



# highline

Community Plan

## Area Zoning



King County  
Planning Division  
November, 1981



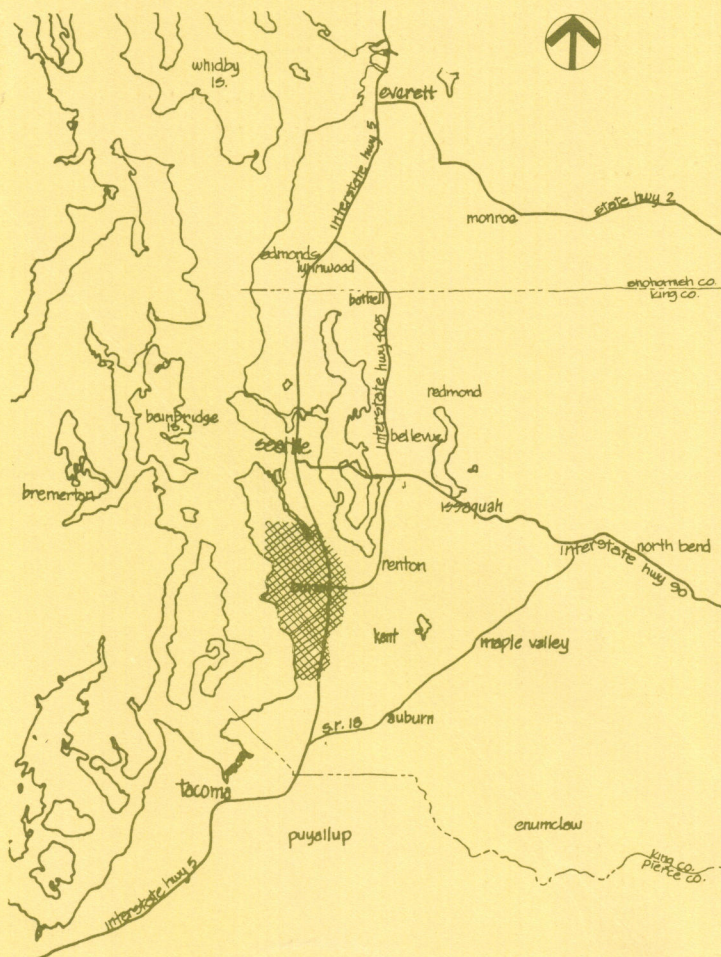
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**King County Council**

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# highline

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INTRODUCED BY: Paul Barden  
PROPOSED NO.: 80-624

## ORDINANCE NO. 5453

**AN ORDINANCE** relating to Planning; amending and adopting the Highline Area Zoning; amending Ordinance No. 3530, Section 1, Ordinance 3747, Section 1, KCC 20.12.200 and KCC 20.24.165.

### PREAMBLE:

For the purpose of assuring area-wide planning and regulation, and coordination between the Highline Communities Plan, adopted by the King County Council, Ordinance No. 3530, and zoning in the Highline Communities Plan area, the King County Council makes the following legislative findings:

- (1) The Highline Communities Plan, adopted November 22, 1977, augments and amplifies the King County Comprehensive Plan.
- (2) Area zoning was not adopted with the Highline Communities Plan.
- (3) Area zoning is required to implement the Highline Communities Plan and to provide consistency between the Plan and King County's zoning for that area.
- (4) Ordinance No. 5401 was adopted which provided for amendments to the Highline Communities Plan.

### BE IT ORDAINED BY THE COUNCIL OF KING COUNTY:

**SECTION 1.** The "Highline Area Zoning," attached to Ordinance 5453 is hereby adopted to implement the "Highline Communities Plan."

**SECTION 2.** Ordinance No. 3530, Section 1, and KCC 20.12.200 is amended to read as follows:

The "Highline Communities Plan" attached ~~((hereto))~~ to Ordinance No. 3530 is ~~((hereby))~~ adopted as an addendum to the Comprehensive Plan for King County. The Highline Communities Plan is hereby amended by those changes identified in the "Highline Area Zoning," to Ordinance No. 5453 as inconsistent with the plan pursuant to Ordinance No. 5401. As an amplification and augmentation of the Comprehensive Plan and the Sea-Tac Communities Plan, it constitutes official County policy for the Highline area.

**SECTION 3.** Ordinance No. 3747, Section 1 and KCC 20.24.165 is hereby amended to read as follows:

The ~~((Highline and))~~ Northshore Communities ~~((Plans))~~ Plan constitutes official County policy for ~~((the respective))~~ its geographic area ~~((of each plan))~~. Until such time as the area zoning based on ~~((these))~~ this Community ~~((Plans))~~ Plan has been adopted, the guidelines set forth in Sections 2 and 3 of this Ordinance shall apply to the review of reclassifications and proposed plats.

INTRODUCED AND READ for the first time this 28th day of July, 1980.

PASSED this 11th day of May, 1981.

KING COUNTY COUNCIL  
KING COUNTY, WASHINGTON

Paul Barden  
Chairman

### ATTEST:

Dorothy M. Owens  
Deputy Clerk of the Council

DEEMED ENACTED WITHOUT COUNTY  
EXECUTIVE'S SIGNATURE

King County Executive  
Dated: 5/21/81



# INTRODUCTION

This Area Zoning report depicts the new zoning maps for Highline. The zoning maps implement the land use policies, text and maps, for the Highline Communities Plan (HCP). The HCP was adopted by the County Council in December of 1977, and amended in May 1981.

## Study Area Location

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

## Definition of Area Zoning

Area Zoning is defined by Ordinance No. 263 as being synonymous with the terms "rezoning or original zoning" as used in the King County charter. "Area Zoning" means: The procedures initiated by King County which result in the adoption or amendment of zoning maps on an area-wide basis. This procedure is characterized as being comprehensive in nature, deals with homogenous communities, distinctive geographic areas, and other types of districts having unified interests within the county.

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

## Area Zoning Process

This Area Zoning has been adopted by the County Council to implement the adopted HCP. It translates HCP land use designations and policy guidelines into specific zoning classifications and conditions.

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

The County Council adopted the Area Zoning following numerous community meetings and several public hearings. Both oral and written comments received consideration by the Council.

Notice of community meeting dates and the Council's hearings were mailed to all property owners of record. These notices were also sent to local newspapers of area wide circulation.



# READER ASSISTANCE

Included in this report are:

1. An Introduction

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

2. Area Zoning Highlights

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

3. Area Zoning

A. An index to the zoning maps (see map between pages 4 and 9) depicting:

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

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

- 1) Zoning prior to the adoption of the Highline Area Zoning.
- 2) Zoning changes, displayed by an "X" through the previous zone, with the adopted zone shown nearby. Zoning not crossed out by an "X" has been left with its original classification.

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

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

4. Explanations of zoning changes:

A short series of descriptive paragraphs precedes each zoning map containing zoning changes. These paragraphs describe the nature of the zone change, in some instances indicates the plan logic, and note various applicable community and comprehensive plan policies.



## 5. Appendix:

The appendix contains a synopsis of each zone category in the King County Zoning Code and gives brief descriptions of each.

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

## HOW TO FIND THE ZONING CHANGES

To determine if a zoning change has occurred for a specific parcel of land, turn to the index map (the index map is located between pages 7 and 9) and find the section-township-range within which the parcel is located. The page number of the detailed zoning map is given in red beside the section-township-range.

Turn to the detailed zoning map and locate the specific parcel by street location. If a zoning change has occurred the related text for that zoning change will be given on the facing page.

## AREA ZONING HIGHLIGHTS

This section contains a discussion of mixed use development, mobile home parks and Airport Open Use (AOU) Zoning.

### Mixed Use Development

The idea of mixed use development in King County began with the HCP. Merchants, landowners and area residents expressed a desire to attempt mixed retail/residential projects in Burien and White Center. It was thought that the ability to realize such projects would act as an incentive for developers to utilize vacant or underdeveloped properties on the fringe of the central retail districts. The additional, close-in residential population could add new vitality to the business districts. Zoning that would permit both retail and residential uses on the same site or in the same structure, could provide enough combined economic return to encourage new mixed use development. Without this incentive these areas may otherwise produce insufficient revenue from singular projects, commercial or residential, to warrant large scale development. The mixed use idea culminated in the adoption of Ordinances 5137 and 5138, creating the Business Residential-Community (BR-C), and Business Residential-Neighborhood (BR-N) zones, respectively. These two new zone categories were adopted by the King County Council on October 6, 1980.

### Mobile Home Development

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



The HCP envisioned mobile homes as a significant element of the housing market in Highline. It noted that as the cost of single family homes continues to rise, mobile homes increase in attractiveness for many families. Consequently, the plan suggested increasing the number of locations where mobile home parks would be permitted by allowing them in all apartment zones. Subsequent Council action, through adoption of Ordinance #5316, made Mobile Home Parks a permitted use in all multi-family (RD&RM) zones.

Benefits of allowing mobile home parks in multifamily zones are: 1) increasing the number of areas eligible for development of mobile home parks, and 2) allowing for rezones of existing mobile home parks to zones which still will permit the mobile homes, but will not permit business offices or maximum density apartments which could be incompatible with adjacent single family neighborhoods. These considerations are reflected in many of the changes brought about through this area zoning.

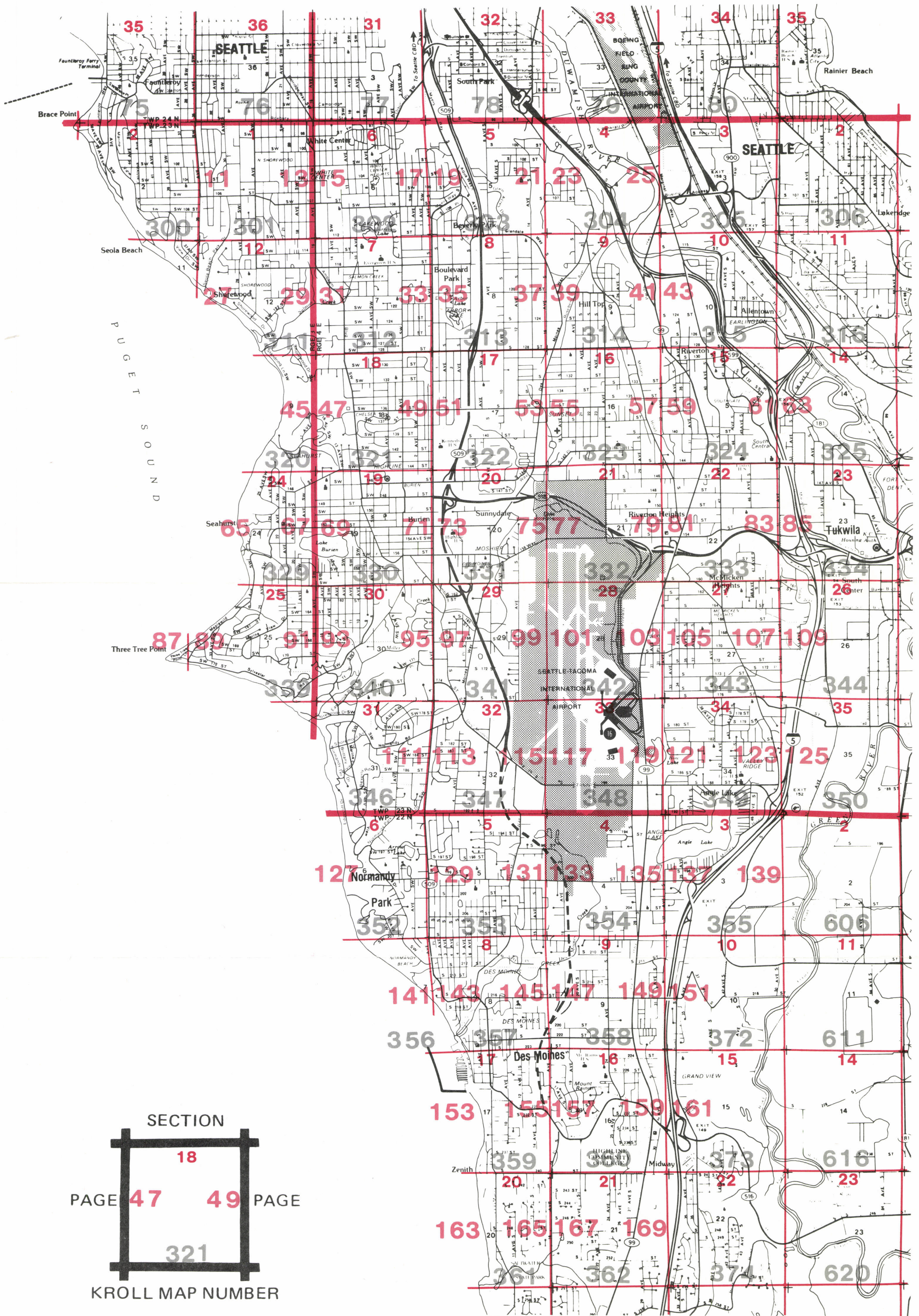
## **Airport Open Use Zone**

The Airport Open Use zone is used in a limited number of cases to permit economic uses and development compatible with neighboring residential areas, generally where acquisition is not contemplated but residential use is clearly inappropriate. It is also used south of SR 518 and north of Sea-Tac Airport where acquisition has been completed and AOU uses would not adversely impact existing residential neighborhoods.

The AOU zone was originally proposed to be applied to most of the areas already acquired by the Port or planned for acquisition the provisions of the Sea-Tac Communities Plan. The County Council, responding to neighborhood concerns, decided to generally retain the existing zoning in these areas (primarily RS7200). However, this action does not affect the Port of Seattle's planned acquisition program which will go ahead in accordance with the policies of the Sea-Tac Plan, as funds become available. In addition, the County will continue to implement the North Sea-Tac Park Plan, also as funds permit.



highline  
**AREA ZONING**  
Index to Zoning Maps



SECTION

18

PAGE 47 49 PAGE

321

KROLL MAP NUMBER











E 1-23-3

RM-1800 to RM-1800 (Potential RM-900)

RM-1800 to BR-C  
C-G to BR-C

Establishes a mixed use area adjacent to the White Center retail business center. Encourages maximum use flexibility, i.e., retail/multi-family/office combinations.

Applicable policy is:

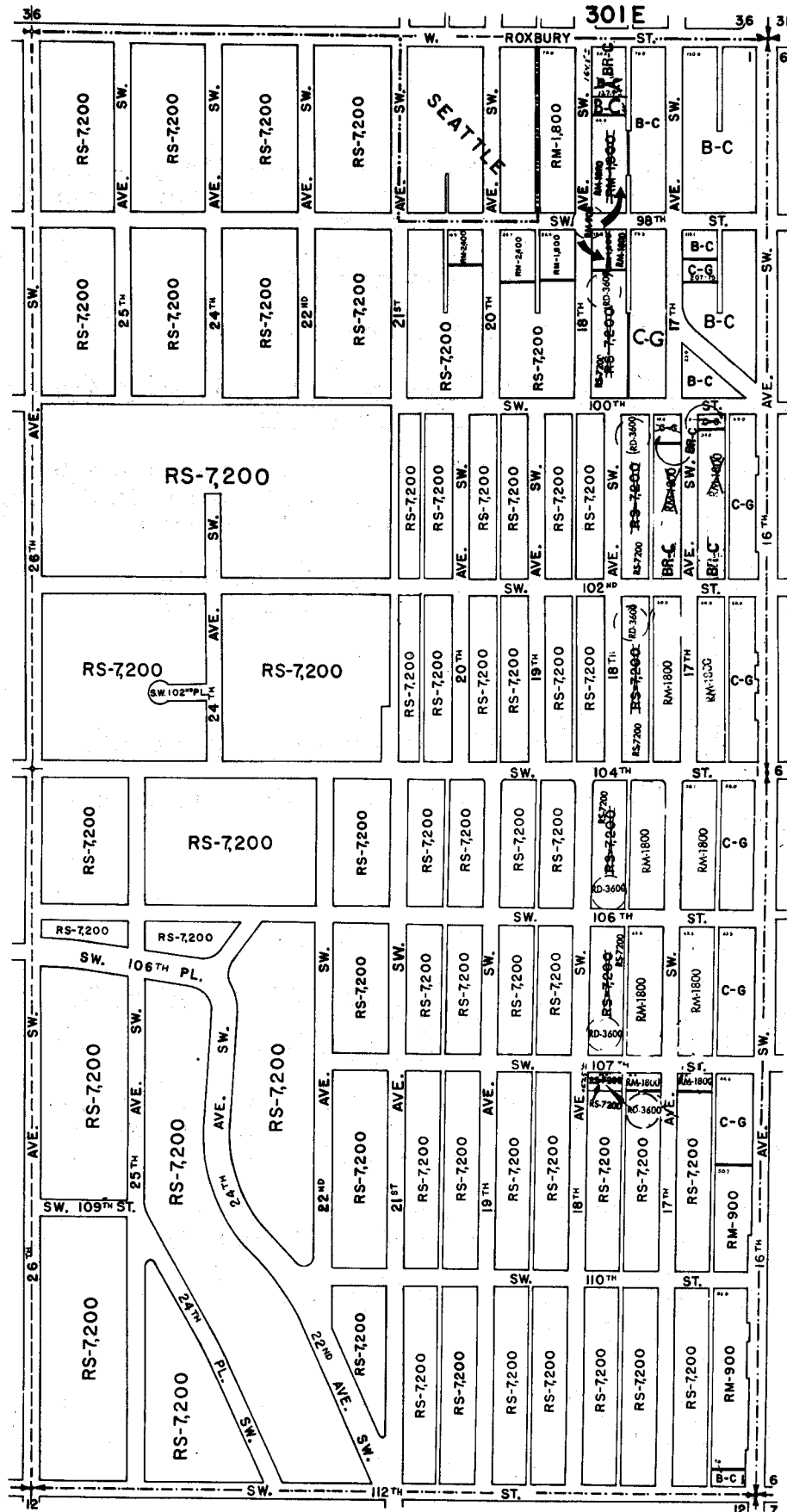
Highline Communities Plan -- H-14  
Comprehensive Plan -- B-50

(See appendix for complete policy)

B-C to BR-C

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





ZONING AS OF MAY, 1981

E - 1-23-3



B-C to B-C (Potential C-G)

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

Highline Communities Plan -- H-14

(See appendix for complete policy)

RS-7200 (Potential RM-2400) to RS-7200 (Potential RM-1800)  
RM-2400 to RM-2400 (Potential RM-1800))

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

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

(See appendix for complete policies)

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

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

Highline Communities Plan -- H-14

(See appendix for complete policy)

RS-7200 (Potential C-G) to RS-7200 (Potential RM-1800)  
RM-2400 to RM-2400 (Potential RM-1800)  
RS-7200 to RS-7200 (Potential RM-1800)

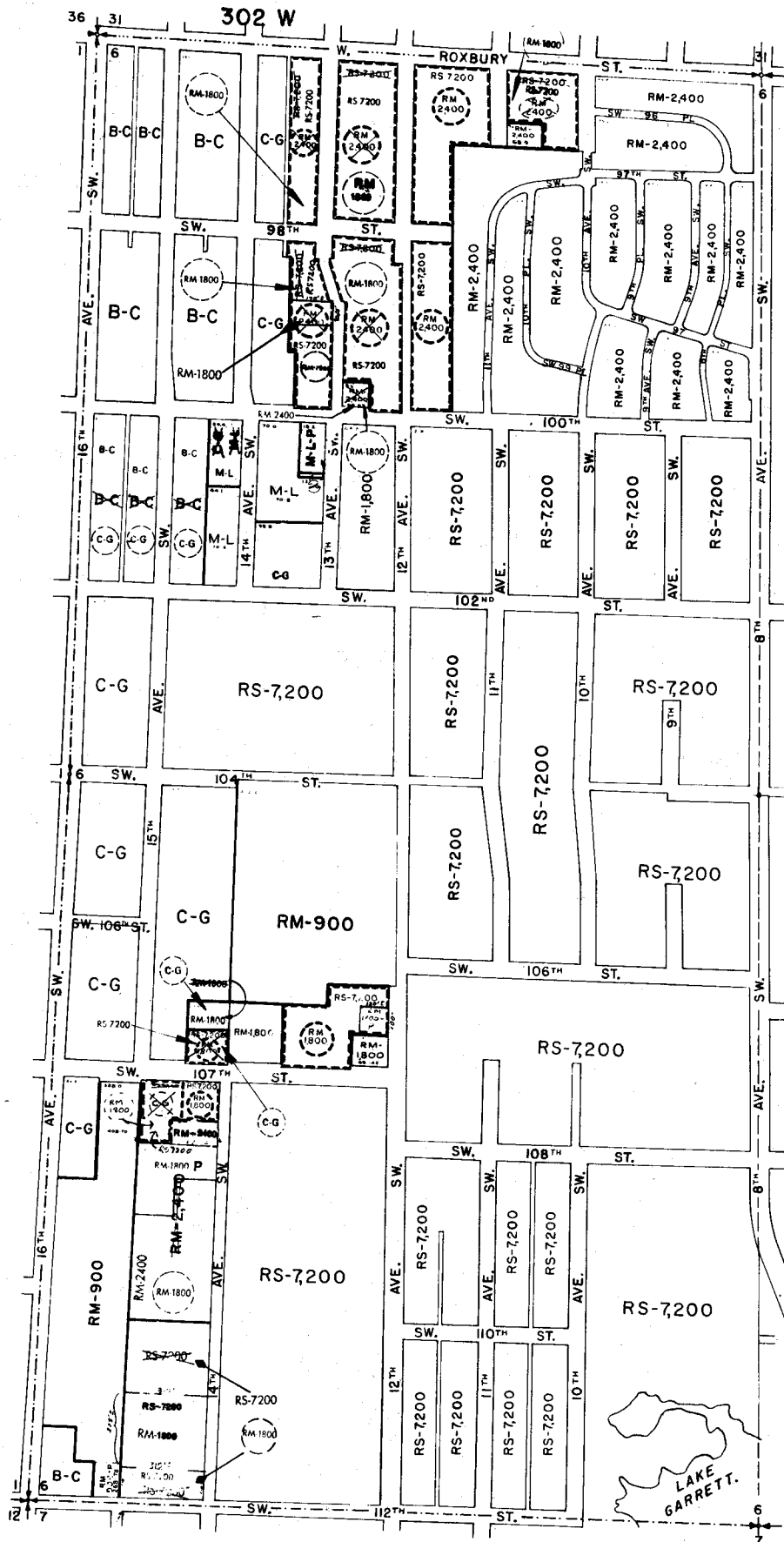
Would provide high density living areas near business district and accomplishes transition from commercial to less dense residential uses further east. Applicable policies are:

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

(See appendix for complete policies)

RS-7200 to RM-1800

RM-2400 to RM-1800-P  
CG potential ML to ML





E 6-23-4

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

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

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

(See appendix for complete policies)

RM-900-P to RM-2400

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

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

(See appendix for complete policies)

B-N to RM-2400

B-C, RM-2400, and RS-7200 (potential RM-2400) to BR-C

[illegible]

E 6-23-4



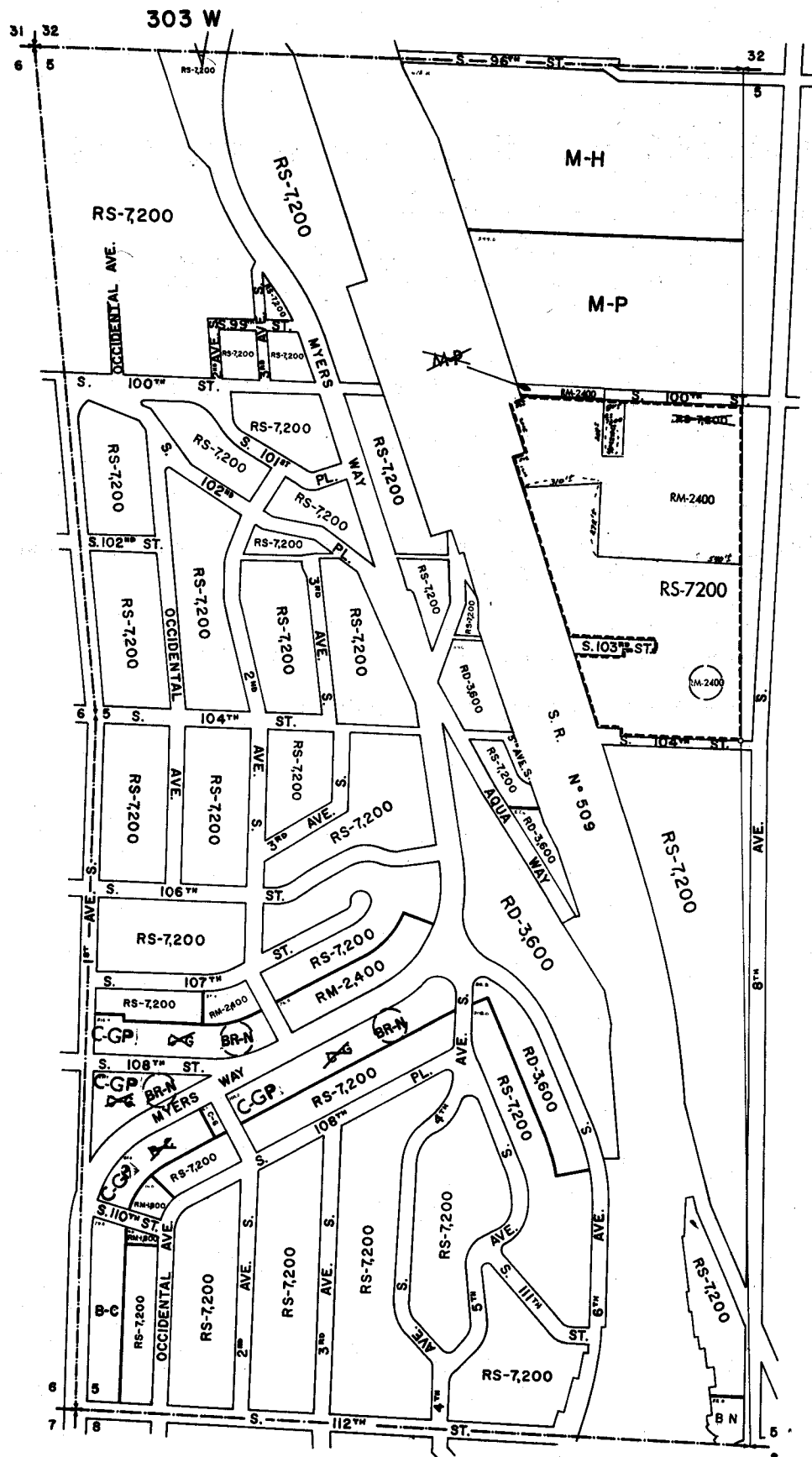
M-P to RM-2400 and RS-7200 potential RM-2400 to RM-2400

CG to CG-P (Potential BRN)

P-Suffix Conditions

- No large billboards on property.
- Outside use restricted to customer parking, any on premise storage area shall be enclosed by a solid wall or view obscuring fence of at least six feet in height.
- Requires site plan approval based upon a recognition that development on the designated property may require special conditions to protect the public interest such as dedication of right-of-way, street improvements, screening between land uses, signing controls, height regulations, permitted uses, performance standards, or other requirements or limitations to assure its compatibility with adjacent land uses as well as the community (KCC 20.46.150 - 20.46.200).

