden should rest with the party proposing the land use change. (3)

C- (3)

2. (Revised Wording) DON'T REZONE SINGLE FAMILY RESIDENTIAL TO BUSINESS OR MULTIPLE RESIDENTIAL USES IN DESIGNATED RESIDENTIAL AREAS. (#14)

A- Prime business or multiple family residential areas may not always be vacant. A policy of limiting commercial and multiple zoning to vacant land may unreasonably effect market value of vacant properties. Deteriorating single family residential areas may not redevelop without a change to a higher use such as business or multiple family.

The development pattern in Highline has left many smaller tracts between subdivisions which are more amenable to multiple family zoning. In the impacted areas a change in use may be the only way to make it compatible. Intent of the idea is not clear. For example, to the side of the airport it would be difficult to apply this idea. It is difficult to evaluate until knowing specific area of application. (3)

B- Rezoning should not be precluded in areas affected by airport expansion and/or associated land use change. Concurred with the reworded statement. (3)

C- (9)

3. CONTROL BUILDING LOCATION AND HEIGHT IN ORDER TO MINIMIZE VIEW OBSTRUCTION. (#78)

A- Difficult to administer. Need to recognize view corridors. Need to define new zones and see where opportunities exist (land suitability). Could identify the areas where apartments are or may be permitted and deal with them in relation to view. (2)

B- There is a need to define specific areas in which this idea may apply. (3)

C- (6)

4. PROHIBIT HIGH-RISE APARTMENTS ON ALL WATERFRONTS. (#94)*

A- Technically possible as an application of the zoning ordinance. This idea needs clarification by the Task Force. Is the purpose in order to protect views? "All waterfronts" need to be clarified.

B- Recommend revised wording: "Prohibit high-rise buildings on waterfronts where height would interfere with existing views". As reworded, (3).

5. INDUSTRIAL AND MANUFACTURING USES SHOULD BE DEVELOPED AS INDUSTRIAL PARKS OR PLANNED UNIT DEVELOPMENTS. (#1)*

A- Feasibility is directly related to the size of the parcels involved. In turn, large parcels imply market demand for great amounts of industrial and manufacturing square footage.

Requires staff time for plan review. The reason for the idea needs to be defined. Making it absolute makes it more difficult to implement legally. The Task Force needs to clarify the intent.

B- The Task Force intended to mean anywhere in the study area where new industrial development may locate. Purpose is to protect residential areas by improving the compatibility of non-residential uses.

6. CONTROL THE PROLIFERATION OF GAS STATIONS. (#55)

A- It is technically possible by making gas stations a conditional use in certain commercial zones rather than being permitted outright.

However, controls may prove discriminatory in relation to other uses. (1)

B- (1)

C- (1)

7. OPEN SPACES AND FARMING USES SHOULD BE ENCOURAGED IN AREAS WHERE THE LAND IS SUITABLE. (#17)

A- Assuming suitability, market demand for farming uses must exist. Within the Study Area there are no Class 2 soils. (2)

B- Pockets of suitable soil, even though small, should be utilized for agriculture. (3)

C- (6)

d. Transportation and Traffic:

1. STREET CONSTRUCTION AND/OR RECONSTRUCTION PROJECTS SHOULD PROVIDE FOR SIDEWALKS AND/OR TRAILS. (#25)

A- In some areas, due to the topography or right-of-way width restrictions, it may not be technically possible. Where it is technically possible it should be correlated with the character of existing and proposed land use. Feasibility is enhanced by the availability of State funds earmarked for this purpose (1/2 of 1% of gas tax). (2)

B- (3)

C- (6)

2. (Revised Wording) INCORPORATE A PEDESTRIAN AND BICYCLE PATH INTO THE DESIGN OF MILITARY ROAD. (#43)

A- There may be some technical difficulties due to slope and existing

development.