BC to CG-P





RS-7200 (Potential RM-900) to RS-7200 (Potential RM-2400)

RS7200 (Potential RM2400) to RM2400

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

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

(See appendix for complete policies.)

RM-900 to RM-2400

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

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

(See Appendix for complete policies)



W 4-23-4

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

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

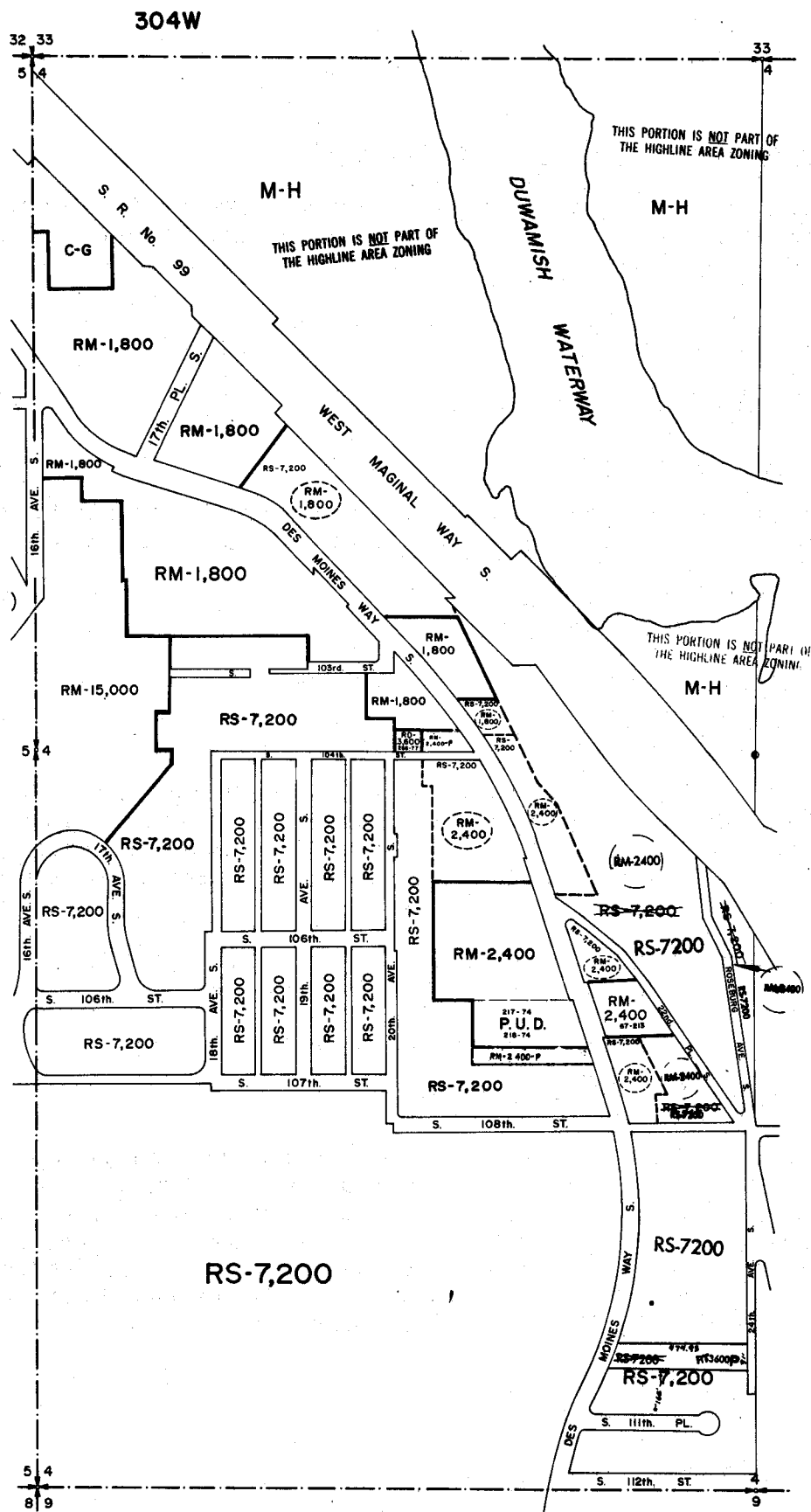
Highline Communities Plan -- H-10  
Comprehensive Plan -- D-12, D-14, D-17 and D-19

(See appendix for complete policies.)

RS-7200 to RT-3600-P

Requires site plan approval based upon a recognition that development on the designated property may require special conditions to protect the public interest such as dedication of right-of-way, street improvements, screening between land uses, signing controls, height regulations, permitted uses, performance standards, or other requirements or limitations to assure its compatibility with adjacent land uses as well as the community (KCC 20.46.150 - 20.46.200).





**W4-23-4**

**ZONING AS OF MAY, 1981**

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

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

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

(See appendix for complete policies)

RS-7200 to RD-3600

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

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

(See appendix for complete policies)

RS-7200 to RS-7200 (Potential M-H)

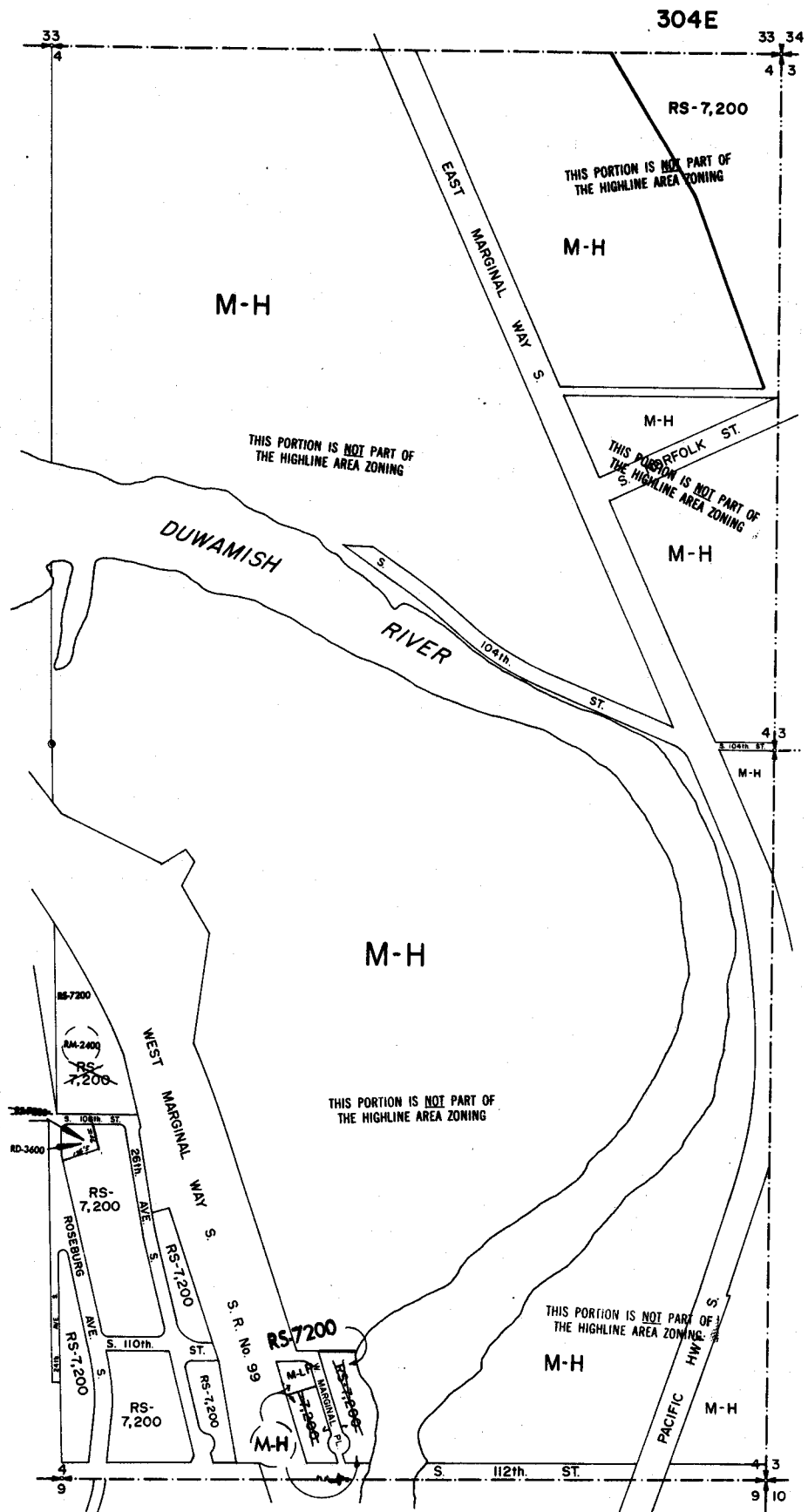
Would provide for some additional manufacturing zoning in an area that is already primarily committed to industry. Transition to industrial uses should not be allowed by converting individual residences. The entire package of homes should be acquired and removed or converted simultaneously. Applicable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

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

(See appendix for complete policies)

RS-7200 to M-L-P (potential M-H)

Requires site plan approval based upon a recognition that development on the designated property may require special conditions to protect the public interest such as dedication of right-of-way, street improvements, screening between land uses, signing controls, height regulations, permitted uses, performance standards, or other requirements or limitations to assure its compatibility with adjacent land uses as well as the community (KCC 20.46.150 - 20.46.200).



ZONING AS OF MAY, 1981

E 4-23-4



W 12-23-3

No changes were made.



RM-900 to RM-2400

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

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

(See appendix for complete policies)

B-C and RM-900 (Potential B-C) to BR-C

Establishes a mixed use area adjacent to the White Center retail business center. Encourages maximum use flexibility, i.e., retail/multi-family/office combinations.

Applicable policy is:

Highline Communities Plan -- H-14  
Comprehensive Plan --B-50

(See appendix for complete policy)

RS-7200 to RS-9600

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

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

(See appendix for complete policies)





W 7-23-4

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

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

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

(See appendix for complete policies)

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

Would allow for a small neighborhood business area.

B-C to BR-C

RS-7200 to RM-2400

RS-7200 to S-E





E 7-23-4

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

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

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

(See appendix for complete policies)

RM-2400 to RM-2400 (Potential RM-900)

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

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

(See appendix for complete policies)

B-C to RM-900



W 8-23-4

RM-2400 to RS-7200

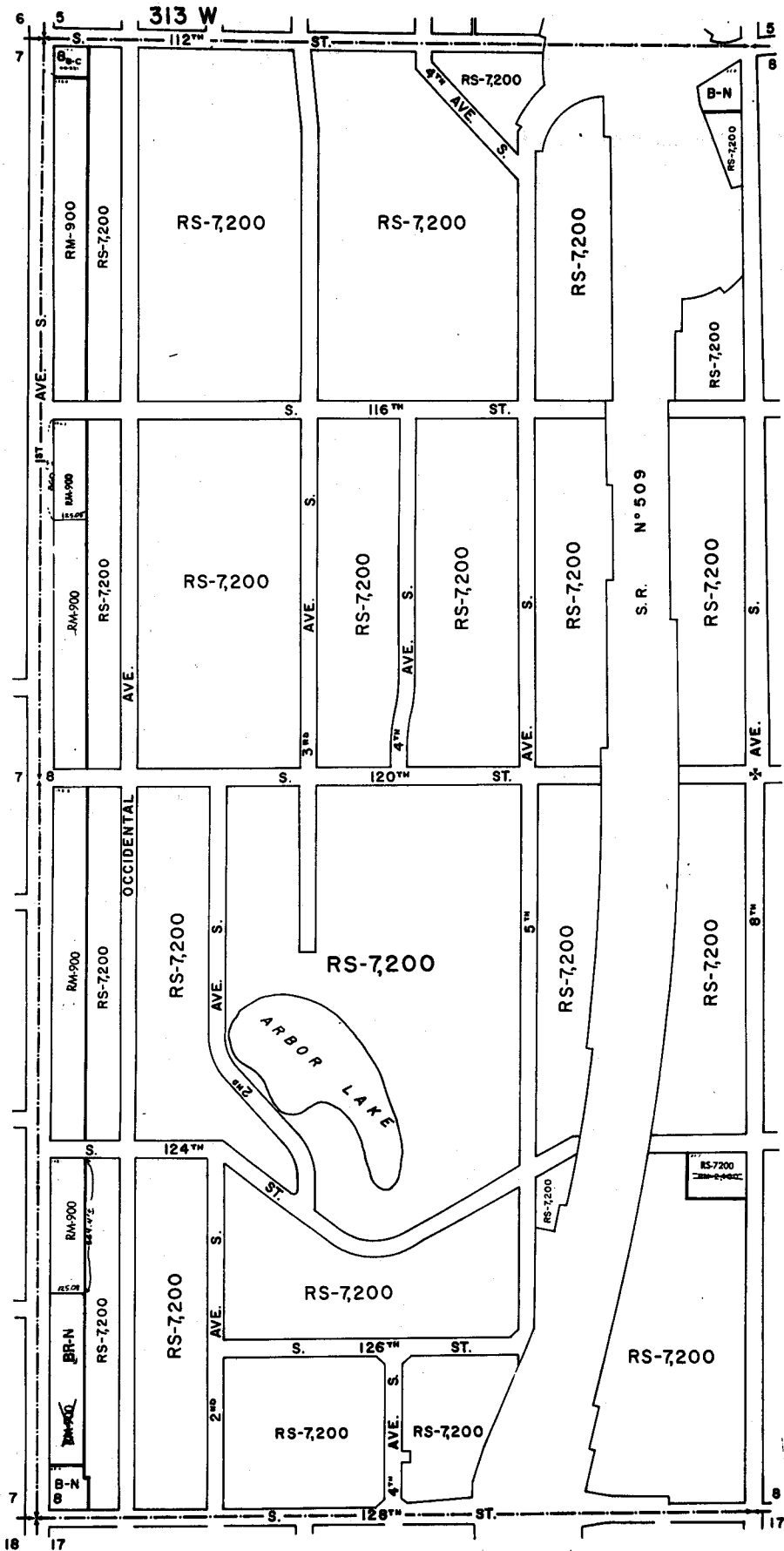
Continues single-family use and removal of isolated zone. Applicable policy is:

Highline Communities Plan -- H-10

(See appendix for complete policy)

RM-900 to BR-N



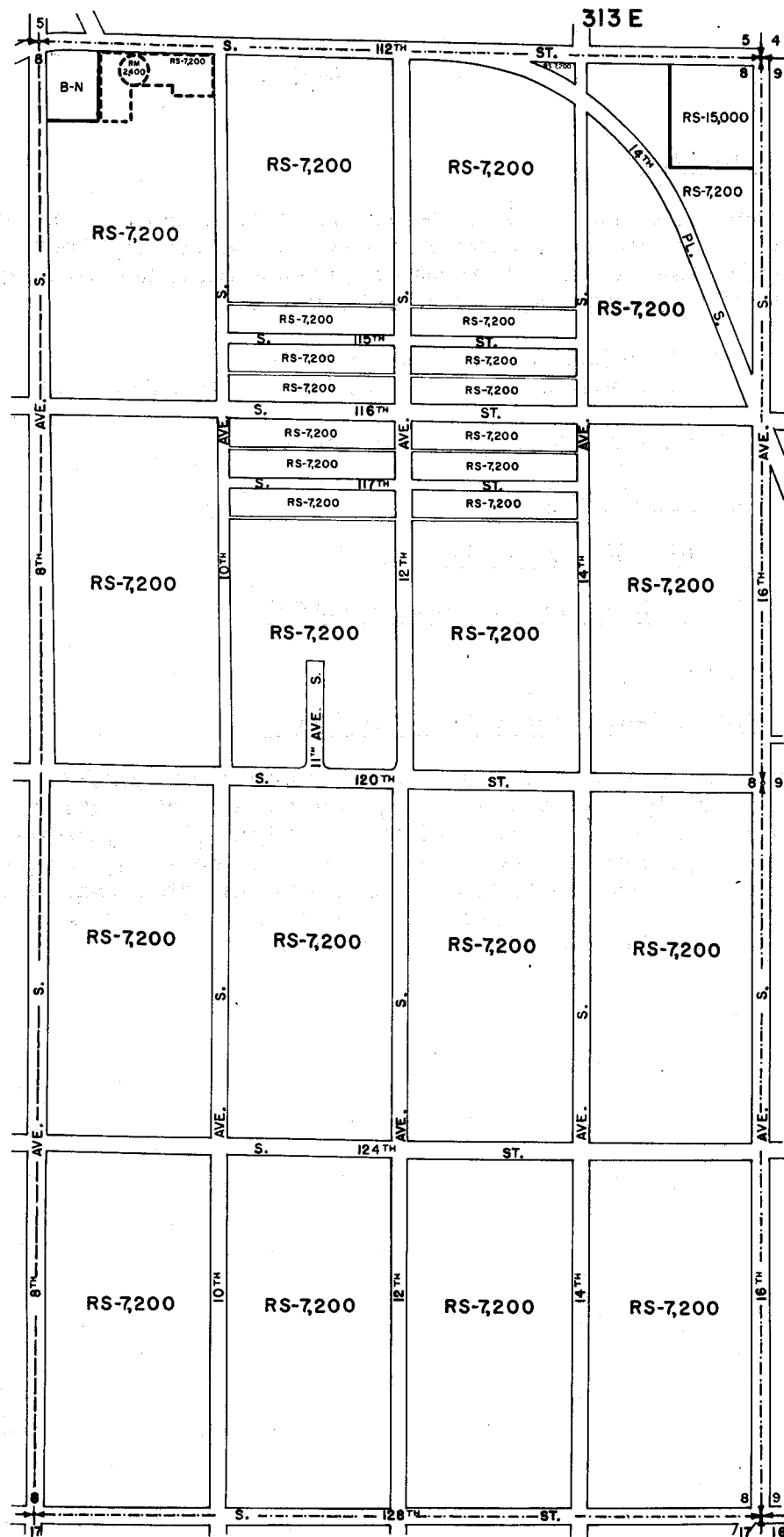


W 8-23-4

ZONING AS OF MAY, 1981

E 8-23-4

No changes were made.



ZONING AS OF MAY, 1981

E-8-23-4



B-C to RM-2400

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

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

(See appendix for complete policies)

RS-7200 to RS-5000

BC and RM-1800 to RM-900

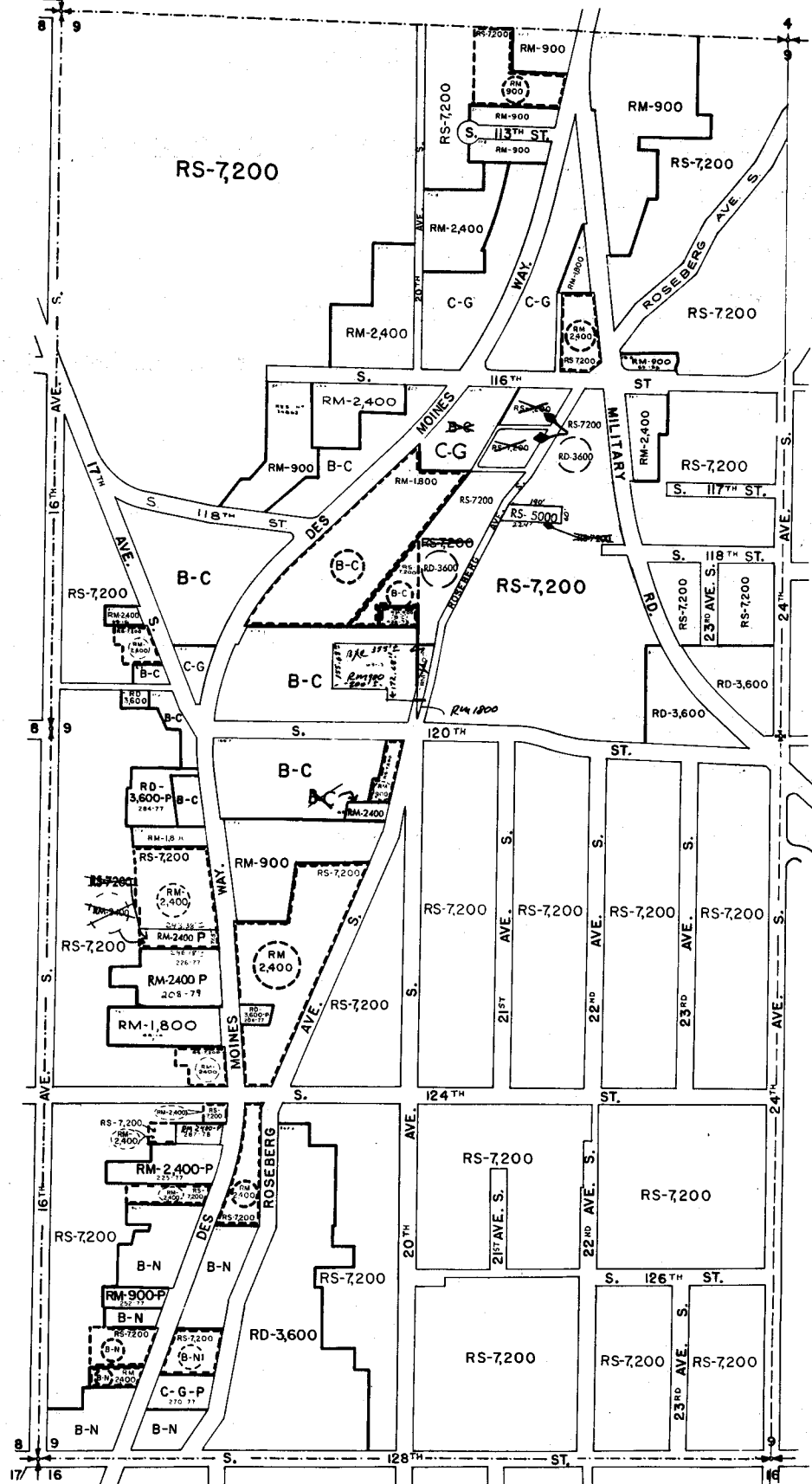
RS-7200 to RS-7200 (potential RD-3600)

BC to CG

RS-7200 potential RM-2400 to RM-2400-P

Requires site plan approval based upon a recognition that development on the designated property may require special conditions to protect the public interest such as dedication of right-of-way, street improvements, screening between land uses, signing controls, height regulations, permitted uses, performance standards, or other requirements or limitations to assure its compatibility with adjacent land uses as well as the community (KCC 20.46.150 - 20.46.200).

A 2x2 grid with numbers 5, 4, 8, 9 and arrows pointing towards the center.



**ZONING AS OF MAY, 1981**

RS-7200 (Potential RM-2400) to RS-7200 (Potential RD-3600)

RM-2400 to RD-3600

RD-3600 to RD-3600 (Potential RM-900)

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

Establishes areas for office development. Applicable policy is:

Comprehensive Plan -- B-31

(See appendix for complete policy)

P-suffix conditions are outlined below:

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

RS-7200 pot RM-2400 to RM-2400

RS-7200 to RM-2400

RS-7200 potential RM-2400 to RD-3600





W 10-23-4

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

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

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

(See appendix for complete policies)

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

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



E 13-23-3

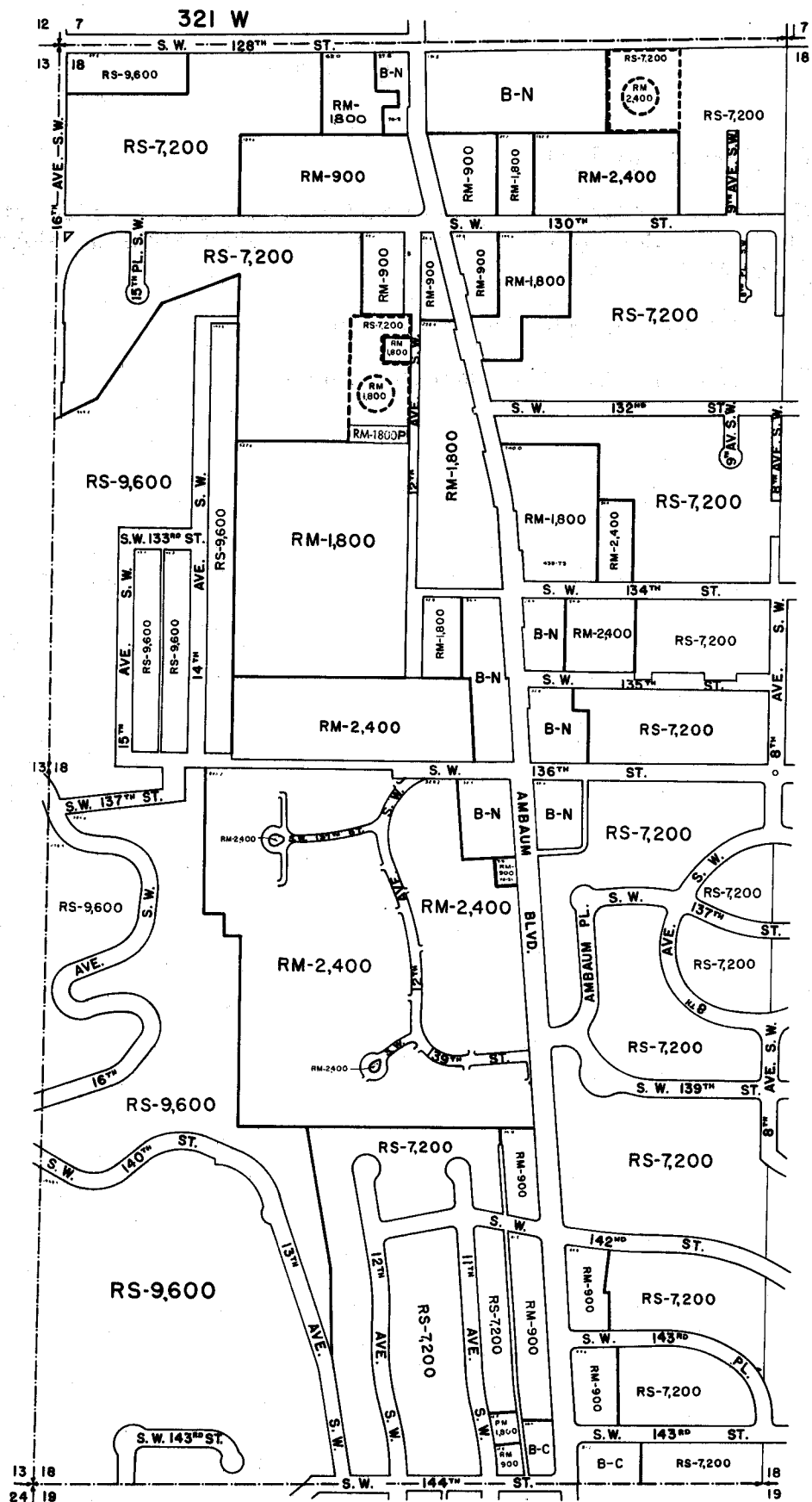
No changes were made.





W 18-23-4

No changes were made.



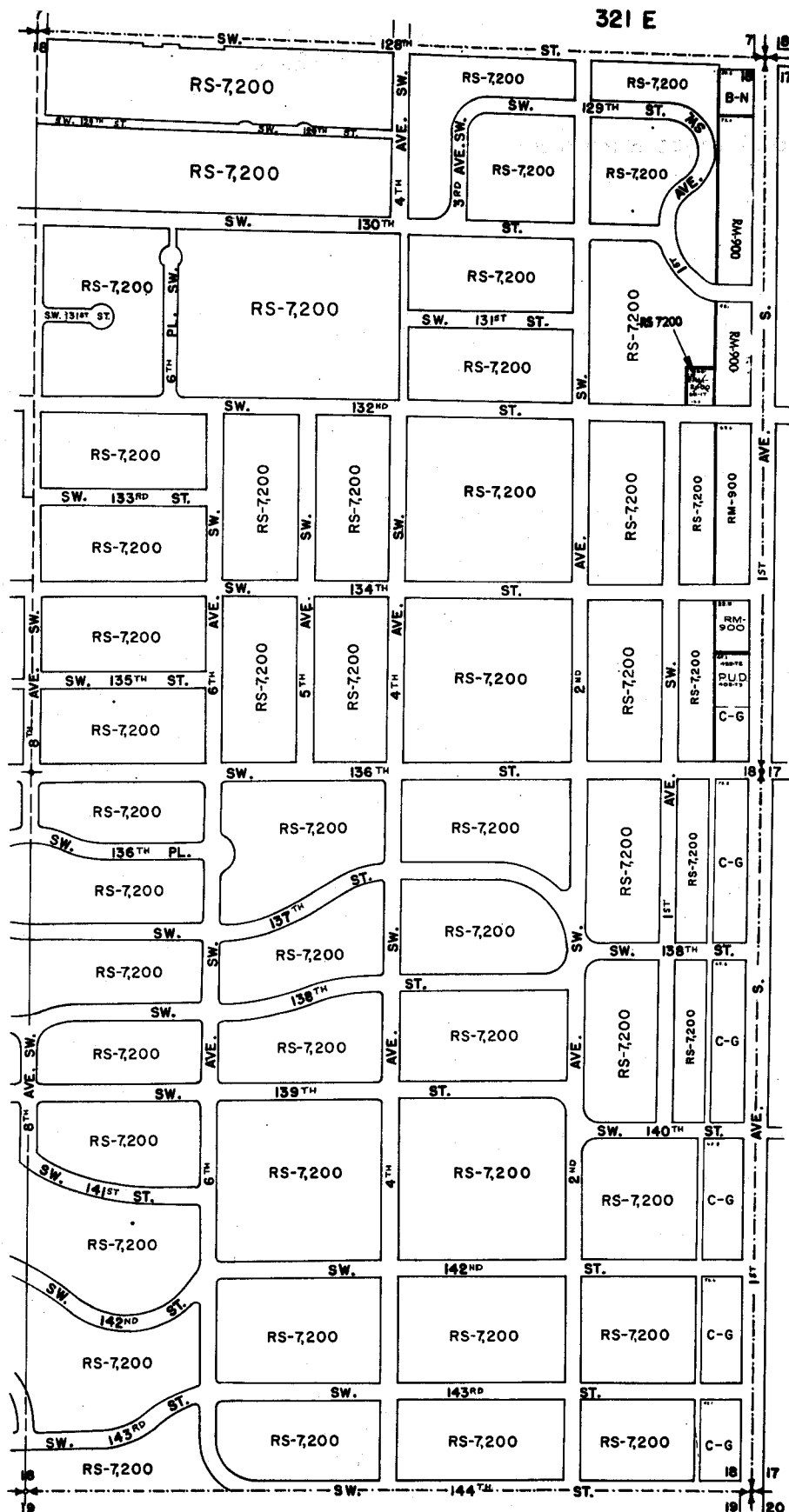
E 18-23-4

RM-2400 to RS-7200

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

Highline Communities Plan -- H-10

(See appendix for complete policy)



ZONING AS OF MAY, 1981

E 18-23-4



W 17-23-4

No changes were made.



E 17-23-4

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

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

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

(See appendix for complete policies)

RM-900 to RM-900-P

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

Highline Community Plan - H-10

(See page 183 for complete policy)

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

Business and professional office uses are excluded from this area.





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

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

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

(See appendix for complete policies)

S-R (Potential M-L) to AOU

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

Sea Tac Communities Plan -- #72 and #73

(See appendix for complete policies)



E 16-23-4

No changes were made.



RM-900 to RM-1800

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

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

(See appendix for complete policies)

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

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

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

(See appendix for complete policies)

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

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

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

(See appendix for complete policies)

S-R to SR (15,000)

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

RS-7200 to RD-3600

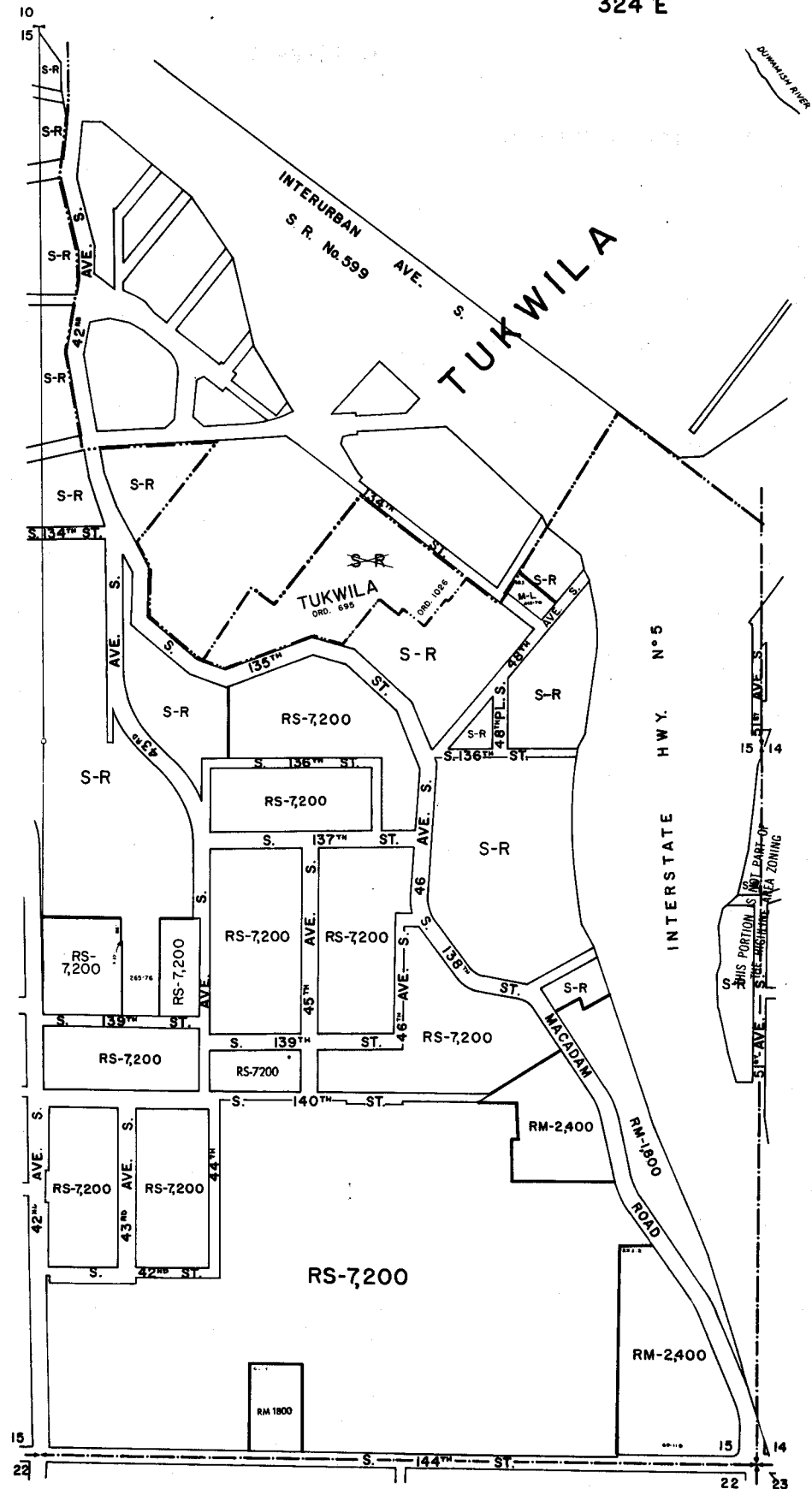




E 15-23-4

No changes were made.

324 E



ZONING AS OF MAY, 1981

E 15-23-4

W 14-23-4

No changes were made.

**ZONING AS OF MAY, 1981**

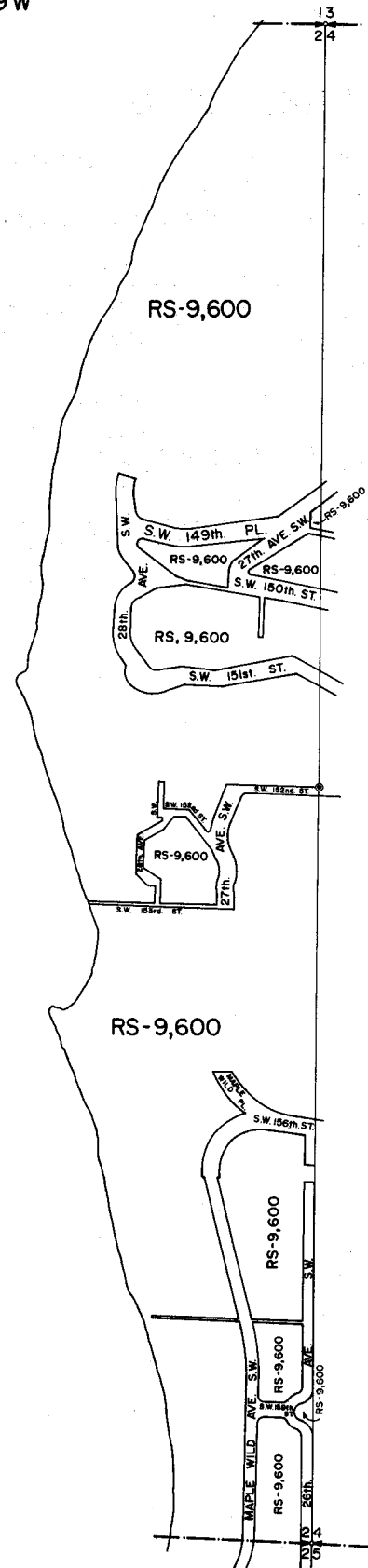
W 24-23-3

No changes were made.

329 W

PUGET

SOUND





RM-1800 to RM-900

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

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

(See appendix for complete policies)

RS-7200 to RM-900-P

The following P-suffix condition shall apply: Development of the property will be for senior housing.



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

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

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

(See appendix for complete policies)

C-G to B-C-P

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

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

(See appendix pages for complete policies)

Requires site plan approval based upon a recognition that development on the designated property may require special conditions to protect the public interest such as dedication of right-of-way, street improvements, screening between land uses, signing controls, height regulations, permitted uses, performance standards, or other requirements or limitations to assure its compatibility with adjacent land uses as well as the community (KCC 20.46.150 - 20.46.200).

C-G to RM-900-P

Requires site plan approval based upon a recognition that development on the designated property may require special conditions to protect the public interest such as dedication of right-of-way, street improvements, screening between land uses, signing controls, height regulations, permitted uses, performance standards, or other requirements or limitations to assure its compatibility with adjacent land uses as well as the community (KCC 20.46.150 - 20.46.200).

RD-3600 to RM-900-P

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

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

(See appendix pages 183 and 187 for complete policies)

Requires site plan approval based upon a recognition that development on the designated property may require special conditions to protect the public interest such as dedication of right-of-way, street improvements, screening between land uses, signing controls, height regulations, permitted uses, performance standards, or other requirements or limitations to assure its compatibility with adjacent land uses as well as the community (KCC 20.46.150 - 20.46.200).

B-C to RM-900-P

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

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

(See appendix for complete policies)

Requires site plan approval based upon a recognition that development on the designated property may require special conditions to protect the public interest such as dedication of right-of-way, street improvements, screening between land uses, signing controls, height regulations, permitted uses, performance standards, or other requirements or limitations to assure its compatibility with adjacent land uses as well as the community (KCC 20.46.150 - 20.46.200).

C-G to B-C-P

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

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

(See appendix for complete policies)

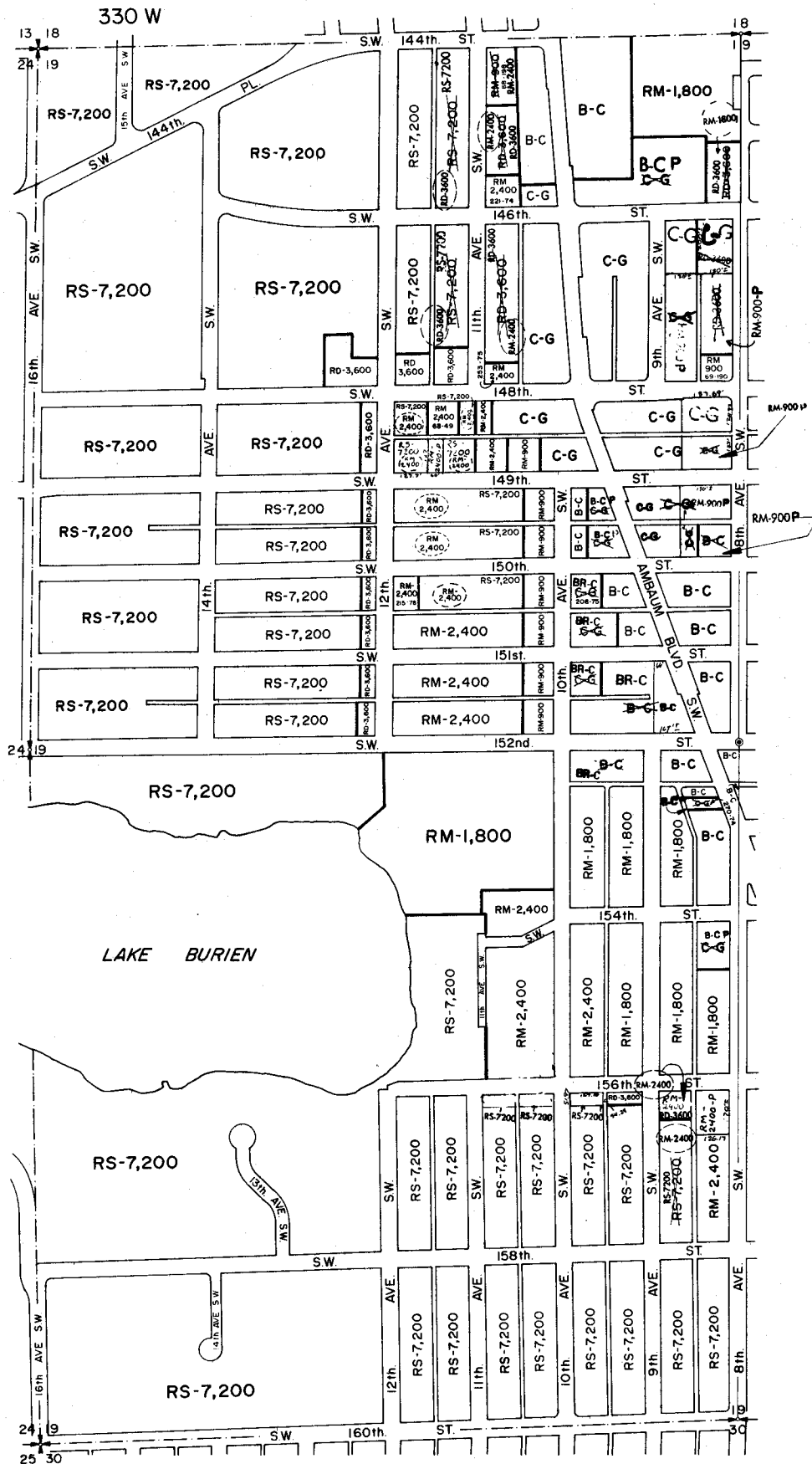
Requires site plan approval based upon a recognition that development on the designated property may require special conditions to protect the public interest such as dedication of right-of-way, street improvements, screening between land uses, signing controls, height regulations, permitted uses, performance standards, or other requirements or limitations to assure its compatibility with adjacent land uses as well as the community (KCC 20.46.150 - 20.46.200).

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

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

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

Requires site plan approval based upon a recognition that development on the designated property may require special conditions to protect the public interest such as dedication of right-of-way, street improvements, screening between land uses, signing controls, height regulations, permitted uses, performance standards, or other requirements or limitations to assure its compatibility with adjacent land uses as well as the community (KCC 20.46.150 - 20.46.200).