Demand must exist if trail expansion is to be made. One-half of one percent gas tax is the funding source. Examination should be made of the Military Road design proposal, by staff. (2)

B- View amenities make this desirable. The slope of the roadway makes it good for bicycling. (3)

C- (6)

3. ROADS IN THE COMMUNITY WHICH HAVE ESTABLISHED BICYCLE ROUTES, OR DISPLAY CONSIDERABLE BICYCLE AND PEDESTRIAN ACTIVITY, SHOULD, UPON THEIR RECONSTRUCTION, PROVIDE SEPARATE LANES AND FACILITIES. (#63)

A- (3)

B- (3)

C- (9)

4. PROVIDE A WALKING AND BICYCLE PATH ALONG KENT-DES MOINES ROAD. (#92)

A- There may be technical constraints due to topography and existing development.

User demand may be limited due to the up-and-down nature of the road. (1)

B- This route is very steep. However, there is a need to incorporate Highline Community College in to community-wide pedestrian/bicycle plan. Cooperation with the college should be established. (3)

C- (3)

5. ON EXISTING FOUR LAND STREETS, UTILIZE ONE LANE AS AN EXCLUSIVE BICYCLE LANE. (#105)

A- Technically feasible through the provision of separator curb and the removal of a parking lane rather than total reconstruction as with new design. Constraints may be traffic volumes and the safety aspects.

There is a problem in attempting to isolate the demand for bicycle uses. This idea would suggest an experimental right-of-way section to test the user demand and the concept. (2)

B- Access to adjacent driveways would be a problem if a separator curb were to be used. Community demand could be best assessed through a pilot program. (3)

C- (6)

6. IMPROVE PEDESTRIAN CROSSING AT 42nd SOUTH AND SOUTH 154th. (#39)

A- Should be incorporated into overall considerations for pedestrian circulation.

Referred to Public Works for investigation and response.

B- Concurr with referral.

7. PROVIDE A CROSSWALK ON NORMANDY ROAD AT 6th AVE. S.W. (#103)

A- Refer to the Dept. of Public Works for investigation and response.

B- Concurr with referral.

8. IMPROVE PEDESTRIAN ACCESS TO ANGLE LAKE PARK FROM WEST OF HIGHWAY 99. (#36)

A- The technical feasibility is high although there may be some costs involved; however, the idea should be incorporated into overall considerations for pedestrian circulation.

The payoff may be limited unless the access relates to an overall trail plan. Should be related to future land use. (2)

B- (2)

C- (4)

9. WITHIN BURIEN, PEDESTRIAN CIRCULATION SHOULD BE IMPROVED IN THE AREA BOUNDED BY S.W. 152nd, 4th AVENUE S.W., AND 8th AVENUE S.W. (#88)

A- Existing development offers constraints; however, new development or redevelopment may include mid-block arcades related to the program idea dealing with C.B.D. concepts.

Burien is not presently pedestrian-oriented; however, this orientation could possibly be changed. (1)

B- Changes in residential density and age of population near the center of Burien will make this more desirable. Dependent largely upon perception of this need by the commercial property owners. Also, continued provisions for the automobile (e.g., wider streets) doesn't facilitate this idea. (3)

C- (3)

10. A PROGRAM OF STREET REPAIR, RESURFACING AND GENERAL MAINTENANCE SHOULD HAVE EMPHASIS OVER ONE OF TOTAL RECONSTRUCTION. (#23)

A- The feasibility depends upon the flexibility of funding sources. In some instances, it may be more technically feasible to reconstruct rather than repair or resurface the street.

This idea was referred back to the Task Force for clarification and/or rewording. It depends upon how it is applied. In some case, rebuilding to some standard is required. Is this idea aimed at community control over design and construction criteria?

B- A program of increasing community input into road planning and design is a new idea that addresses reconstruction projects. When possible, maintenance and resurfacing of existing roadways should have priority over total reconstruction. (3)

11. (Revised Wording) STREET CONSTRUCTION AND/OR RECONSTRUCTION PROJECTS SHOULD INCLUDE THE UNDERGROUNDING OF OVERHEAD DISTRIBUTION WIRES. (#24)

A- This is technically feasible. The possibility of application is dependent upon funding sources and the willingness of adjacent property owners to pay for such improvements. There are high costs involved and new technology needed in order to underground high voltage lines (transmission lines). Distribution lines can now be undergrounded. (2)

B- The acceptance depends upon the cost to adjacent property owners. The total community would benefit, so general funding is probably better than the assessment approach. (2)

C- (4)

12. IMPROVE LOCAL PUBLIC TRANSPORTATION (SMALL SHOPPING CENTERS MIGHT SUBSIDIZE MINI-BUSES AS A FEEDER SYSTEM INTO THE MAIN SYSTEM). (#7)*

A- Feasibility depends upon market demand.
Referred to Metro in combination with other program ideas. (2)

B- Concerned about small shopping center's ability to support such an idea. Deferred rating until Metro has responded.

13. PARK AND RIDE LOTS FOR TRANSIT USERS SHOULD BE PROVIDED THROUGHOUT THE AREA, i.e.: SOUTH 160th AND 1st AVENUE SOUTH, SOUTH 146th AND 18th AVENUE SOUTH, SOUTH 146th AND DES MOINES WAY SOUTH, SOUTH 128th AND 1st AVENUE SOUTH, SOUTH 110th AND 1st AVENUE SOUTH, SOUTH 230th AND 30th AVENUE SOUTH, SOUTH 188th AND MILITARY ROAD SOUTH, SOUTH 150th AND 51st AVENUE SOUTH, SOUTH 130th AND 42nd AVENUE SOUTH. (#45)*

A- Financially feasible in that Park and Ride lots were included in the recent voter-approval sales tax increase. The specific sites suggested have to be compatible with existing and surrounding land use and the overall circulation system.

The specific sites are referred to Metro. (2)

B- Concurr with the referral of specific sites. There should be several sites throughout the area. (3)

C- (6)

14. DO NOT WIDEN DES MOINES WAY. (#87)

A- Technically possible but may not be feasible in light of capacity demands throughout the adjacent areas.

This consideration, if expressed through the Sea-Tac Communities Plan, could facilitate the design and development of 509. This would then relieve the demand on Des Moines Way and eliminate the need to expand the capacity. The idea is unclear in terms of the technical payoff in terms of SR 509. (1)

B- Community would be more receptive to expediting the extension of 509 than to widening Des Moines Way. May preclude the provision of desired bicycle paths. SR 509 should lead to a more logical end, rather than its current intersection with Des Moines way. (3)

C- (3)

15. (Revised Wording) SOUTH 154th NEAR 51st AVENUE SOUTH SHOULD BE REPAIRED. (#44)*

A- Refer to the Department of Public Works for investigation and response.

B- Concurr with referral.

16. PROVIDE A TRAFFIC LIGHT AT SOUTH 208th AND PACIFIC HIGHWAY SOUTH. (#26)*

A- Refer to the Department of Public Works for investigation and response.

B- Concurr with referral.

17. PROVIDE A TRAFFIC LIGHT AT 28th S.W. AND S.W. 106th. (#27)*

A- Refer to the Department of Public Works for investigation and response.

B- Concurr with referral.

18. PROVIDE TRAFFIC CONTROL AT 42nd AND MILITARY ROAD. (#28)*

A- Refer to the Department of Public Works for investigation and response.

B- Concurr with referral.

e. Community Activities and Facilities:

1. INCLUDE MORE PLAYGROUNDS AND BALLFIELDS IN PARK PLANNING AND DEVELOPMENT. (#13)

A- This specific activity should be correlated to the particular needs

of the user and the availability of land. Operation and maintenance costs are a problem. Greater governmental cooperation with private groups may facilitate this idea. (2)

B- There is a need for facilities to provide for structured activities. The present balance between structured (active) and non-structured (passive) activities, and the resultant need for facility needs to be re-examined. Some school district property should be developed for ballfields. (2)

C- (4)

2. MORE TENNIS COURTS SHOULD BE PROVIDED AT MOSHIER FIELD AND ELSEWHERE IN THE STUDY AREA. (#33)*

A- Whether there is adequate space at Moshier Field is questionable. Existing capital funds for the provision of tennis courts should be examined as to the applicability and adequacy within the Study Area.