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

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

- Highline Communities Plan -- H-10
- Comprehensive Plan -- D-12, D-14, D-15, and D-16
- (See appendix for complete policies)

RM-900 to BR-C

B-C to BR-C

Establishes a mixed use area adjacent to the Burien retail business center. Encourages use flexibility, i.e., retail/multi-family/office combinations. Applicable County Policies are:

- Highline Communities Plan -- H-14
- Comprehensive Plan -- B-50
- (See appendix page 183 for complete policies)

C-G to RM-900

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

- Comprehensive Plan -- D-12, D-15 and D-16
- (See appendix for complete policies)

RM-1800 to B-C

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

- Highline Communities Plan -- H-14
- Comprehensive Plan -- B-24 and B-30
- (See appendix for complete policies)

RM-1800 to RM-1800 (Potential RM-900)

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

- Highline Communities Plan -- H-10
- Comprehensive Plan -- D-12, D-15 and D-16
- (See appendix pages 183 and 189 for complete policies)

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

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

- Highline Communities Plan -- H-10
- Comprehensive Plan -- D-12, D-15 and D-16
- (See appendix for complete policies)

C-G-P to B-C-P

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

- Highline Communities Plan -- H-14
- Comprehensive Plan -- B-22, B-25 and B-26
- (See appendix for complete policies)

Requires site plan approval based upon a recognition that development on the designated property may require special conditions to protect the public interest such as dedication of right-of-way, street improvements, screening between land uses, signing controls, height regulations, permitted uses, performance standards, or other requirements or limitations to assure its compatibility with adjacent land uses as well as the community (KCC 20.46.150 - 20.46.200).

B-C to RM-900-P

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

- Highline Communities Plan -- H-14
- Comprehensive Plan -- D-12, D-15 and D-16
- (See appendix for complete policies)

Requires site plan approval based upon a recognition that development on the designated property may require special conditions to protect the public interest such as dedication of right-of-way, street improvements, screening between land uses, signing controls, height regulations, permitted uses, performance standards, or other requirements or limitations to assure its compatibility with adjacent land uses as well as the community (KCC 20.46.150 - 20.46.200).

C-G to BC-P

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

- Highline Communities Plan -- H-14
- Comprehensive Plan -- B-24 and B-30
- (See appendix for complete policies)

Requires site plan approval based upon a recognition that development on the designated property may require special conditions to protect the public interest such as dedication of right-of-way, street improvements, screening between land uses, signing controls, height regulations, permitted uses, performance standards, or other requirements or limitations to assure its compatibility with adjacent land uses as well as the community (KCC 20.46.150 - 20.46.200).

RM-1800 to RM-900-P

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

- Highline Communities Plan -- H-14
- Comprehensive Plan -- B-30
- (See appendix for complete policies)

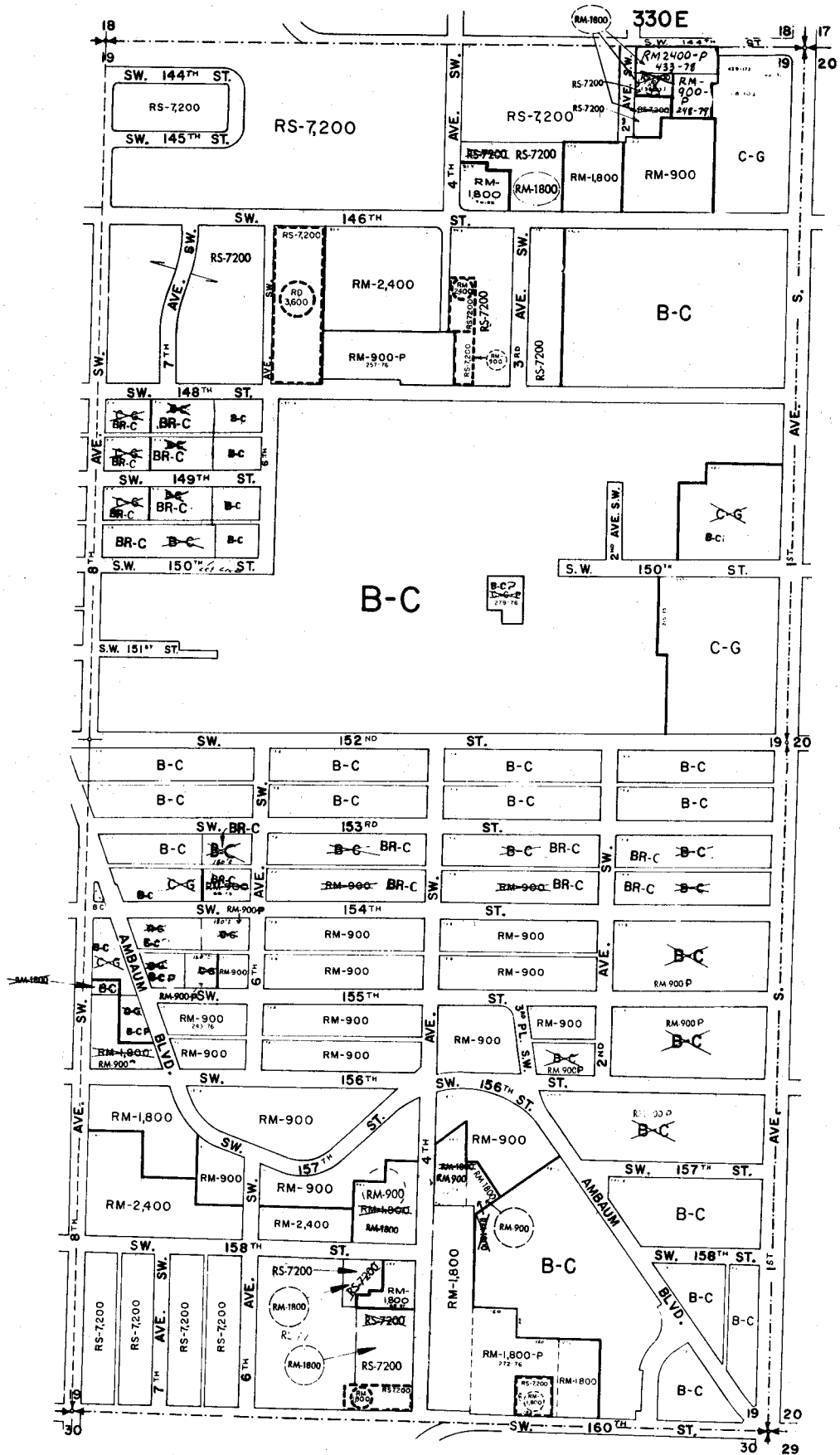
P-Suffix site condition for this area is outlined below:

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

RM-2400-P to RM-2400-P (potential RM-1800)

RM-1800 to RM-900

Requires site plan approval based upon a recognition that development on the designated property may require special conditions to protect the public interest such as dedication of right-of-way, street improvements, screening between land uses, signing controls, height regulations, permitted uses, performance standards, or other requirements or limitations to assure its compatibility with adjacent land uses as well as the community (KCC 20.46.150 - 20.46.200).



ZONING AS OF MAY, 1981

E 19-23-4



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

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

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

(See appendix for complete policies)

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

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

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

(See appendix for complete policies)

RS-7200 (Potential RM-2400) to RS-7200 (Potential RM-1800)

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

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

(See appendix for complete policies)

RM-2400 to RS-7200

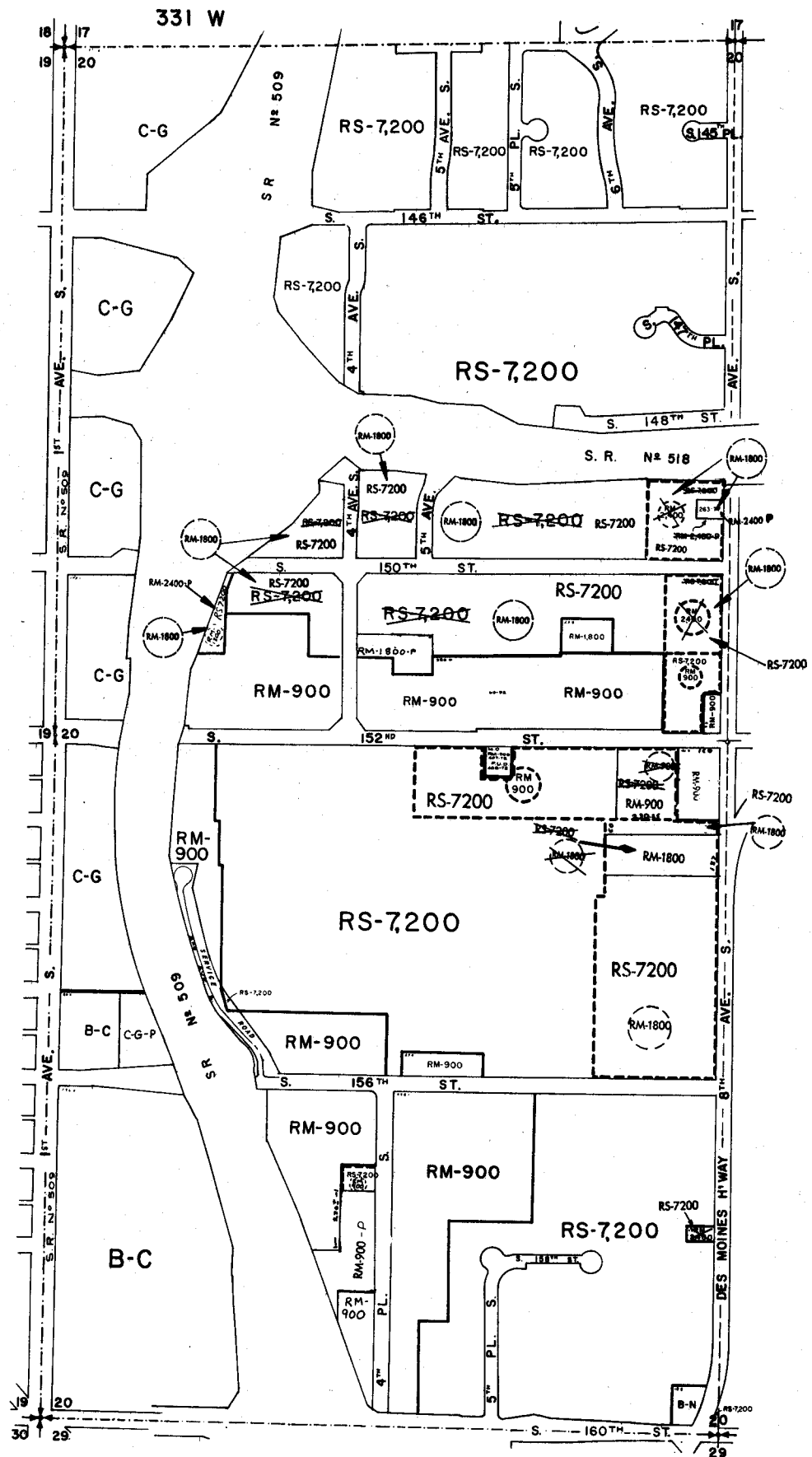
Maintain the single family neighborhood along Des Moines Way South. Applicable policy is:

Highline Communities Plan -- H-10

(See appendix for complete policy)

RS-7200 potential RM-900 to RM-900

RS-7200 potential RM-1800 to RM-1800



W 20-23-4

ZONING AS OF MAY, 1981

S-R to S-R (7200)

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

RS-7200 (Potential RM-2400) to RS-7200  
S-R (Potential RM-1800) to S-R (7200)

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

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

(See appendix for complete policies)

RS-7200 (Potential RM-1800) to RS-7200 (Potential RM-2400)

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

SR to ML

SR potential ML to ML

RM-1800 to ML

BN to ML

CG to ML

RM-1800 to CG



S-R (Potential M-L) to AOU

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

Sea Tac Communities Plan -- #72 and #73

(See appendix for complete policies)

M-L-P to AOU

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

Sea Tac Communities Plan -- #72 and #73

(See appendix for complete policies)

M-L to AOU

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

Sea Tac Communities Plan -- #72 and #73

(See appendix for complete policies)

S-R to AOU

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

Sea Tac Communities Plan -- #72 and #73

(See appendix for complete policies)

RS-7200 to AOU

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

Sea Tac Communities Plan -- #72 and #73

(See appendix for complete policies)

RS-7200 to ML





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

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

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

(See appendix for complete policies)

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

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

Sea Tac Communities Plan -- #57, #62

(See appendix for complete policies)

RS-7200 potential RM-1800 to RM-900-P

The following P-suffix conditions shall apply.

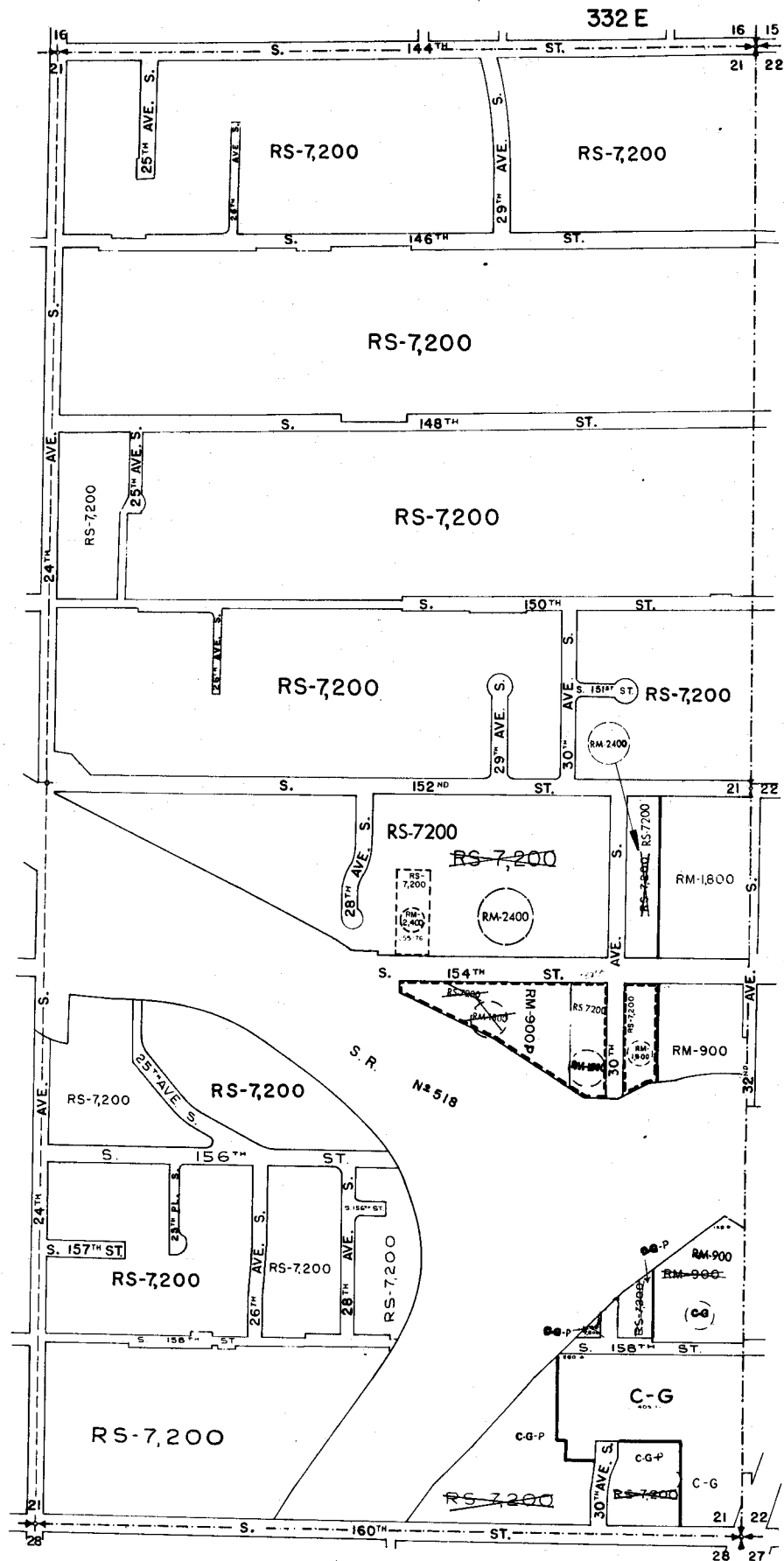
1. The applicant shall submit a site plan in conformance with KCC 21.46.150-21.46.200.
2. The applicant shall install mixed trees, shrubs and low plantings in a strip 15' in width along the east margin at the subject property to protect the adjacent single family zoned property. The strip shall consist of a mix of shrubs and trees, spaced a maximum of 5' on center with a minimum height of 4'. The mixture of plantings and bark or decorative rock should provide a total groundcover within two years. This landscaping requirements will be waived if the adjoining property to the east develops with multi-family residences prior to the time of site plan approval. The applicant shall in any case provide Type IV landscaping in parking areas as required by Ordinance 5003.
3. A cash bond shall be provided to insure the installation and two-years maintenance of the required landscaping. The amount of the bond shall be determined by the Building and Land Development Division at the time of the site plan approval.
4. The applicant shall execute an agreement acceptable to the Prosecuting Attorney and the Department of Public Works obligating participation in any future County Road Improvement District or road improvement project sanctioned by King County, which is designed to improve South 154th Street adjoining the subject property. If curb, gutter and sidewalks are not required at the time of site plan approval the applicant shall install paved pedestrian walkways in conformance with Highline Policy H-27.
5. The applicant shall demonstrate that the building will be constructed so that sound levels inside the building will not exceed the levels called for by Ordinance #3139. Therefore the Seattle-King County Department of Public Health shall certify by letter that structures on the property can meet present standards for noise control prior to building permit approval.

RS-7200 to C-G-P

Requires site plan approval based upon a recognition that development on the designated property may require special conditions to protect the public interest such as dedication of right-of-way, street improvements, screening between land uses, signing controls, height regulations, permitted uses, performance standards, or other requirements or limitations to assure its compatibility with adjacent land uses as well as the community (KCC 20.46.150 - 20.46.200).

RM-1800 to CG-P

Requires site plan approval based upon a recognition that development on the designated property may require special conditions to protect the public interest such as dedication of right-of-way, street improvements, screening between land uses, signing controls, height regulations, permitted uses, performance standards, or other requirements or limitations to assure its compatibility with adjacent land uses as well as the community (KCC 20.46.150 - 20.46.200).



ZONING AS OF MAY, 1981

E 21-23-4

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

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

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

(See appendix for complete policies)

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

Provides a high density apartment area. Applicable policies are:

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

(See appendix for complete policies)

RM-900 to RM-1800

High density apartment zoning is more compatible with adjacent single family zones than maximum density zoning (RM-900). Applicable policies are:

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

(See appendix for complete policies)

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

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

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

(See appendix for complete policies)

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

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

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

(See appendix for complete policies)

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

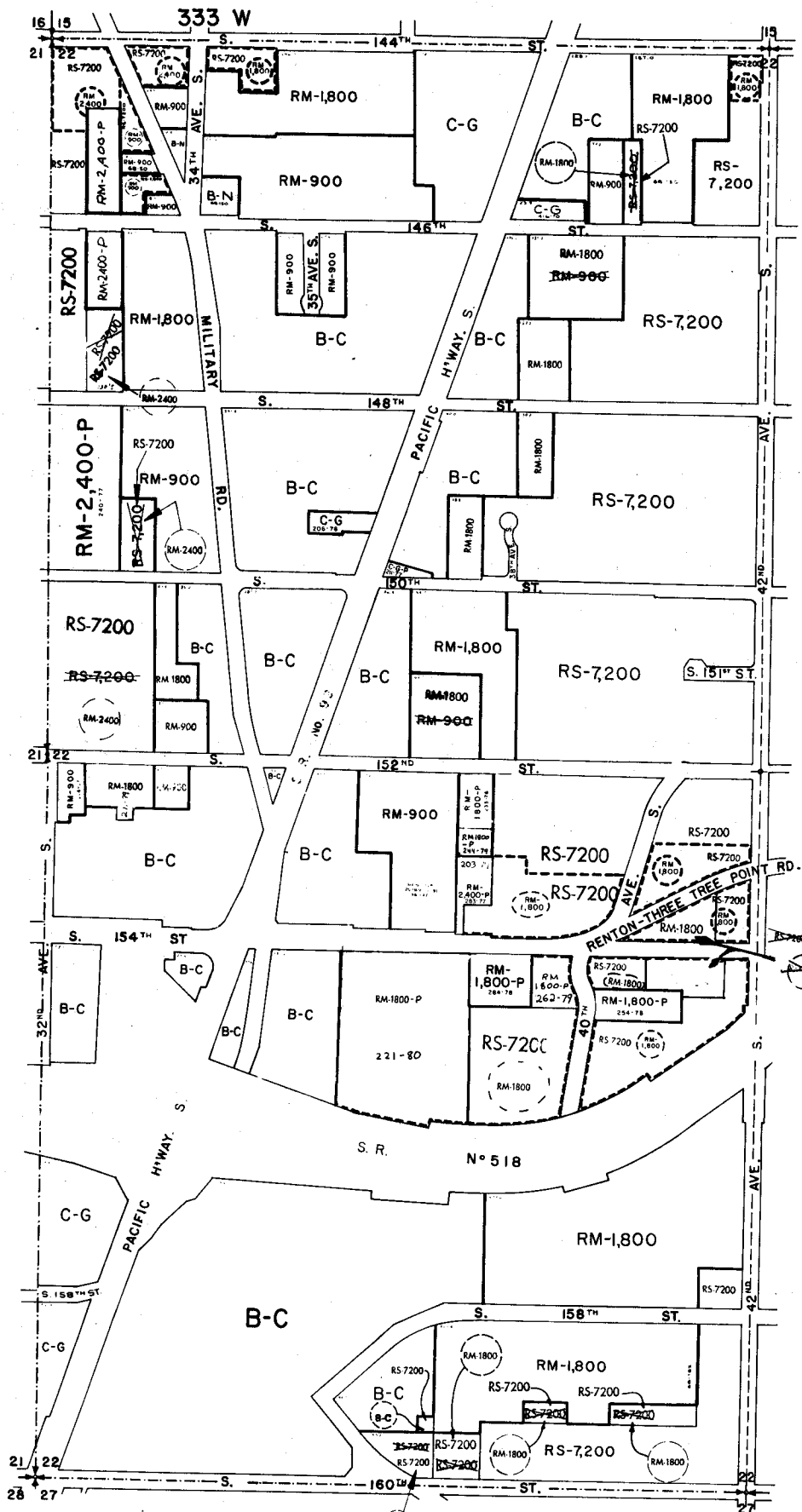
Provides additional high density multi-family areas north of South 160th Street. Straightens zoning boundary line. Applicable policies are:

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

(See appendix for complete policies)

RS-7200 potential RM-1800 to RM-1800

See 1" = 200' Scale Maps at  
Building & Land Development



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

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

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

(See appendix for complete policies)

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

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

Highline Communities Plan -- H-10

(See appendix for complete policy)

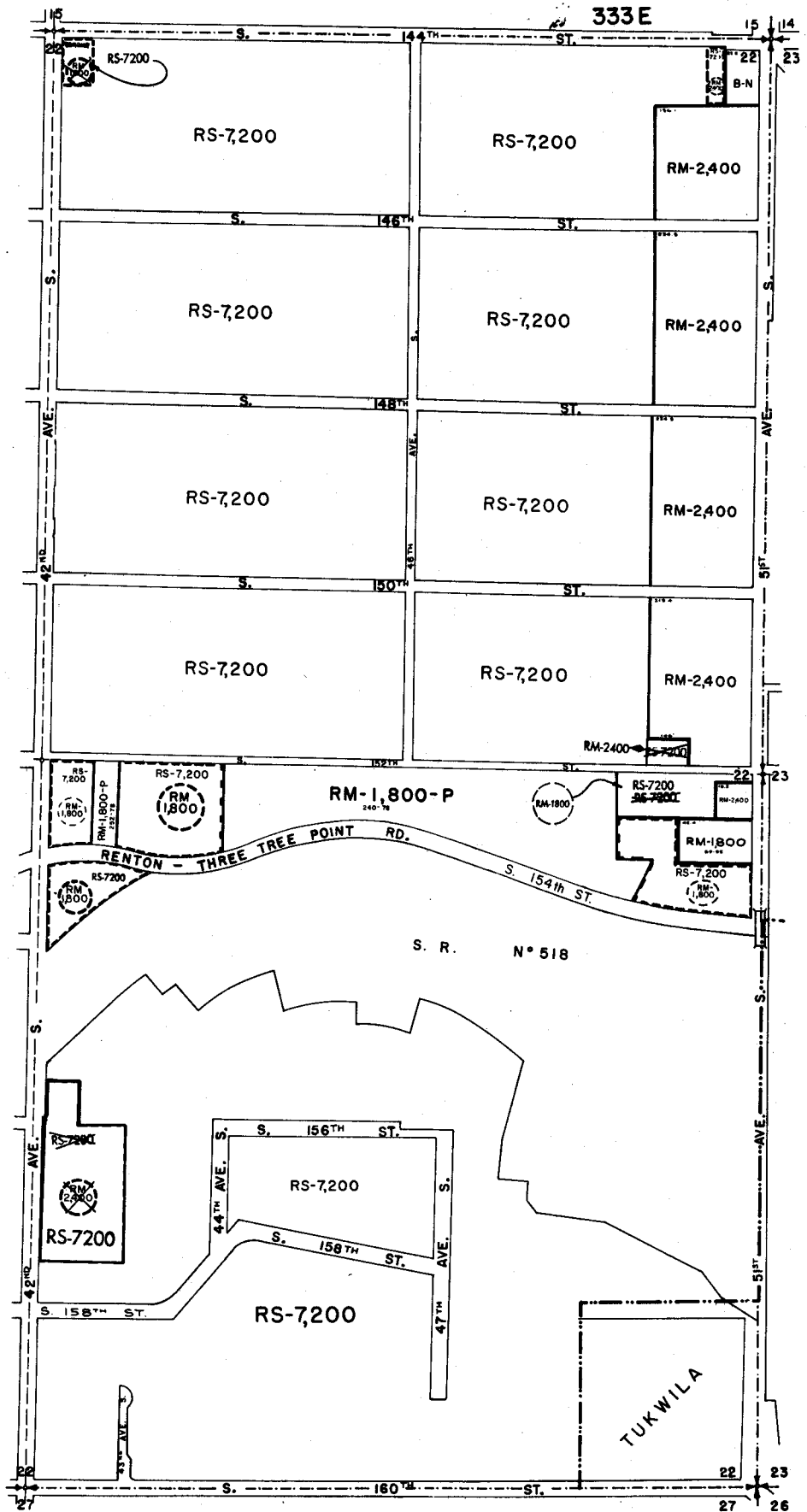
RS-7200 (Potential RM-1800) to RS-7200

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

Highline Communities Plan -- H-10

(See appendix for complete policy)

RS-7200 to RM-2400



ZONING AS OF MAY, 1981

E 22-23-4

W 23-23-4

No changes were made.