Referred to the Park Department. (2)

B- Tennis courts are in high demand, and are a possible use in noise impacted areas. (2)

C- (4)

3. PROVIDE MORE SWIMMING POOLS. (#52)*

A- Causes disproportionate operation and maintenance costs in relation to total improvement costs. Feasibility increases as intergovernmental cooperation increases. Refer to Park Department.

B- Questioned community support of additional swimming pools, beyond the one under construction at Mt. Rainier High School. (1)

4. "AN ASTROLAND TYPE" PLAYGROUND SHOULD BE ESTABLISHED AT ANGLE LAKE OR DES MOINES PARKS. (#28)*

A- Possible operation and maintenance problems associated with this type of playground over and above normal playground equipment. It is questionable whether this type of playground equipment should be associated with the County park as opposed to the school facility.

Playgrounds are neighborhood type facilities and the design and character is left to the local neighborhood. The idea is at too detailed a level to relate to other ideas. It will be grouped with specific recommendations and referred to the Park Department. (2)

B- Recommended revised wording: "... should be established in high density areas". People generally prefer facilities that provide for active play. Parks and playgrounds in high density areas need tough, high use equipment. (2)

C- (4)

5. COMPLETE THE VALLEY RIDGE PLAYFIELD. (#50)*

A- Referred to Park Department for investigation and response.

B- Concurr with referral.

6. A PUBLIC ACCESS BOAT LAUNCH SHOULD BE ESTABLISHED WITHIN OR NEAR THE DES MOINES MARINA. (#41)*

A- Should be explored further in connection with development of Des Moines Creek Park.

Currently there is a study under way. Parking becomes a major problem. Referred to Park Department. (2)

B- Imposing large parking lots, in residential neighborhoods is unacceptable. (2)

C- (4)

7. REMOVE THE PRIVATE USES OCCUPYING PUBLIC ROAD RIGHT OF WAY ALONG THREE TREE POINT BEACH AND MAKE IT MORE ACCESSIBLE TO THE PUBLIC. (#53)*

A- Feasibility depends upon abatement rights that the County has or may have given up. There are administrative and legal costs associated with abatement.

Research of past actions needed. (1)

B- Existing development adds some charm to Three Tree Point Road. (1)

C- (1)

8. (Revised Wording) A CULTURAL, GOVERNMENTAL AND RECREATIONAL CENTER SHOULD BE DEVELOPED IN THE VICINITY OF THE BURIEN LIBRARY. (#100)

A- The availability of property of adequate size to house all of the above uses in questionable. The question of decentralized governmental centers is currently under study by King County.

This idea relates to #64 which deals with the makeup of urban centers. (2)

B- It is logical that the library and any other regional facility should be near one another. (3)

C- (6)

9. PROVIDE A DECENTRALIZED GOVERNMENTAL CENTER SERVED BY PUBLIC TRANSPORTATION. (#8)

A- This idea is presently under study by King County. In addition, the need for this type facility might be weighed in light of the implementation

programs arising as a result of the Sea-Tac Communities Plan.

Funds are presently allocated. A center in Burien has a high priority.

(3)

B- If not accomplished soon, it may be too late. The concept is less desirable if the facility is not located in Burien. (3)

C- (9)

10. SCHOOL FACILITIES SHOULD BE MORE EXTENSIVELY UTILIZED AS COMMUNITY ACTIVITY CENTERS. (#37)*

A- There would be increased operation and maintenance costs associated with more extensive use of school facilities. Multiple use of school facilities may eliminate new costs in terms of providing other new community facilities. Community use of schools is occurring presently for some activities. (3)

B- Community schools programs are determined by local neighborhood residents. More coordination with the County Park Department would enhance this concept. Recommended revised wording to eliminate "more extensively", and consider the statement a goal. (3)

C- (9)

11. ESTABLISH A PARK BETWEEN DES MOINES WAY SOUTH AND PROPOSED SR 509 AT SOUTH 176th. (#96)

A- Technically possible and should be considered in conjunction with the extension of SR 509.

This may be a holding pond candidate site. The Highway Department might assume some responsibility. Coordination between agencies is needed. The water resource can be combined with holding pond, flood control, etc. ideas. (2)

B- Revised wording: "... waterlands park ..." (3)

C- (6)

12. CONTINUE TO UTILIZE SUNSET PARK FOR RECREATION. (#99)

A- There will be reduced service area for the park, however the facility is not a walk-in type. It gets use from beyond the neighborhood. (3)

B- (3)

C- (9)

f. Administration and Implementation:

1. KING COUNTY SHOULD ADOPT A NOISE CONTROL ORDINANCE WHICH WOULD

DEAL WITH ALL NOISE SOURCES. (#4)

A- Already in development stages. A draft has been prepared. Comparisons with Seattle's proposed ordinance is being made. City, Port, and County should cooperate to establish one noise control. (2)

B- (3)

C- (6)

2. (Revised Wording) A DESIGN/IMPROVEMENT DISTRICT SHOULD BE FORMED TO EXAMINE C.B.D. CONCEPTS, PROJECTS AND FEASIBILITIES IN ORDER TO IMPROVE THE AESTHETIC AND FUNCTIONAL FEATURES OF THE BURIEN BUSINESS AREA. (#101)

A- All public projects within the design/improvement district would be coordinated with development concepts and beautification schemes. Some coordinating group would be responsible for public-private relationships. Private cooperation and effort is a large factor in feasibility. (2)

B- The business community would be more amenable to this approach than strictly zoning control approach. A B and O tax might help finance this idea, but may not be acceptable. (3)

C- (6)

3. A SIGN ORDINANCE FOR BURIEN SHOULD BE ADOPTED AND ENFORCED. (#29)

A- Feasibility depends upon a realistic schedule for compliance which accounts for amortization.

Implies varying degrees of restriction between areas. County would be concerned about consistency between areas should be special sign districts be established. (2)

B- The application of this idea depends largely on the cooperation of businessmen and private land owners. Benefits of such an ordinance need to be illustrated. (3)

C- (6)

4. STREETS AND HIGHWAYS SHOULD COMPETE FOR FUNDING ON A PRIORITY BASIS FORM THE GENERAL FUND IN ORDER TO ADDRESS PUBLIC NEEDS. (#81)

A- Technically impossible at this time. Feasibility depends upon changes in the enabling legislation and funding restrictions. (1)

B- (3)

C- (3)

5. USER FEES SHOULD REPLACE GENERAL TAXES WHEREVER POSSIBLE.
(#19)*

A- Collection and administration costs are associated with this idea. "Wherever possible" has some political implication, i.e., may not want small children to pay admission to the zoo. Already applies to some uses, such as the County golf courses. Refer back to Task Force for clarification. There is a need to know where this would apply where it does not already.

B- This may be regressive type tax since the public has such a vast range of ability to pay. Defer further consideration until specific uses are proposed which relate to this idea.

6. ASSESSED VALUES SHOULD REFLECT ACTUAL USE RATHER THAN "HIGHEST AND BEST USE" IN ORDER TO PRESERVE OPEN SPACE LANDS. (#18)

A- Technically possible where property owners apply for Title 84.34 Open Space Tax Relief benefits. Five acres is the minimum size to qualify. Because the program is new, the payoff is yet unclear. (3)

B- Too many zoning battles are won over "highest and best use" taxation argument. Perhaps the five acre minimum for open space is still too large. (3)

C- (9)

7. TITLE 84.34 OPEN SPACE TAX RELIEF BENEFITS SHOULD BE EXPLAINED AND OFFERED TO CURRENT OPEN SPACE AND AGRICULTURAL LAND OWNERS.
(#61)