E 26-23-3

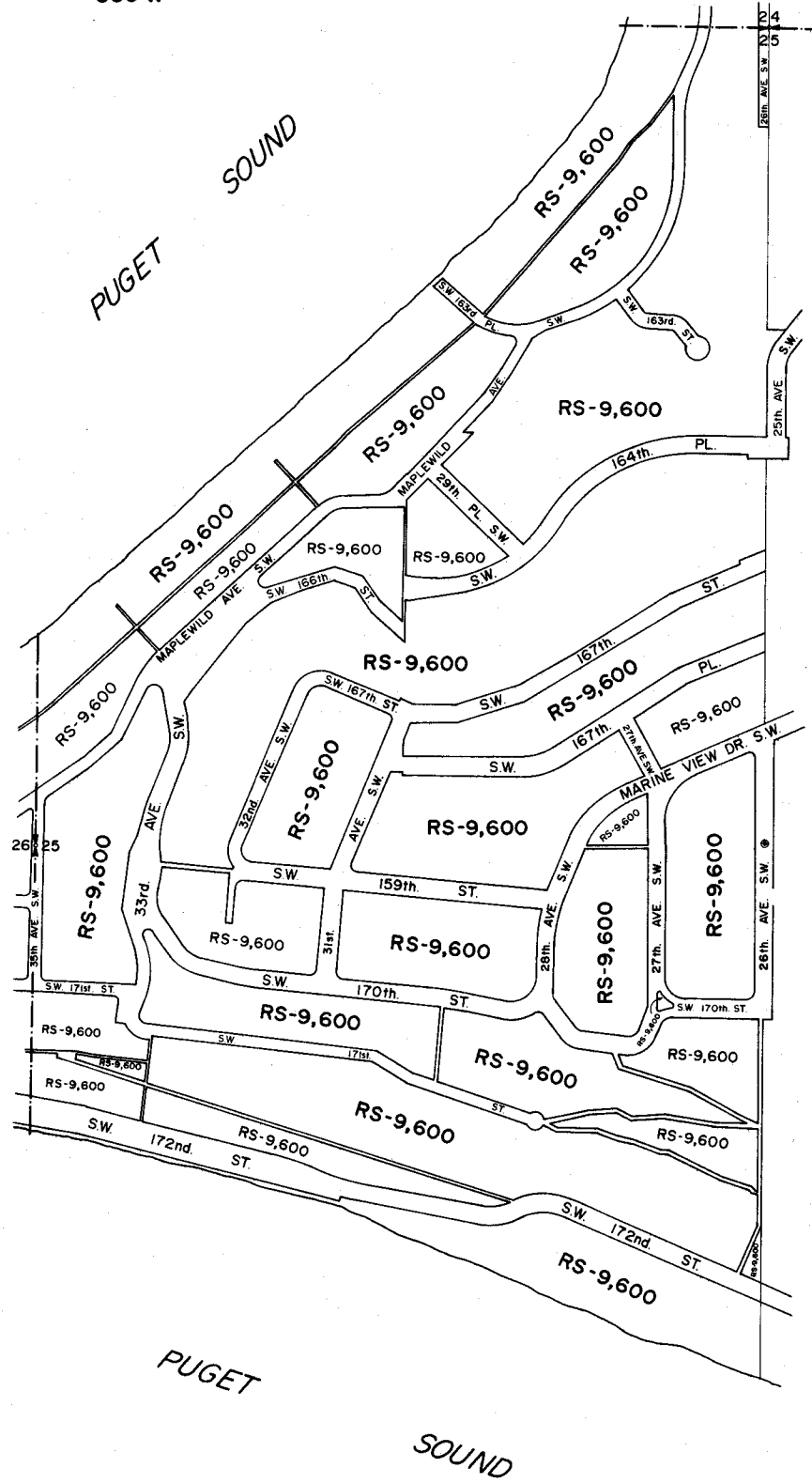
No changes were made.



W 25-23-3

No changes were made.

339 W



W25-23-3

ZONING AS OF MAY, 1981

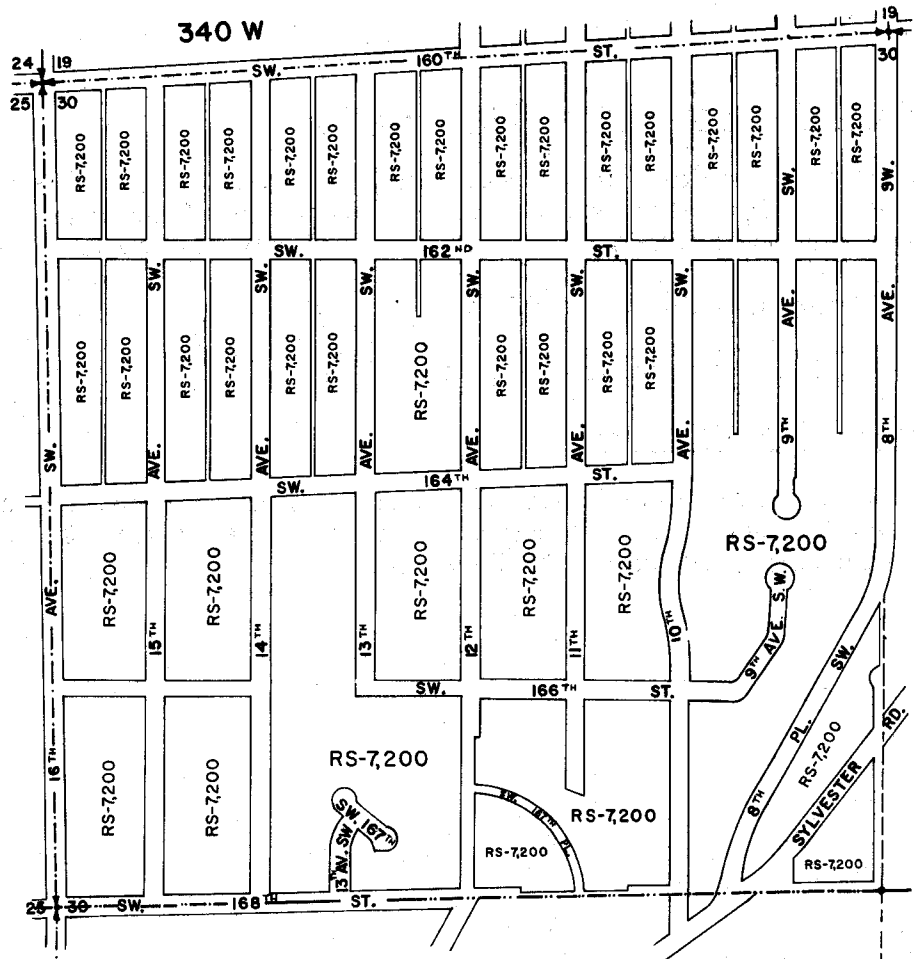
E 25-23-3

No changes were made.



W 30-23-4

No changes were made.



NORMANDY PARK



E 30-23-4

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

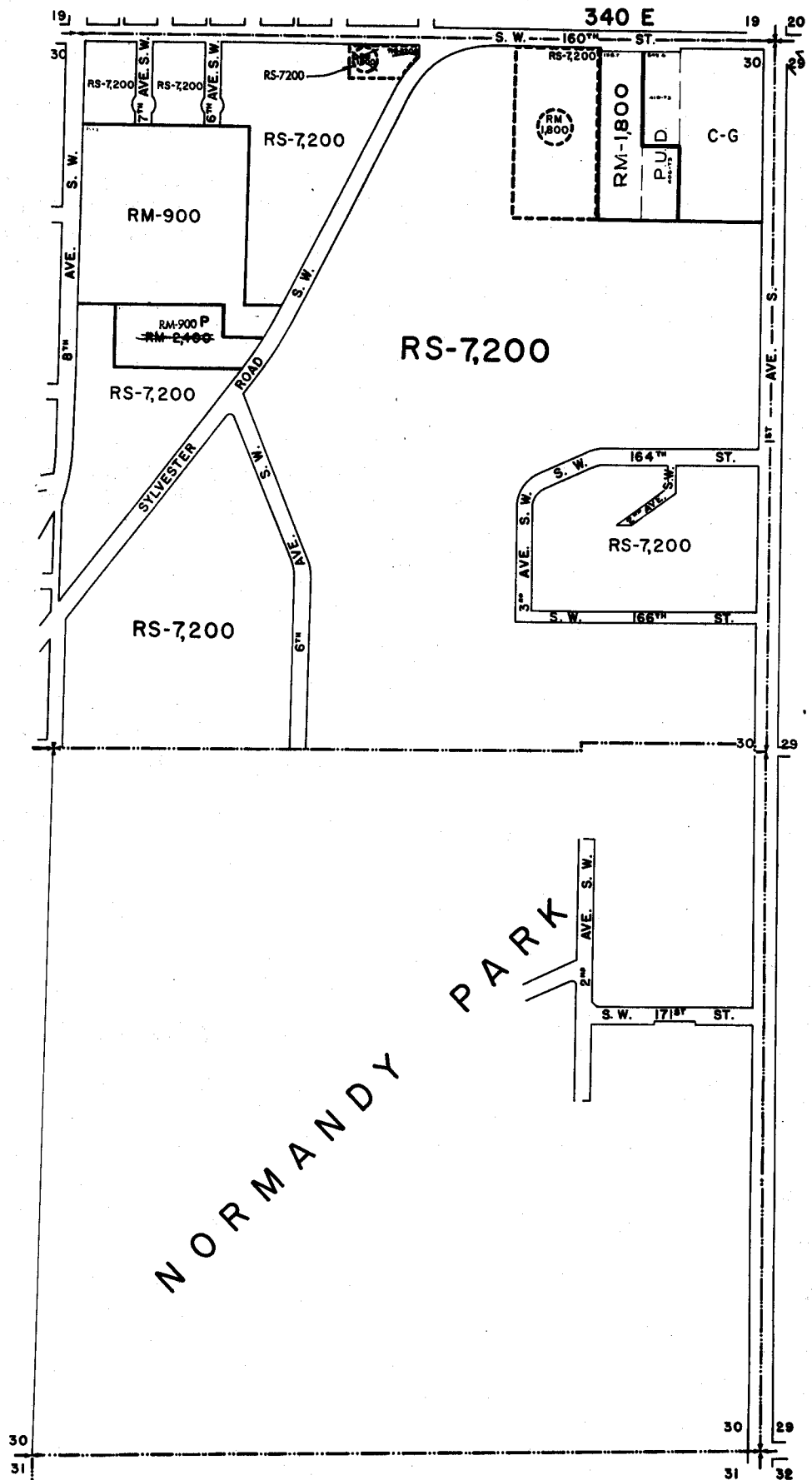
Maintains single family uses along the south side of S.W. 160th Street west of Sylvester Road. Site is separated from the apartment growth areas to the north and northeast. Applicable policy is:

Highline Communities Plan -- H-10

(See appendix for complete policies)

RM-2400 to RM-900-P

The following P suffix condition shall apply: if developed for apartment uses the maximum number of units shall be no greater than what would be permitted under RM-1800 density.



ZONING AS OF MAY, 1981

E 30-23-4

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

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

Comprehensive Plan -- B-30

(See appendix for complete policy)

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

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

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

(See appendix for complete policies)

S-R to RS-7200

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

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

(See appendix for complete policy)

S-R to S-E

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

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

(See appendix for complete policies)

RS-7200 to RM-2400

RD-3600 to RM-2400

C-G to BC



S-R to S-E

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

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

(See appendix for complete policies)

S-R to RS-7200

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

Highline Communities Plan -- H-10

(See appendix for complete policy)

RS-7200 to RM-900-P

The rezone of the site to RM-900-P is based on the process and conditions established in Ordinance #3812 and Motion #4668.

RS-7200 to RT-3600-P

The following P suffix condition shall apply: Limit the total number of units to (6) six.



W 28-23-4

No changes were made.





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

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

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

(See appendix for complete policies)

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

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

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

(See appendix for complete policies)

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

RD-3600 to RD-3600 (Potential B-C)

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

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

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

(See appendix for complete policies)

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

These sites shall be limited in use to air terminal-related activities as defined below:

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

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

RS-7200 to CG-P

Requires site plan approval based upon a recognition that development on the designated property may require special conditions to protect the public interest such as dedication of right-of-way, street improvements, screening between land uses, signing controls, height regulations, permitted uses, performance standards, or other requirements or limitations to assure its compatibility with adjacent land uses as well as the community (KCC 20.46.150 - 20.46.200).

RM-2400 to C-G

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



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

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

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

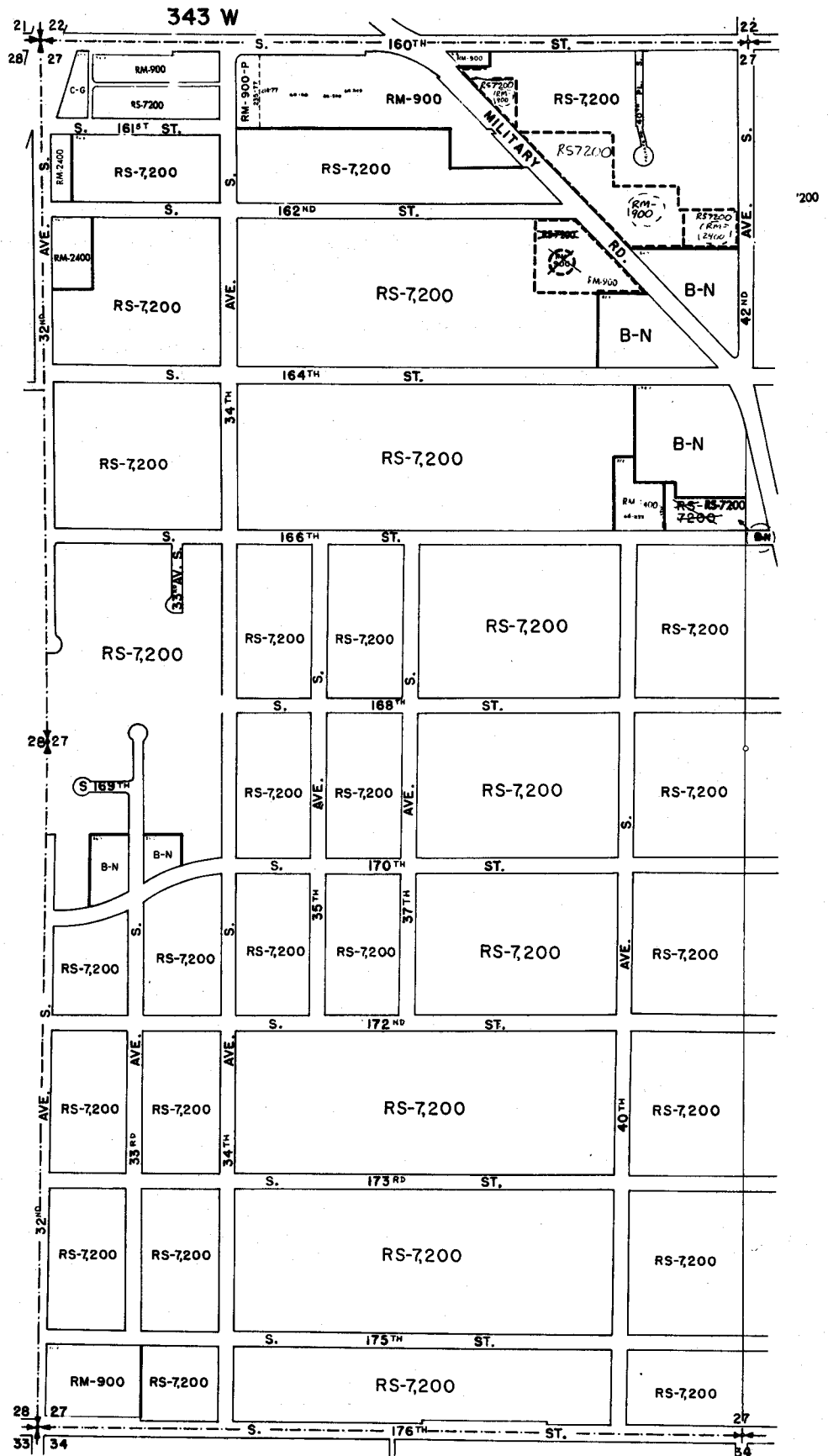
(See appendix for complete policies)

RS-7200 potential RM-900 to RM-900

NOTE:

On May 11, 1981, the King County Council passed the following motion regarding the McMicken Heights area (that is the area east of 32nd Ave. S. to I-5, between S. 160th and S. 192nd St).

The Council has been unable to agree on multiple family zoning and it will be the subject of further consideration in a recognized area zoning to be accomplished in due time.



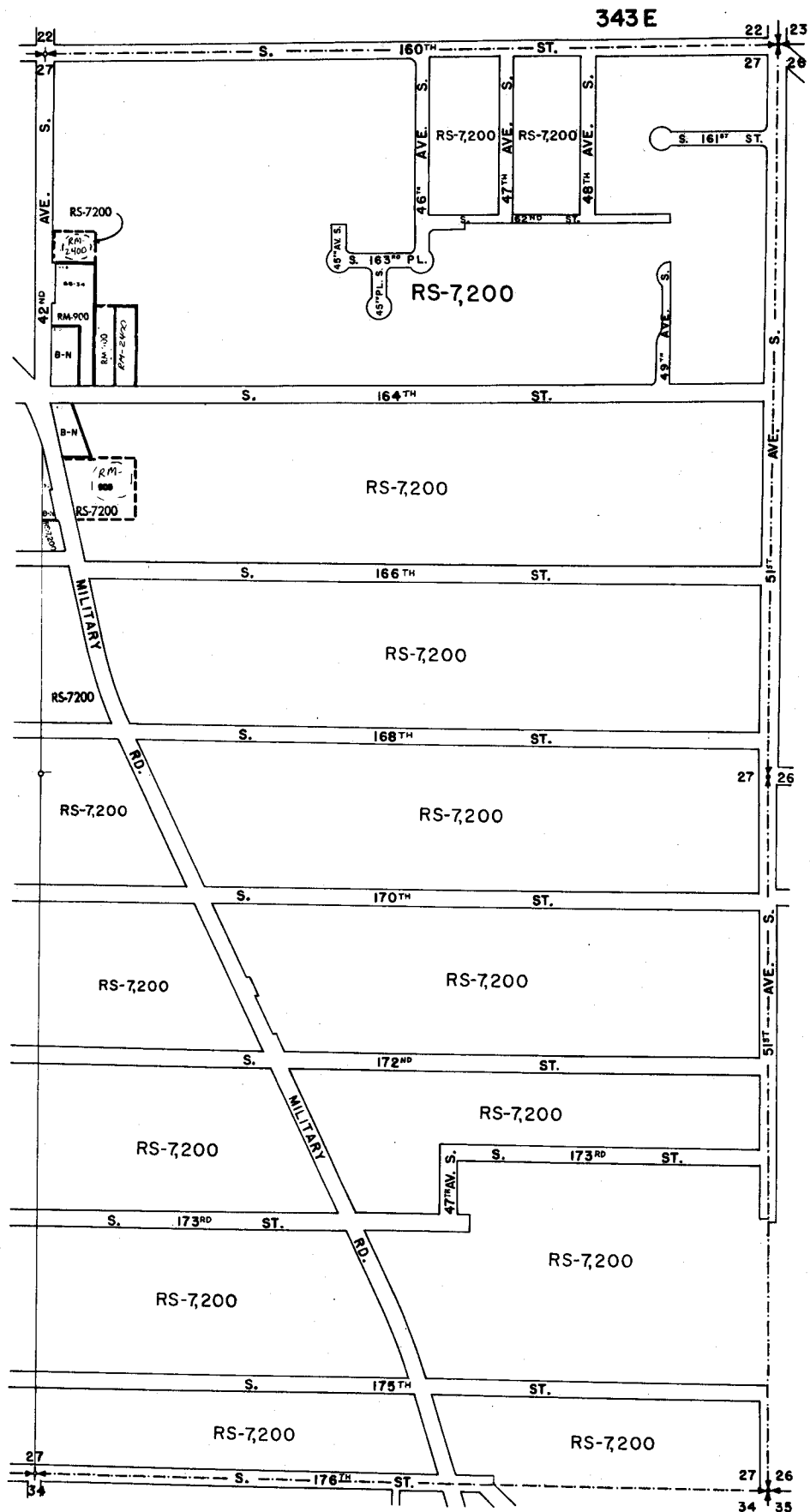
E 27-23-4

No changes were made.

NOTE:

On May 11, 1981, the Council passed the following motion regarding the McMicken Heights area that is the area east of 32nd Ave. S. to I-5, between S. 160th and S. 192nd St.

The Council has been unable to agree on multiple family zoning and it will be the subject of further consideration in a recognized area zoning to be accomplished in due time.