A- Public information program would be the primary cost. Possibly there may be some increased administrative costs due to more applications. (3)

B- (3)

C- (9)

8. ADEQUATE POLICE AND FIRE PROTECTION SHOULD BE PROVIDED IN THOSE AREAS BEING VACATED AS A RESULT OF AIRPORT EXPANSION AND FREEWAY EXTENSIONS. (#102)

A- Potential problems exist in the time required to clear areas and the problems of adequately servicing spotted areas of private ownership as acquisition progresses. (2)

B- (3)

C- (6)

9. PROVIDE FUNDS FOR ADULT PEDESTRIAN CROSSING PATROLMEN. (#104)*

A- Feasibility increases as governmental cooperation increases, i.e.,

King County and the school districts. This idea will be referred to the High-line School District and the King County Sherrif's Department through TAC.

B- Concurred with referral.

10. A LAND USE PLANNING ELEMENT SHOULD BE AVAILABLE IN THE HIGH SCHOOL CURRICULUM. (#86)

A- (2)

B- Appropriate element for contemporary problems classes. Depends on cooperation and initiative of school district. (2)

C- (4)

Category II: NOISE IMPACT AREA DEVELOPMENT

(#) - Indicates original program idea number.

* - Indicates that idea is still under initial consideration.

a. Use Guidelines:

1. USES IN CLEAR ZONES AND EXTENDED CLEAR ZONE AREAS SHOULD NOT CONTRIBUTE TO AIR POLLUTION. (#70)

A- Most feasible if included in lease restrictions.

Additional standards (federal and local) would apply here. (3)

B- (3)

C- (9)

2. IN CLEAR ZONE AND EXTENDED CLEAR ZONE AREAS, ALLOW NO NEW NOISE PRODUCTION USES, i.e., MOTORCYCLE TRACKS, MODEL AIRPLANE FLYING, ETC. (#66)

A- Technically feasible as a function of Port of Seattle ownership, existing zoning ordinance and park regulations.

These uses, if established, should be required to keep the noise levels at the property line low. This idea would keep noisy uses in quiet neighborhoods. This is feasible, but the payoff is questionable. The F.A.A. would control model airplane flying. (1)

B- The community should have some control over noise producing uses. (2)

C- (2)

b. Economic Base Contributors:

1. CLEAR ZONES AND EXTENDED CLEAR ZONE AREAS SHOULD BE OCCUPIED BY TAX REVENUE PRODUCING USES. (#72)

A- Feasible only when under private ownership with the exception of lease hold tax, which would be paid when the property is under public ownership.

This idea was referred to staff for more information on the lease-hold tax.

B- Concurred with referral.

2. (Revised Wording) (ideas No. 3, 74 and 106 are embodied herein) SOME OF THE NOISE IMPACTED AREA SHOULD BE USED FOR COMMERCIAL AND/OR

INDUSTRIAL DEVELOPMENT, SUCH AS STORAGE FACILITIES, WAREHOUSING, LIGHT INDUSTRY, GRAVEL PITS, WRECKING YARDS, ETC. (#73)

A- Depends upon site suitability and market demand as well as compatibility with noise impact conditions.

The impacted area may be too large to confine development to one type of use. Other uses should also be incorporated into the impact area plan. The location in relation to freeways and major arterials is fairly good, which would facilitate these uses.

Soil conditions and proximity to gravel sources are a major factor in the feasibility of gravel excavation and storage.

Use categories are the scale for consideration, rather than specific uses such as wrecking yards.