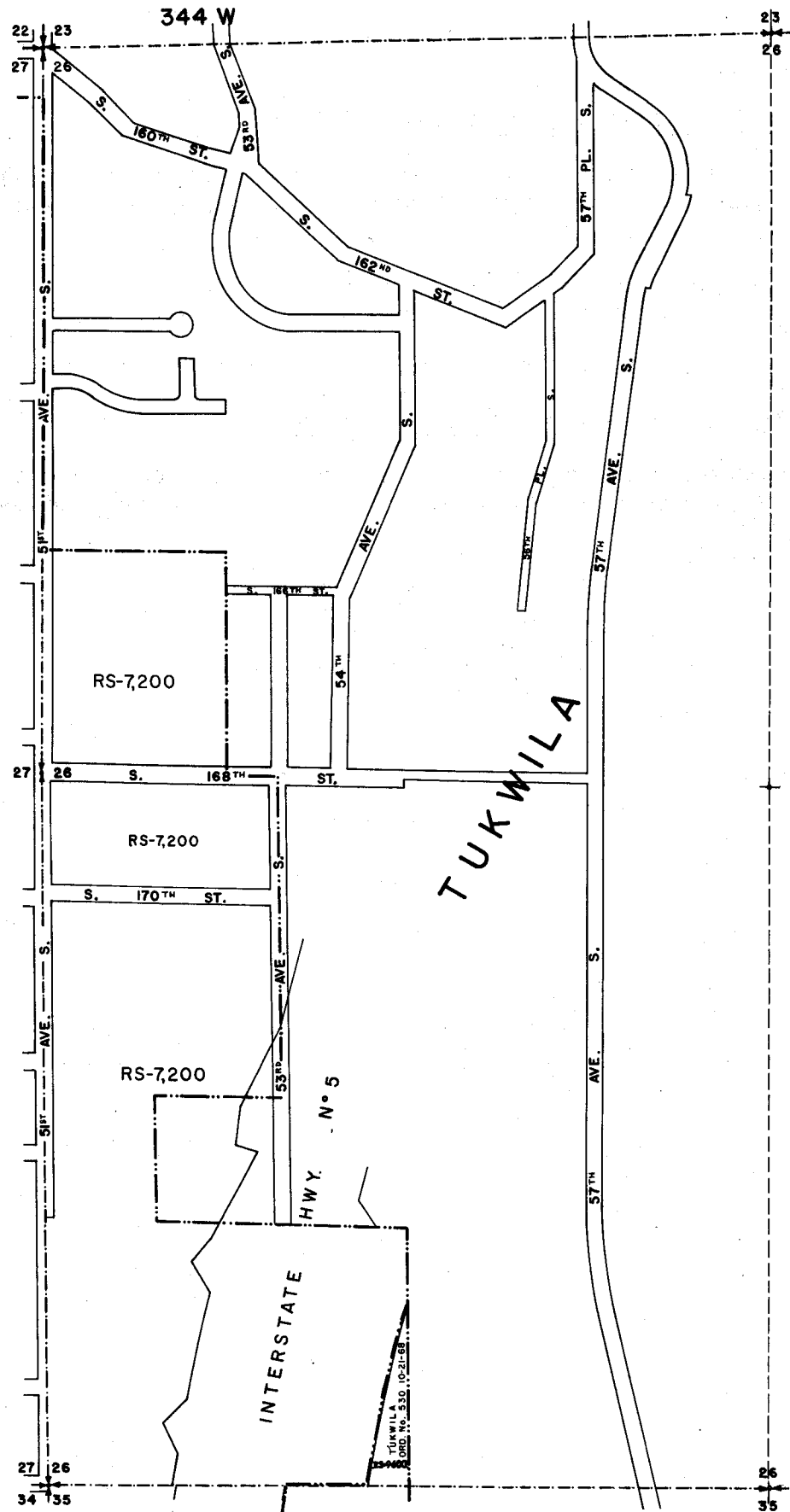


ZONING AS OF MAY, 1981

E 27-23-4

W 26-23-4

No changes were made.



W 26-23-4

ZONING AS OF MAY, 1981



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

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

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

(See appendix for complete policies)

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

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

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

(See appendix for complete policies)



W 32-23-4

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

MP to CG



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

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

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

(See appendix for complete policies)

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

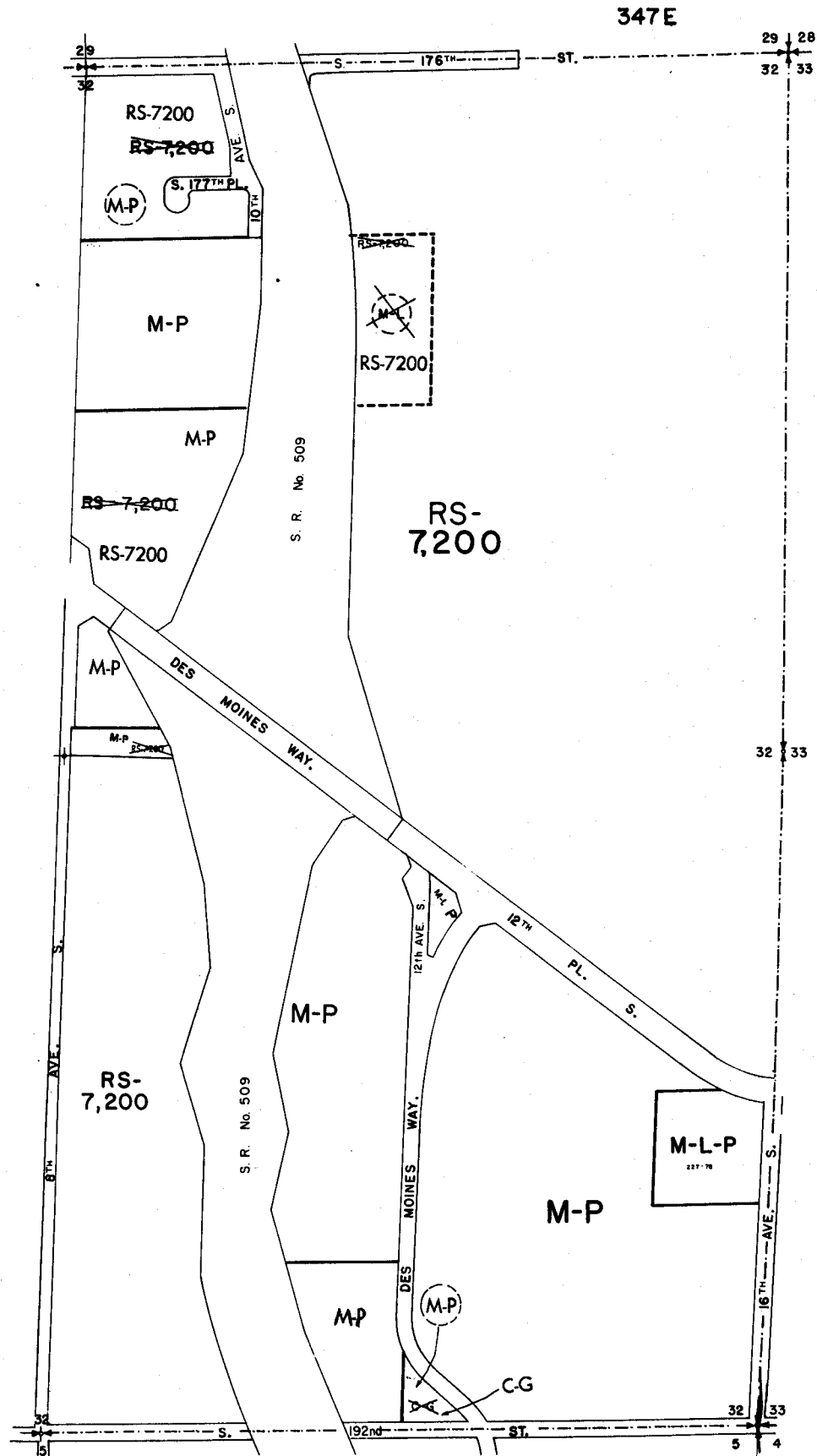
Provides for light manufacturing uses east of Des Moines Way South north of South 192nd Street. Applicable policies are:

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

(See appendix for complete policies)

RS-7200 to M-P

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



ZONING AS OF MAY, 1981

E32-23-4

W 33-23-4

No changes were made.

348 W

28  
33

29 28  
32 33

RS-7,200

32 33

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

RS-7,200

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

32 33  
5 4

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

33  
4

W 33-23-4

ZONING AS OF MAY, 1981



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

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

- Highline Communities Plan - H-10
- Comprehensive Plan - D-12 and D-19
- (See Appendix for complete policies)

M-1 to C-G-P Expands area devoted primarily to air terminal-related activities. Applicable policies are:

- Highline Communities Plan -- H-14
- Comprehensive Plan -- B-26
- Sea Tac Communities Plan -- #62, #87, #92 and #93
- (See appendix for complete policies)

Requires site plan approval based upon a recognition that development on the designated property may require special conditions to protect the public interest such as dedication of right-of-way, street improvements, screening between land uses, signing controls, height regulations, permitted uses, performance standards, or other requirements or limitations to assure its compatibility with adjacent land uses as well as the community (KCC 20.46.150 - 20.46.200).

RM-900 to RM-900-P

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

- Sea Tac Communities plan -- #62, #100 and #101
- (See appendix for complete policies)

Requires site plan approval based upon a recognition that development on the designated property may require special conditions to protect the public interest such as dedication of right-of-way, street improvements, screening between land uses, signing controls, height regulations, permitted uses, performance standards, or other requirements or limitations to assure its compatibility with adjacent land uses as well as the community (KCC 20.46.150 - 20.46.200).

B-C to B-C-P

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

- Sea-Tac Communities Plan -- 62, 100 and 101
- (See appendix for complete policies)

Requires site plan approval based upon a recognition that development on the designated property may require special conditions to protect the public interest such as dedication of right-of-way, street improvements, screening between land uses, signing controls, height regulations, permitted uses, performance standards, or other requirements or limitations to assure its compatibility with adjacent land uses as well as the community (KCC 20.46.150 - 20.46.200).

C-G to C-G-P

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

- Sea Tac Communities Plan -- 62, 100 and 101
- (See appendix for complete policies)

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

Requires site plan approval based upon a recognition that development on the designated property may require special conditions to protect the public interest such as dedication of right-of-way, street improvements, screening between land uses, signing controls, height regulations, permitted uses, performance standards, or other requirements or limitations to assure its compatibility with adjacent land uses as well as the community (KCC 20.46.150 - 20.46.200).

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

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

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

Requires site plan approval based upon a recognition that development on the designated property may require special conditions to protect the public interest such as dedication of right-of-way, street improvements, screening between land uses, signing controls, height regulations, permitted uses, performance standards, or other requirements or limitations to assure its compatibility with adjacent land uses as well as the community (KCC 20.46.150 - 20.46.200).

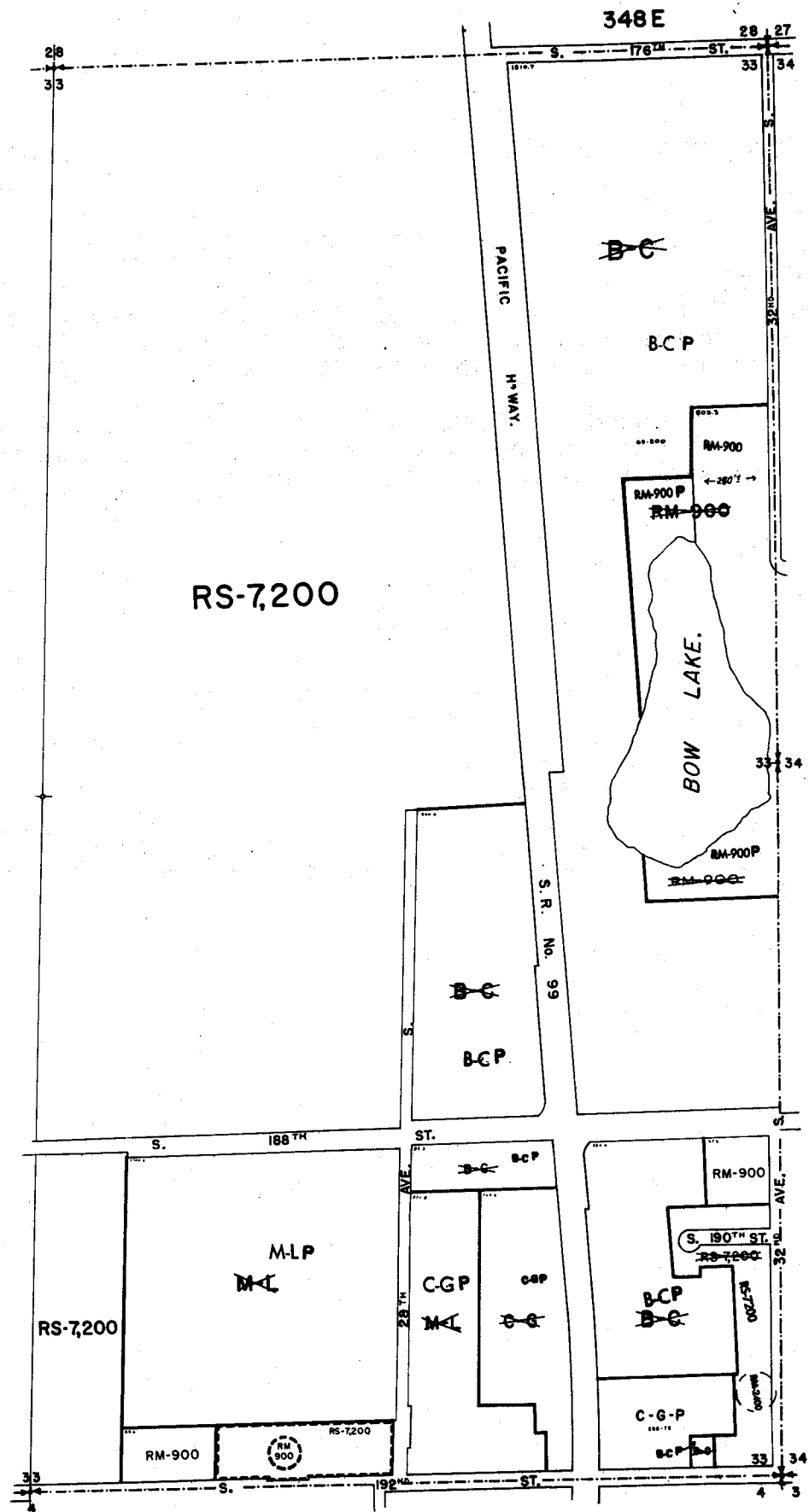
M-L to M-L-P

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

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

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

Requires site plan approval based upon a recognition that development on the designated property may require special conditions to protect the public interest such as dedication of right-of-way, street improvements, screening between land uses, signing controls, height regulations, permitted uses, performance standards, or other requirements or limitations to assure its compatibility with adjacent land uses as well as the community (KCC 20.46.150 - 20.46.200).



ZONING AS OF MAY, 1981

E33-23-4

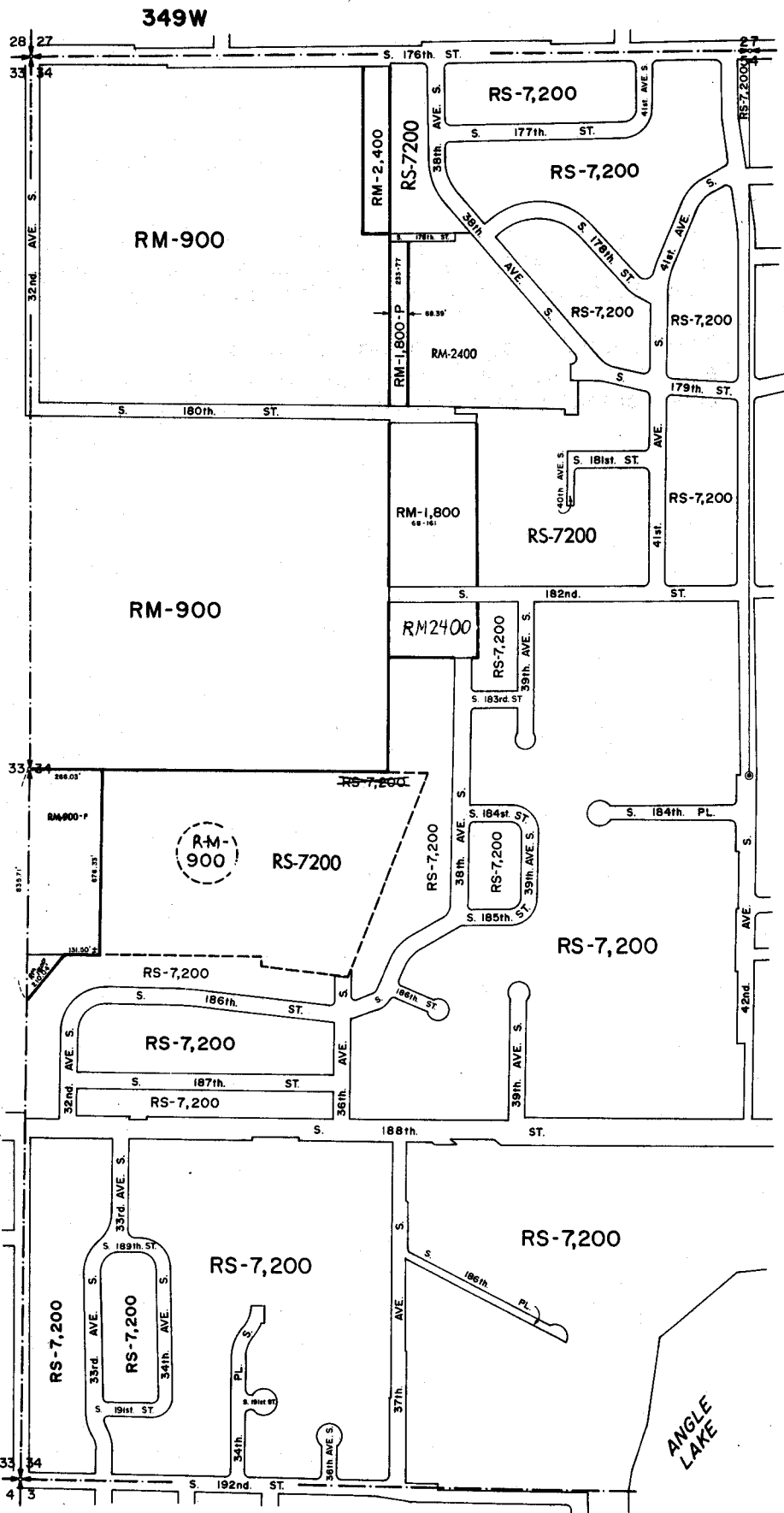
W 34-23-4

No changes were made.

NOTE:

On May 11, 1981, the Council passed the following motion regarding the McMicken Heights area, the area east of 32nd Ave. S. to I-5, between S. 160th and S. 192nd St.

The Council has been unable to agree on multiple family zoning and it will be the subject of further consideration in a recognized area zoning to be accomplished in due time.



W34-23-4

ZONING AS OF MAY, 1981

E 34-23-4

NOTE:

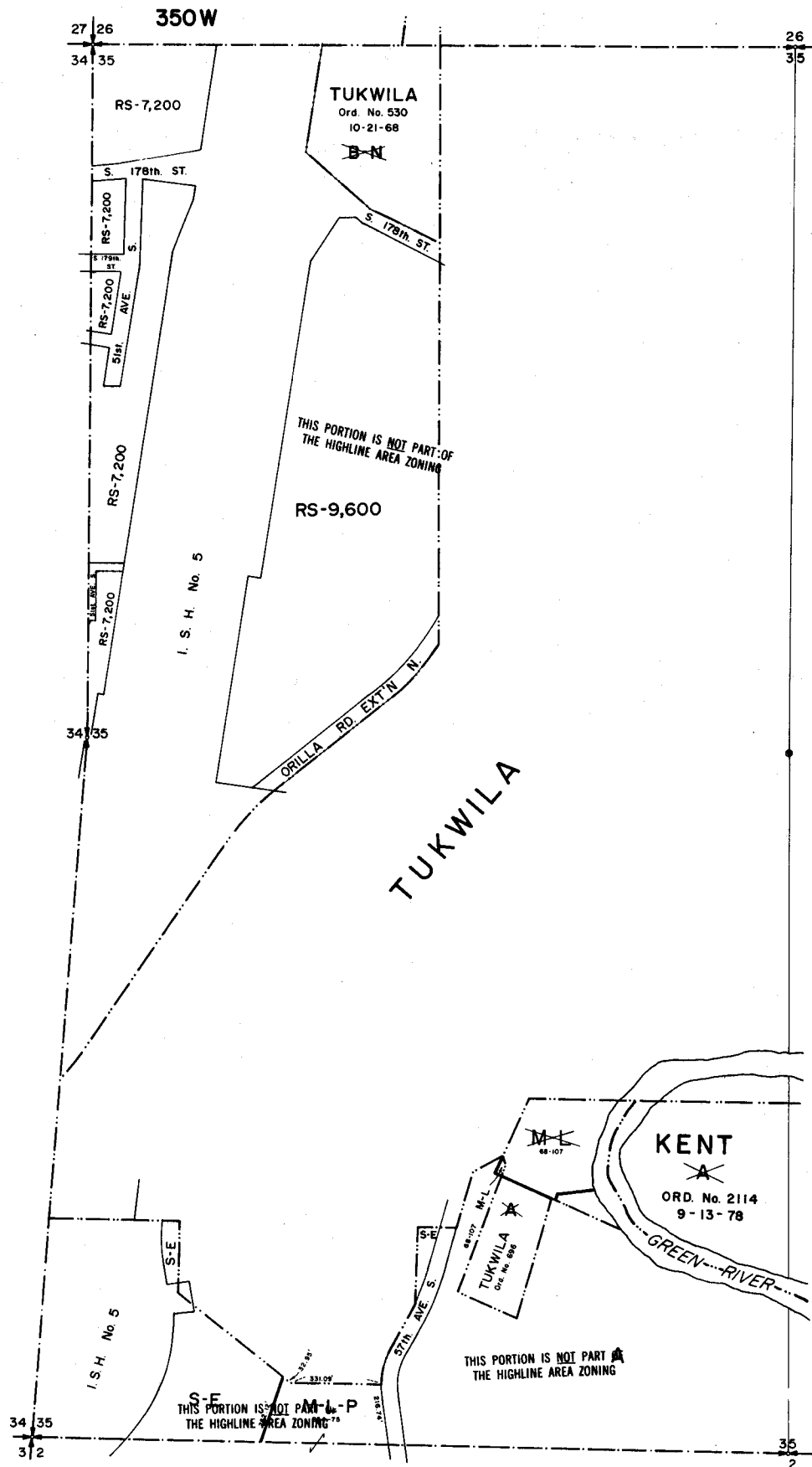
On May 11, 1981, the Council passed the following motion regarding the McMicken Heights area, that is the area east of 32nd Ave. S. to I-5, between S. 160th and S. 192nd St.

The Council has been unable to agree on multiple family zoning and it will be the subject of further consideration in a recognized area zoning to be accomplished in due time.



W 35-23-4

No changes were made.



W35-23-4

ZONING AS OF MAY, 1981

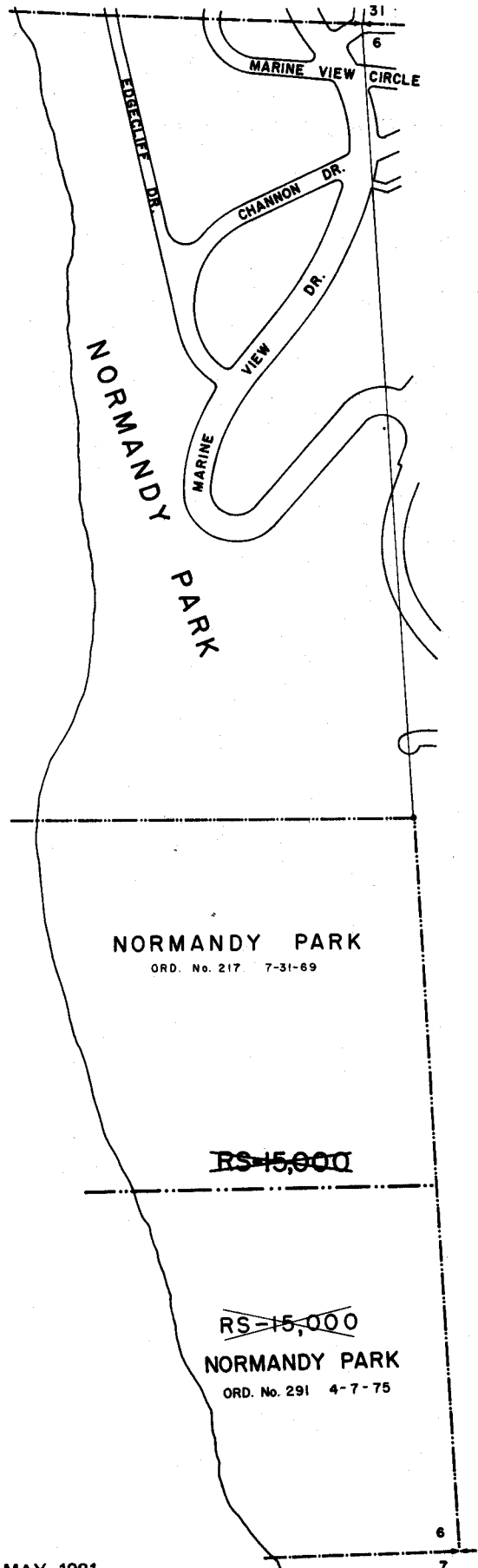


W 6-22-4

No changes were made.

352 W

PUGET  
SOUND



W 5-22-4

No changes were made.



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

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

Highline Communities Plan -- H-10

(See appendix for complete policy)

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

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

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

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

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

Highline Communities Plan -- H-15

Comprehensive Plan -- C-2, C-3, C-5 and C-6

Sea Tac Communities Plan -- #93

(See appendix for complete policies)

RS-7200 (potential ML) to M-L-P

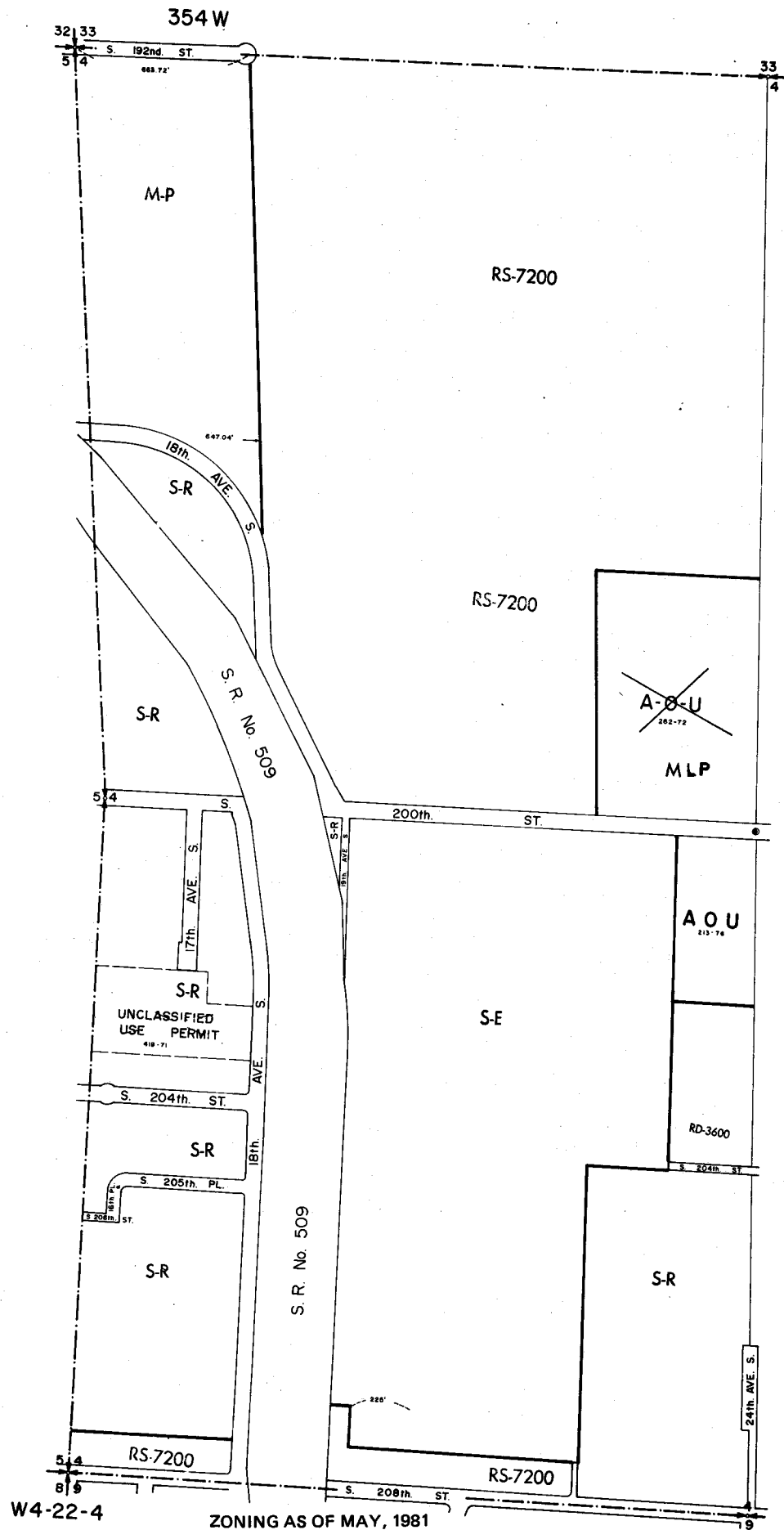
Requires site plan approval based upon a recognition that development on the designated property may require special conditions to protect the public interest such as dedication of right-of-way, street improvements, screening between land uses, signing controls, height regulations, permitted uses, performance standards, or other requirements or limitations to assure its compatibility with adjacent land uses as well as the community (KCC 20.46.150 - 20.46.200).



W 4-22-4

A-O-U to M-L-P

Requires site plan approval based upon a recognition that development on the designated property may require special conditions to protect the public interest such as dedication of right-of-way, street improvements, screening between land uses, signing controls, height regulations, permitted uses, performance standards, or other requirements or limitations to assure its compatibility with adjacent land uses as well as the community (KCC 20.46.150 - 20.46.200).





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

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

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

(See appendix for complete policies)

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

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

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

(See appendix for complete policies)

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

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

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

(See appendix for complete policies)

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

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

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

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

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

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

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

(See appendix for complete policies)

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

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

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

(See appendix for complete policies)

RS-7200 to RM-900



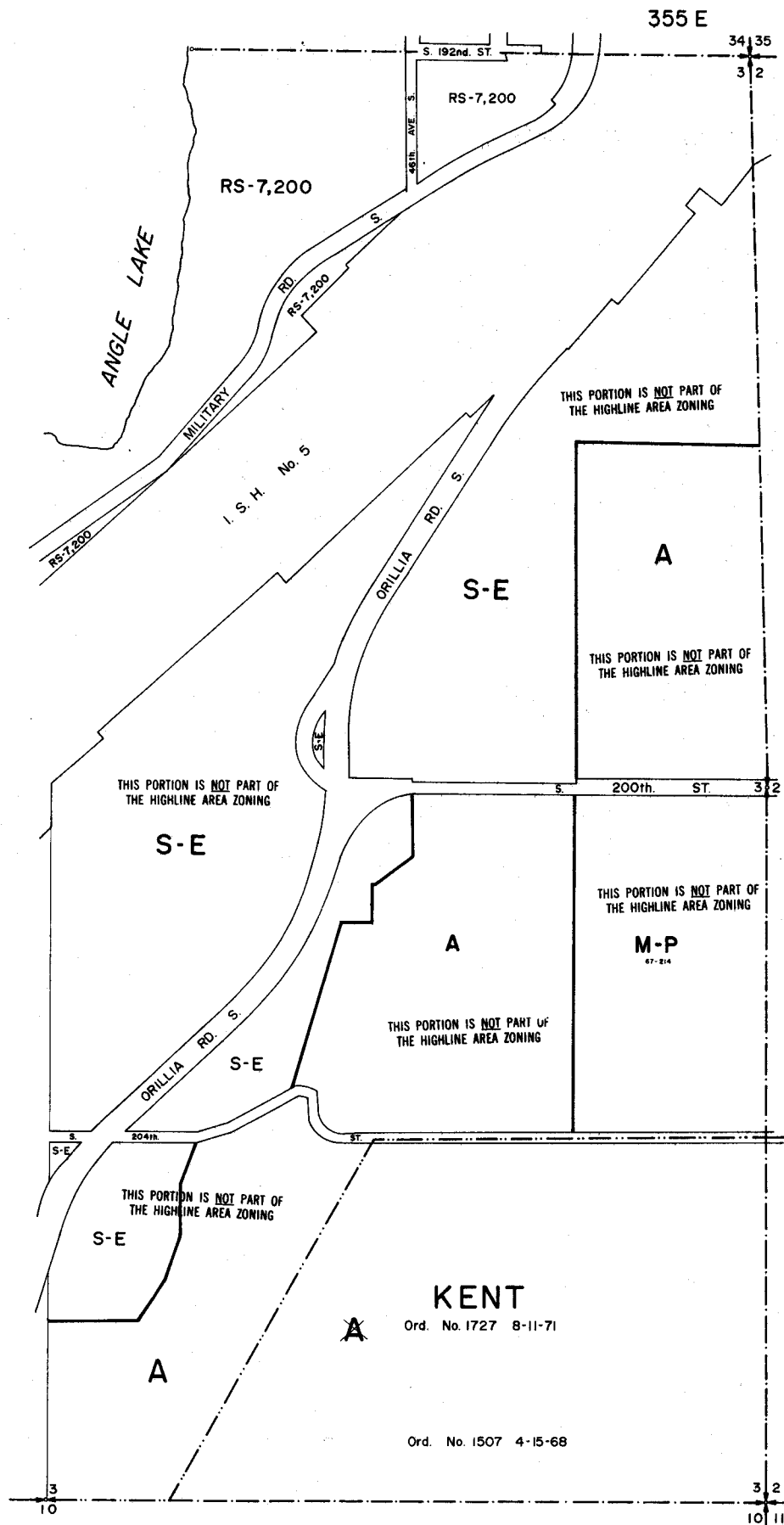
W 3-22-4

RS-7200 to RS-7200 potential. RM-2400



E 3-22-4

No changes were made.

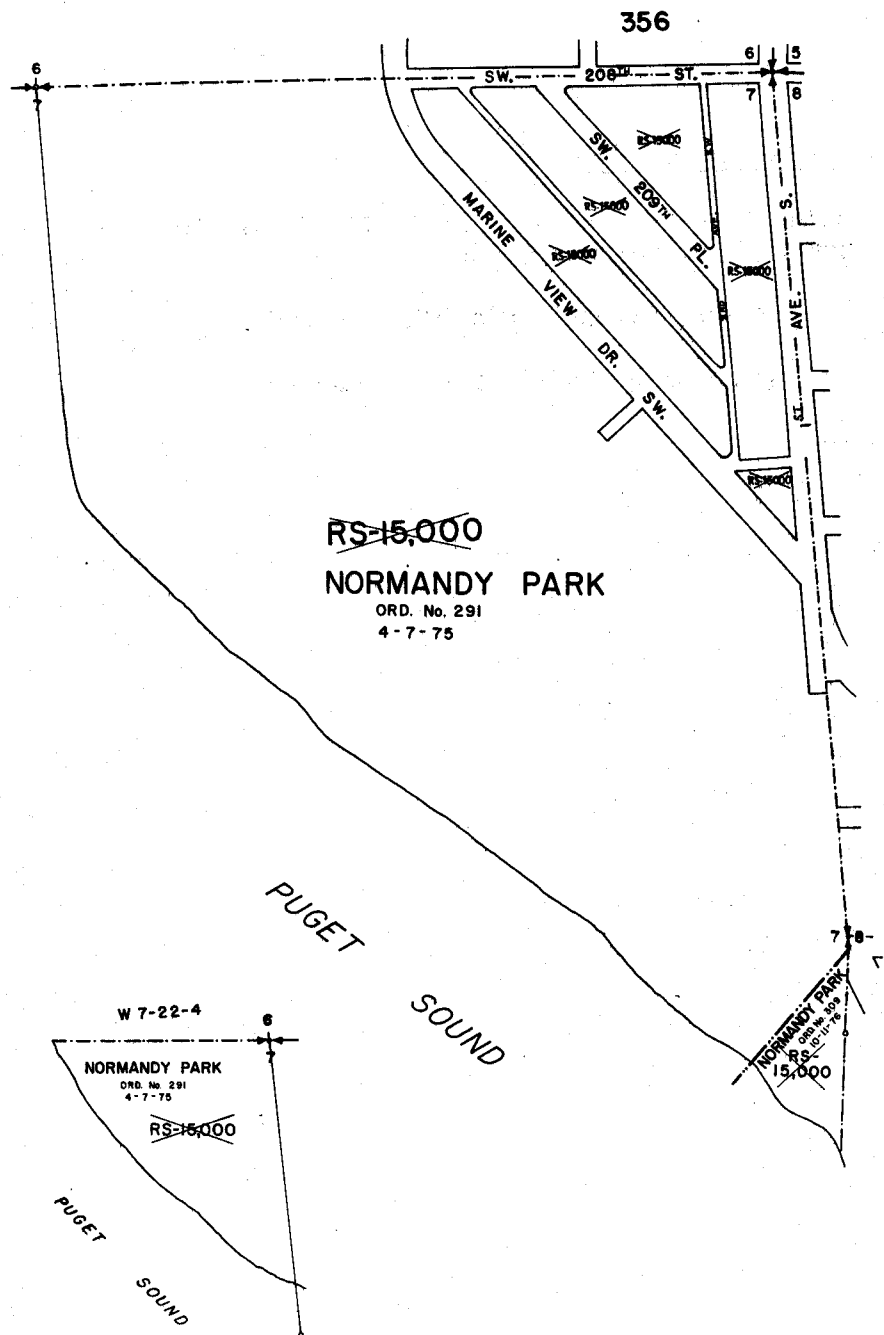


ZONING AS OF MAY, 1981

E 3-22-4

W & E 7-22-4

No changes were made.





W 8-22-4

RM-900 to RS-7200

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

Highline Communities Plan -- H-10

(See appendix for complete policy)



E 8-22-4

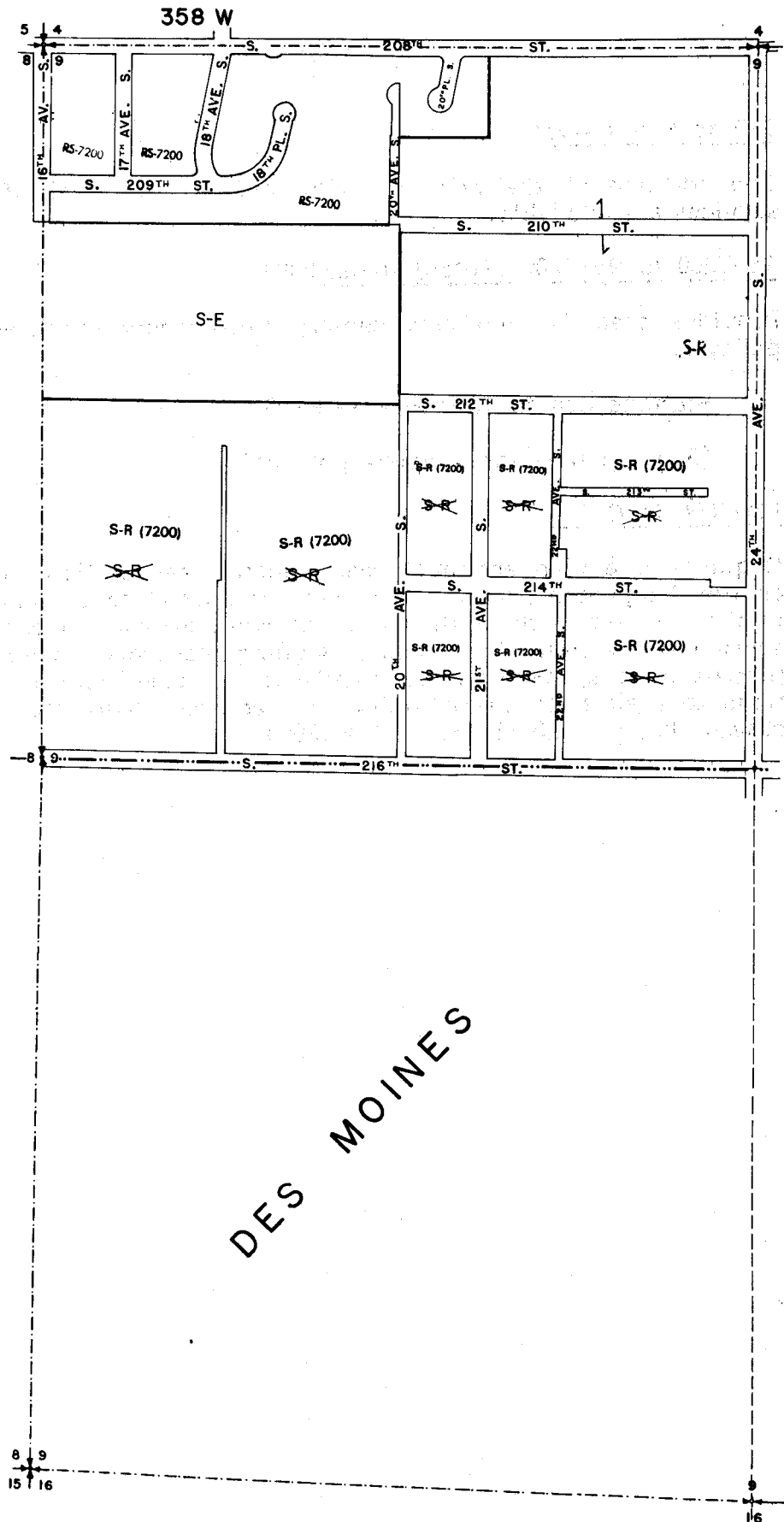
No changes were made.



W 9-22-4

S-R to S-R (7200)

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



S-R to S-R (9600)

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

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

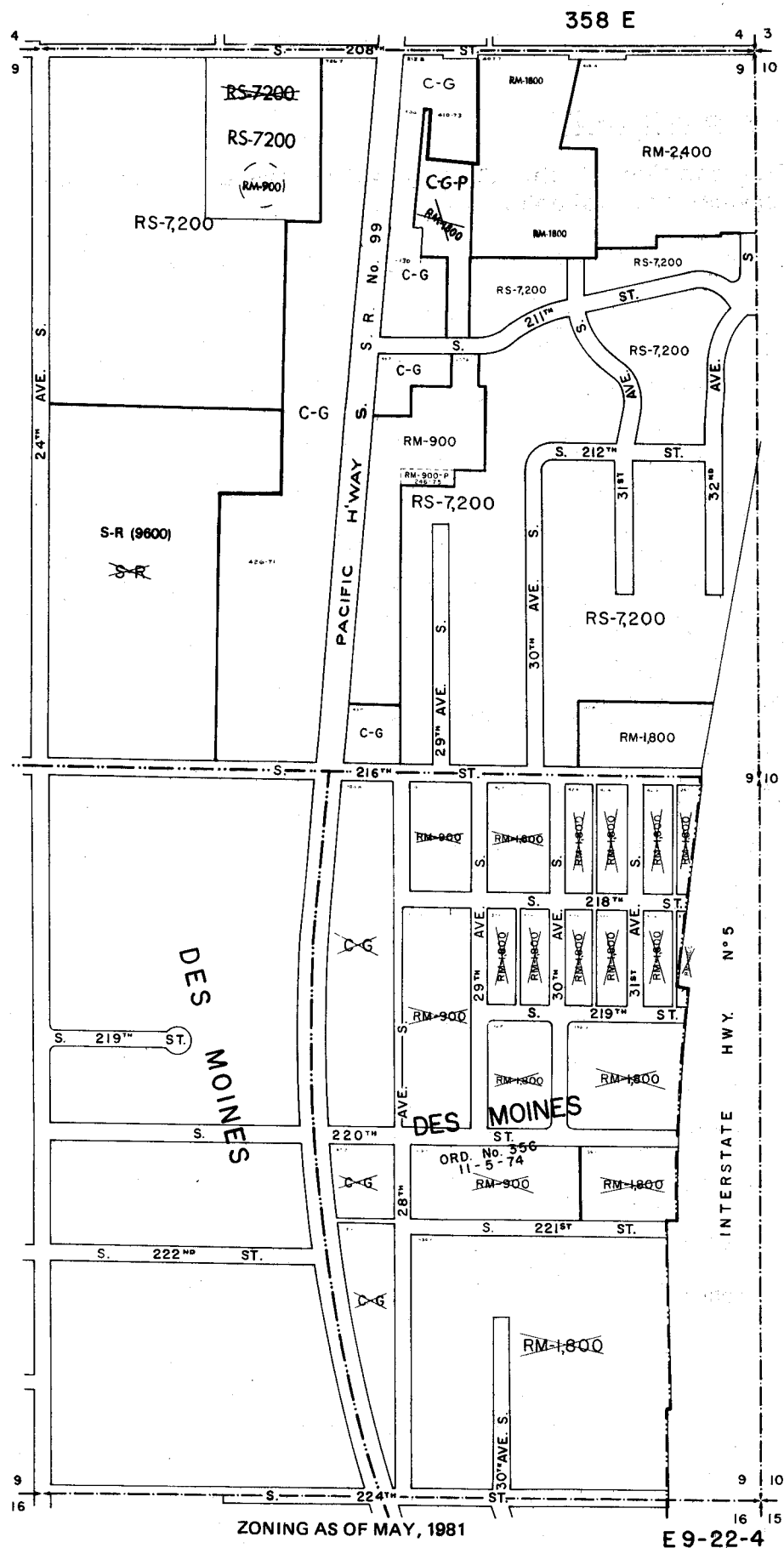
Provides area for maximum density multi-family apartments. Applicable policy is:

Highline Communities Plan -- H-10

(See appendix for complete policies)

RM-1800 to C-G-P

Requires site plan approval based upon a recognition that development on the designated property may require special conditions to protect the public interest such as dedication of right-of-way, street improvements, screening between land uses, signing controls, height regulations, permitted uses, performance standards, or other requirements or limitations to assure its compatibility with adjacent land uses as well as the community (KCC 20.46.150 - 20.46.200).