The feasibility of all these uses is also a function of Port of Seattle ownership and County zoning control. (2)

B- Wrecking yards might provide an unsightly appearance from the air: a poor entrance into the Northwest. (4)

Noise impacted areas should be comprised of a combination of uses. (2)

C- (4)

3. (Revised Wording) SOME OF THE CLEAR ZONES AND EXTENDED CLEAR ZONE AREAS SHOULD BE USED FOR PARK AND RIDE LOTS AND BUS BARNs. (#76)

A- Technically possible if the circulation system would support these locations. Metro is now examining this possibility. (3)

B- (3)

C- (9)

c. Open Space and Recreation:

1. (Revised Wording) (Ideas No. 10 and No. 11 are embodied herein) SOME OF THE NOISE IMPACTED AREA SHOULD BE USED FOR OPEN SPACE SUCH AS WILDLIFE PRESERVES, DRAINAGE HOLDING PONDS, CEMETERIES, NURSERY PLOTS, TRUCK GARDENS, TREE FARMS, NATURAL OPEN SPACE, A NATURAL SCIENCE LABORATORY, ETC. (#71)

A- Technically there are some restrictions. Des Moines Creek Park may be the only suitable place for the natural science laboratory. Feasibility would also depend upon a sponsor like the school district or community college. A wildlife preserve would also require a certain habitat. The technical aspects of drainage holding ponds will be examined through water quality and drainage program ideas.

For cemeteries and agricultural uses, soil and geological conditions may provide limitations. Agricultural uses must consider market demands as a factor of feasibility.

The costs of restoring the noise impacted areas to natural open space

would be quite high. (2)

B- The foundations which remain after removal of house should be cleared as soon as possible. Some natural science laboratory elements may not be compatible with the noise impacted environment. (3)

C- (6)

2. (Revised Wording) SOME OF THE NOISE IMPACTED AREA SHOULD BE USED FOR RECREATION, SUCH AS BIKE AND PEDESTRIAN TRAILS, TENNIS COURTS, FISH PONDS, (#71)

A- (2)

B- (3)

C- (6)

3. THE NOISE IMPACT AREA NORTH OF THE AIRPORT SHOULD BE DEVELOPED AS A GOLF COURSE. (#12)

A- Would require extensive costs in grading and maintenance. Feasibility, of course, is directly related to market demand.

Stipulation of a golf course as public may be a good policy associated with this idea. (2)

B- Concerned that the Port of Seattle may have already made commitments toward this idea. The Port should not take any such action until completion of the study. (1)

C- (2)

4. (Revised Wording) SOME OF THE CLEAR ZONES AND EXTENDED CLEAR ZONES SHOULD BE FOR MOTORBIKE USES. (#31)

A- No technical restrictions. This use may, however, affect noise levels as related to duration. May also affect ecologically fragile areas.

Enforcement problems and costs are associated with this use, perhaps more so than with other activities. The benefit or technical payoff is that it may relieved other neighborhoods of the noise associated with motobike uses. (1)

B- Noise barriers, or some means of confining the noise to the inner reaches of the noise impact areas would be needed. (1)

C- (1)

d. Administration and Implementation:

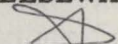
1. PROVIDE FAIR MARKET VALUE ASSURANCES TO THOSE LIVING WITHIN NOISE IMPACTED AREAS. (#79)

A- May prove technically feasible as an alternative to outright acquisition. Also, provides for those persons not wishing to move from noise impacted areas. There may be considerable administrative and legal costs.

This idea is embodied in current proposed legislation (House Bill 1328). (2)

B- (3)

C- (6)

2. HOMEOWNERS WITHIN NOISE IMPACTED AREAS SHOULD HAVE THE OPTION OF HAVING THEIR HOUSE MOVED TO A VACANT RESIDENTIAL LOT ELSEWHERE IN THE COMMUNITY. (#21) 

A- May be feasible where the costs do not exceed normal relocation costs. This would be a good option to those who don't want to move. Acquisition and relocation programs should provide this option if they don't already. The mover could be required to give homeowner first right of refusal. (2)

B- Concern may be experienced by homeowner over the availability of suitable lots. (2)

C- (4)

3. (Revised Wording) F.H.A. REPOSSESSED RESIDENCES OF PAR VALUE, INTEREST RATE AND PAYMENT RATE IN NON-IMPACTED AREAS SHOULD BE OFFERED AS PART OF THE RELOCATION PROCESS. (#22)

A- The whole relocation package can be handled by one agency. FHA gives priority to families being relocated. (2)

B- Concurred with rewording. Relocation programs now examine the suitable FHA repossessed homes as alternative housing. (2)

C- (4)

Category III: AIRPORT/COMMUNITY RELATIONSHIP

(#) - Indicates original program idea number.

* - Indicates that idea is still under initial consideration.

1. PROVIDE MORE AREAS FOR VIEWING OF AIRPORT ACTIVITIES (INTERNAL AND EXTERNAL). (#40)

A- This idea is dependent upon other program ideas dealing with the airport perimeter. Pedestrian and bicycle paths, along with rest stops or parks could be aimed at the achievement of the idea expressed there. Satellite terminals provide major internal viewing possibilities. Tours can be arranged upon request. Security considerations have dampened some internal possibilities and may continue to do so. (2)

B- Outside viewing areas should have some covered provisions. (3)

C- (6)

2. A PARK SHOULD BE ESTABLISHED ON THE WEST SIDE OF THE AIRPORT TO ENABLE VIEWING OF RUNWAY OPERATIONS, MT. RAINIER, ETC. (#62)

A- The technical payoff would be high in that the west side of the airport provides good views above the runways. The ability of the County to develop a park site on property owned by the Port of Seattle is not clear. The Port, of course, could develop a park on its own property. (2)

B- Highly desirable from a community standpoint. Mentioned many times in community involvement activities. (3)

C- (6)

3. (Revised Wording) BICYCLE TRAILS SHOULD BE ESTABLISHED ALONG THE AIRPORT PERIMETER WHERE FEASIBLE. (#30)

A- In some areas, where roads presently exist, the feasibility would be high. Not possible at the level of the runways. In other areas, such as the west side, development would have to take place. This idea would relate well to viewpoints. (2)

B- Should relate to community bicycle and pedestrian circulation plan. (3)

C- (6)

4. FILL BANKS AND EDGES OF THE AIRPORT SHOULD BE LANDSCAPED SO THEY ARE NOT VISUAL AND PSYCHOLOGICAL BARRIERS TO THE COMMUNITY. (#16)

A- Indications from the community involvement program are that the technical payoff of this idea would be high. The feasibility is enhanced by Port of Seattle ownership (i.e., one jurisdiction). (3)

B- (3)

C- (9)

5. (Revised Wording) A COMMUNITY-AIRPORT SHUTTLE BUS SERVICE SHOULD BE EXAMINED. (#6)

A- Various points within a community would have to develop an attractiveness to airport layover passengers. The demand for goods and services would have to be cultivated. Metro now provides a bus from Burien to the airport. The airport employees may provide a shuttle bus market. (3)

B- Should appeal to layover passengers, airport employees and community users. (3)

C- (9)

6. EXTEND THE AIRPORT PEOPLE MOVER SYSTEM TO POINTS WITHIN THE COMMUNITY (#65)

A- This is being examined in connection with the expanded services complex. (1)

B- Should interconnect with community and regional transportation systems. (3)

C- (3)

7. (Revised Wording) THE PORT OF SEATTLE SHOULD RETURN TO THE SCHOOLS TAX DOLLARS LOST THROUGH A REDUCED TAX BASE THAT IS A RESULT OF AIRPORT EXPANSION. (#69)*

A- Needs to be a clearer understanding of the effect of the airport on the local tax base and economic base; perhaps tax revenue lost is made up by economic base generated, i.e., hotels which pay property tax to support schools. Port millage does not apply to airport, but only to seaport development. Should probably have a program of sharing tax revenues between various jurisdictions. Refer to staff for research on tax v.s. economic base tradeoff and development of new ideas. (0)

B- The airport is an employment base which brings in families causing an increased burden on the schools. Requests analysts keep under initial consideration until tax questions are researched.

THE UNIVERSITY OF CHICAGO

DEPARTMENT OF CHEMISTRY

PHYSICAL CHEMISTRY

REPORT ON THE PROGRESS OF WORK

FOR THE YEAR 1954

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