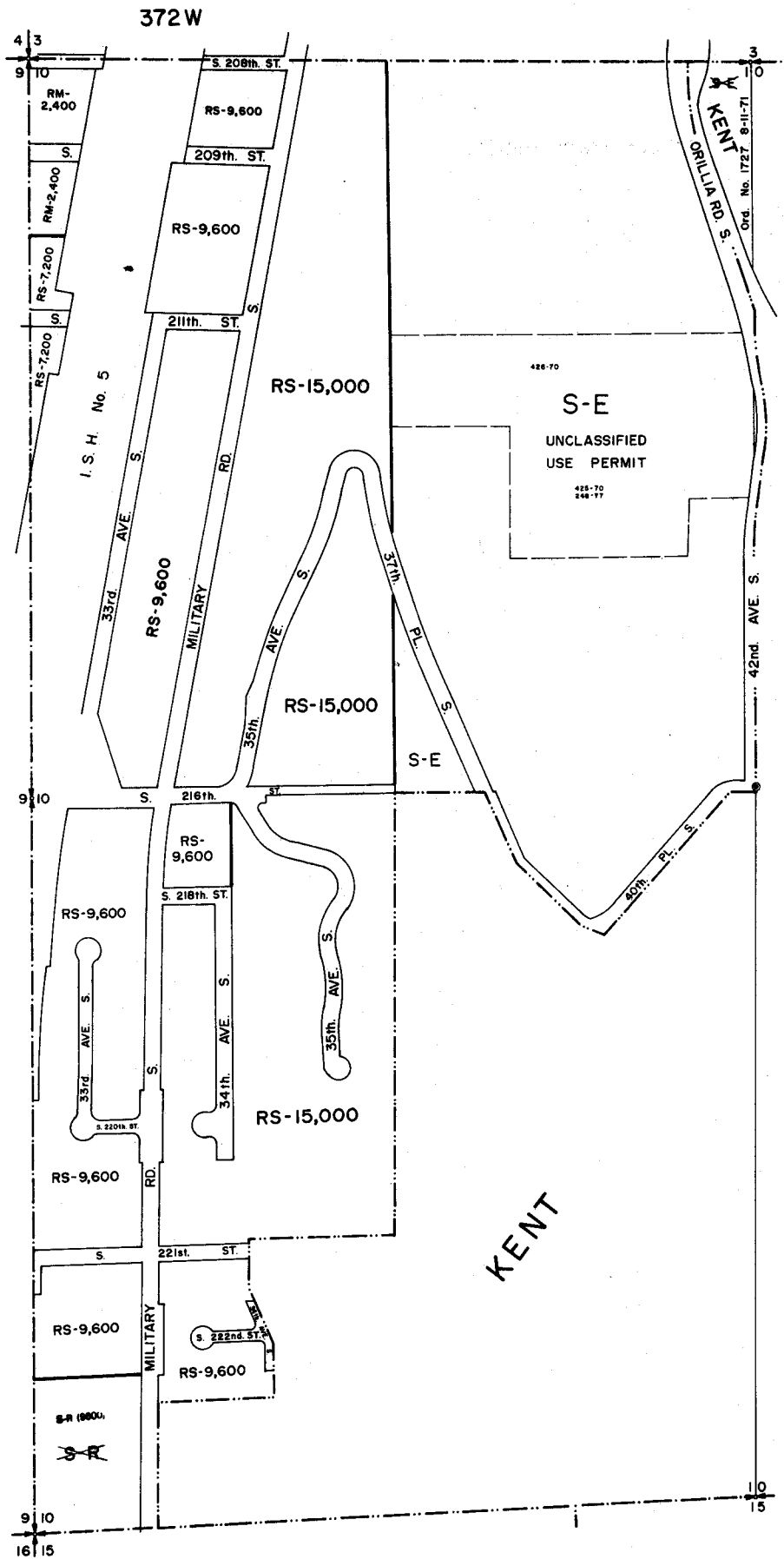




W 10-22-4

S-R to S-R (9600)

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



W10-22-4

ZONING AS OF MAY, 1981

W 17-22-4

No changes were made.

359 W

PUGET

SOUND

DES MOINES

DES MOINES

209-75

Ord. No. 374 11-10-75

~~RM-1,000~~

~~RM-1,000~~

RS-7200

287-76

RS-7200

RS-15000

S. R. 509

S.

DR.

MARINE VIEW

S.

AVE.

S.

S. 236th. ST.

S.

AVE.

S.

239th. ST.

7th.

RS-15,000

RS-15,000

8th.

S.

240th. ST.

20

W17-22-4

ZONING AS OF MAY, 1981

E 17-22-4

No changes were made.

A cross-shaped diagram with a central point. Four lines extend from this center: one horizontal line to the left ending at the number 17, one horizontal line to the right ending at the number 16, one vertical line upwards ending at the number 9, and one vertical line downwards ending at the number 16. The number 8 is positioned above the left horizontal arm, and the number 9 is positioned above the right horizontal arm.

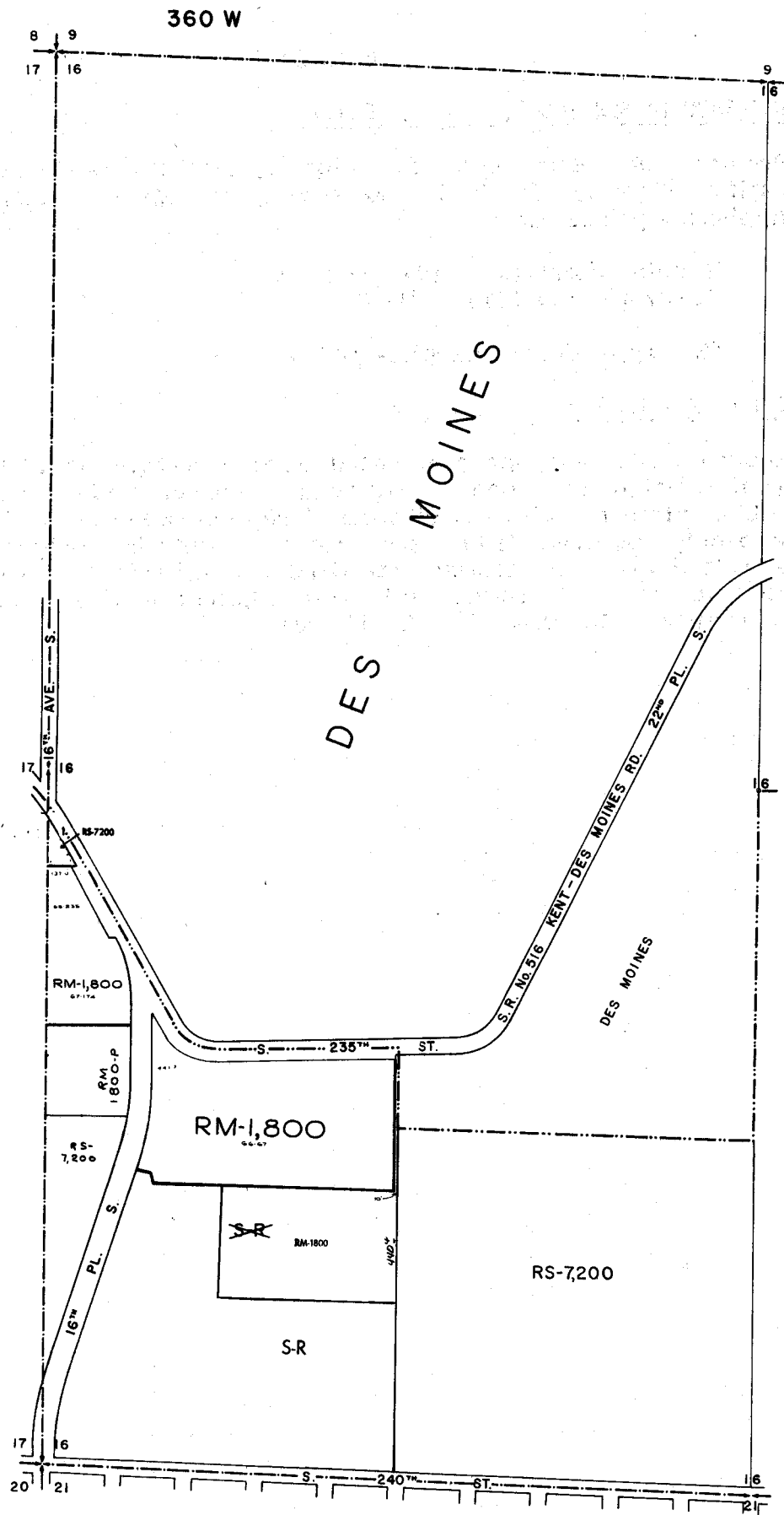
DES MOINES

[illegible]

**E17-22-4**

W 16-22-4

SR to RM-1800





E 16-22-4

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

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

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

(See appendix for complete policies)

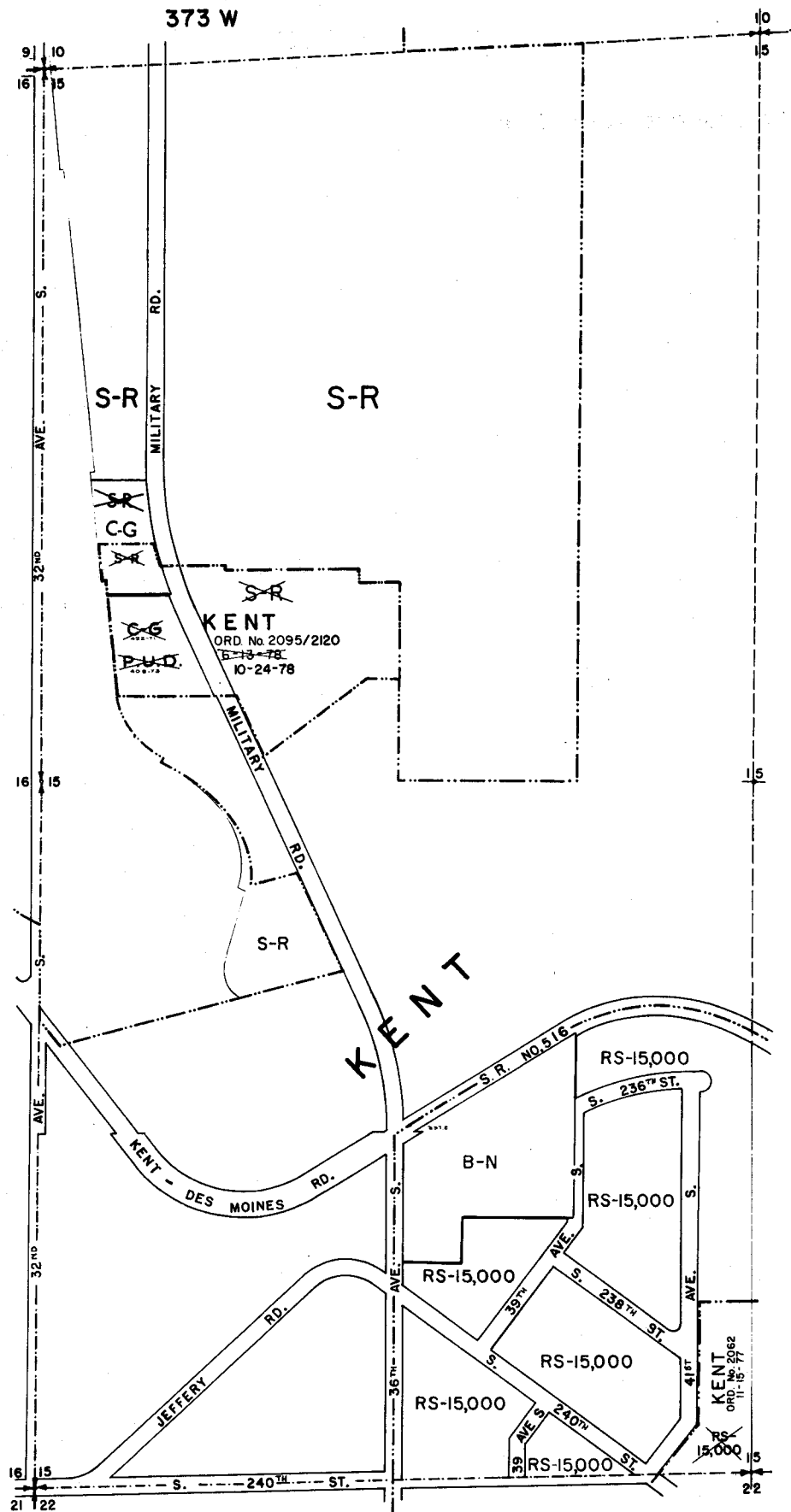
CG to RM-1800-P

Requires site plan approval based upon a recognition that development on the designated property may require special conditions to protect the public interest such as dedication of right-of-way, street improvements, screening between land uses, signing controls, height regulations, permitted uses, performance standards, or other requirements or limitations to assure its compatibility with adjacent land uses as well as the community (KCC 20.46.150 - 20.46.200).



W 15-22-4

SR to CG



W 15-22-4

ZONING AS OF MAY, 1981

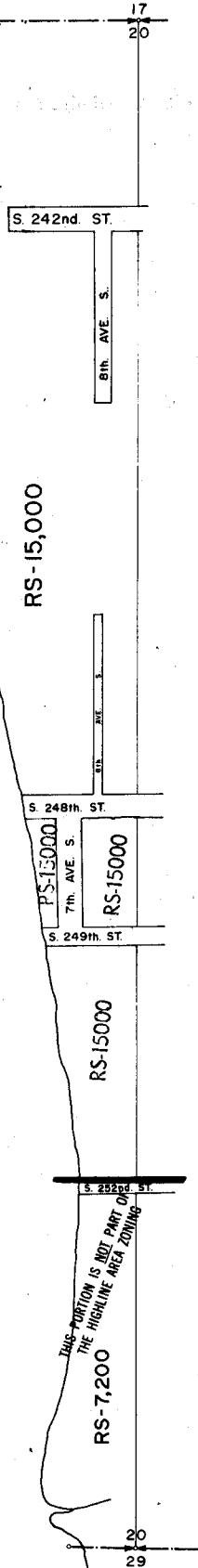
W 20-22-4

No changes were made.

361 W

PUGET

SOUND



W 20-22-4

ZONING AS OF MAY, 1981

E 20-22-4

No changes were made.





W 21-22-4

No changes were made.

This is a detailed plat map of a residential subdivision. The map features several large rectangular lots, each labeled "RS-7,200". Along the top edge, there are two rows of smaller rectangular lots, also labeled "RS-7,200". These smaller lots are separated by narrow alleys or streets labeled "S.", "PL.", and "ST.". The main body of the map contains larger lots, some of which are irregularly shaped. One large lot in the center-right is labeled "RS-7,200". Another large lot in the bottom-left is labeled "RS-7,200". A diagonal road running from the bottom-center towards the right is labeled "KENT". Various street names are indicated throughout the map, including "S. 16th AVE.", "S. 17th AVE.", "S. 18th AVE.", "S. 19th AVE.", "S. 20th AVE.", "S. 21st PL.", "S. 22nd PL.", "S. 23rd PL.", "S. 24th ST.", "S. 24th PL.", "S. 246th PL.", "S. 250th ST.", "S. 252nd ST.", "S. 253rd ST.", "S. 254th PL.", "S. 255th PL.", and "S. 256th ST.". Lot numbers 21, 20, 29, and 28 are visible at various points along the boundaries.

**ZONING AS OF MAY, 1981**

E 21-22-4

RS-7200 to RS-7200 (Potential RM-2400)  
RM-1800 to RM-2400

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

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

(See appendix for complete policies)

RS-7200 to RM-2400





## **APPENDICES**

**King County Zoning Code Synopsis**

**Highline Communities Plan Policies**

**Selected King County Comprehensive Plan Policies**

**Selected Sea-Tac Communities Plan Policies**

# ZONING CODE SYNOPSIS

## Chapter 21.08 RS Residential Single Family Classification

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

### RS 5000 - Dimensional Standards

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

### RS 7200 - Dimensional Standards

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

### RS 9600 - Dimensional Standards

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

### RS 15,000 - Dimensional Standards

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

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

## Chapter 21.18 SE Suburban Estate Classification

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

### SE - Dimensional Standards

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

## Chapter 21.19 SC Suburban Cluster

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

### SC - Dimensional Standards

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

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

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

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

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

*Densities in multiple lot subdivision:*

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

## Chapter 21.20 SR Suburban Residential Classification

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

### SR Dimensional Standards

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

## Chapter 21.22 A Agricultural Classification

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

### A - Dimensional Standards

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

## Chapter 21.24 G General Classification

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

### G - Dimensional Standards

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

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

## Chapter 21.21 GR Growth Reserve

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

### GR - Dimensional Standards

*min. lot area; min. lot area/dwelling unit: 20 acres except that the area may be reduced through subdivision or short subdivision and lot clustering; and except that lots containing 2-10 acres prior to the application of the GR-5 zone (or 2-5 acres prior to the application of the GR-2.5 zone) may be short subdivided to create one additional lot.*  
*max. densities in subdivision and short subdivisions:*  
*GR-5: one dwelling unit per five acres with lot clustering and provision of a reserve tract greater than or equal to 75% of the total site.*  
*GR-2.5: one dwelling unit per 2.5 acres with lot clustering and provision of a reserve tract greater than or equal to 65% of the total site.*

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

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

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

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

### RM 900 - Dimensional Standards

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



## Chapter 21.25 G-5 General; Five Acres

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

### G-5 - Dimensional Standards

*min. lot area: five acres except that parcels containing 2-10 acres prior to application of the G-5 zone may be short subdivided to create one additional lot, provided that on-site sewage disposal requirements can be met on both lots.*  
*min. lot dimensions: depth-to-width ratio no greater than 4-to-1.*  
*height: 35 feet except for agricultural buildings*  
*residential building setbacks:*  
*front yard: 30 feet*  
*side yard: 10 feet*

## Chapter RT Residential, Townhouse

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

### RT - Dimensional Standards

*min. lot area per dwelling\*\*:* varies from 1600 to 3600 sq. ft.  
*lot coverage: 50% for townhouses, 35% for detached dwellings*  
*side yard: 5 feet for townhouses at end of row*  
*front and rear yards: front 25 ft. rear 20 ft.; front and rear yards may vary by 10 ft., provided each lot has a total of 45 ft. of front and rear yards.*  
*lot coverage: 50% structures, 15% impervious surfaces*  
*height: same as RS, except that when rows of townhouses are arranged east-to-west, the southerly row's height and rear setbacks must allow a 20 degree sun exposure plane to reach the base of the northern row of townhouses.*

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

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

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

### RD 3600 - Dimensional Standards

*min. lot area: 7200 sq. ft.*  
*min. lot width: 60 feet*  
*lot coverage: 35 percent*  
*side yard: 5 feet*  
*front yard: 20 feet; key & transitional lots 15 feet*  
*rear yard: 5 feet for dwelling units*  
*height: 30 feet. Non-residential buildings and structures may be increased by 1' for each foot of additional side yard to a maximum of 50 feet.*

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

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

### RM 2400 - Dimensional Standards

*min. lot area: 7200 sq. ft.*  
*min. lot width: 60 feet*  
*lot coverage: 50 percent*  
*side yard: 5 feet*  
*front yard: 20 feet; key & transitional lots 15 feet*  
*rear yard: 5 feet for dwelling units*  
*lot area/dwelling unit: 2400 sq. ft.*  
*height: 30 feet. Non-residential buildings and structures may be increased by 1' for each foot of additional side yard to a maximum of 50 feet.*

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

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

### RM 1800 - Dimensional Standards

*min. lot area: 7200 sq. ft.*  
*min. lot width: 60 feet*  
*lot coverage: 50 percent*  
*front, side & rear yards: same as RM 2400*  
*lot area/dwelling unit: 1800 sq. ft.*  
*height: 35 feet. Height may be increased 1' for each additional foot of side yard*

## Chapter 21.26 BN Neighborhood Business Classification

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

### BN - Dimensional Standards

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

## Chapter 21.26 BR-N Mixed Business - Residential Use, Neighborhood Scale

Provides for the location of mixed commercial (i.e., retail and office) and residential use projects, for increased diversity in opportunities for desirable housing, and increased vitality of neighborhood business areas.

### BRN - Dimensional Standards

*min lot area: 2400 sq. ft.*  
*permitted floor area: one and one-half times the square foot area of the buildable portion of the site; except projects that enclose all required parking may built two times the buildable square foot area of the site.*  
*lot width: 60 feet*  
*height: no maximum, but when a building exceeds 35 feet in height the portion of the building above 35 feet shall be setback one foot from each property line for each foot of height.*

## Chapter 21.28 BC Community Business Classification

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

### BC - Dimensional Standards

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

## Chapter 21.28 BR-C Mixed Business Residential Use, Community Scale

Provides for the location of mixed commercial (i.e., retail and office) and residential use projects, for increased diversity in opportunities for desirable housing, and increased vitality of community business areas.

### BRC - Dimensional Standards

*minimum lot area: 900 sq. ft., except that mixed use developments which meet certain conditions may reduce lot area to 450 sq. ft.*  
*permitted floor area: two times the square foot area of the buildable portion of the lot; except projects that enclose all required parking may build six times the square foot area of the buildable portion of the lot.*  
*lot width: 60 feet*

## Chapter 21.30 CG General Commercial Classification

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

### CG - Dimensional Standards

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

## Chapter 21.32 ML Light Manufacturing Classification

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

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

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

## Chapter 21.34 MP Manufacturing Park Classification

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

### MP - Dimensional Standards

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

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

## **Chapter 21.36 MH Heavy Manufacturing Classification**

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

### **MH - Dimensional Standards**

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

## **Chapter 21.38 FR Forestry and Recreation Classification**

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

### **FR - Dimensional Standards**

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

## **Chapter 21.42 QM Quarry and Mining Classification**

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

### **QM - Dimensional Standards**

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

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

## **Chapter 21.43 AOU Airport Open Use Classification**

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

### **AOU - Dimensional Standards**

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

## **Chapter 21.44 Unclassified Uses (Not a Zone)**

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

## **Chapter 21.46.060 Potential Zone**

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

## **Chapter 21.46.150 P Suffix - Site Plan Approval**

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

## **Chapter 21.48 Zero-Lot-Line Provision**

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

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

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

## **Chapter 21.54.040 Flood Hazard Area**

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

## APPENDIX #2

### HIGHLINE COMMUNITIES PLAN POLICIES

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

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

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

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

### APPENDIX #3

#### SELECTED KING COUNTY COMPREHENSIVE PLAN POLICIES

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



- 78 B-32 Highway-oriented business should be located functionally convenient to intersections of major arterials as part of other business areas. Preferably, the locations should be on the edge of the business area convenient to freeway or expressway interchanges.
- 79 B-36 Distributive, business service and light fabrication types of uses should be located with access provided to expressways or major arterial truck routes so that traffic will not pass through residential areas. These uses should be located in the fringes of central business districts and the larger urban business areas or adjacent to industrial areas except where special circumstances dictate a separate location.
- B-50 Mixed use developments should be encouraged as part of neighborhood, community and regional employment centers when they complement and reinforce commercial (retail and office) activities.
  - B-51 Mixed use developments at all scales should include pedestrian oriented business or office activities compatible with multi-family housing.
  - B-52 Neighborhood mixed use developments always should include commercial uses on the ground floor.
  - B-53 Commercial uses should be located below residential uses in all mixed use developments in order to preserve quiet and privacy for the residents above.
- 102 C-3 In order that residential areas may be free from industrial traffic, industrial areas shall be located with access provided only to major transportation routes which include major arterial truck routes, expressways, freeways, major railroad lines, and navigable bodies of water.
- 102 C-4 Industrial areas should be located where they can be adequately served by necessary major utility lines, such as electric power stations and transmission lines, trunk sewer lines, trunk water lines, and trunk gas lines.
- 102 C-5 Land use types other than industrial or industrially related uses should be discouraged from industrial areas, with the exception of such convenience uses as banks, post offices, and restaurants.
- 102 C-6 Certain industrial uses generate heavy traffic, noise, smoke or other nuisances and should be

located where it is feasible to provide an adequate transition, such as light industrial areas, commercial areas, or open space, to adjoining land use types.

- 114 D-5 As slope increases, residential density should decrease in order to avoid, partially or completely, the problems of drainage, siltation, flood control, and accessibility, which frequently are attributable to over-development of slope areas.
- 116 D-8 A maximum density of one housing unit per gross acre may be employed:
- a. in those areas of the County where a neighborhood character of estate-type uses and interests is already established or is proposed,
  - b. where slopes exceed 30%, in areas subject to slide hazards, or in valley areas not suited for large-scale agricultural use and not required for industrial purposes.
- 116 D-9 A maximum density of two housing units per gross acre may be employed in the following types of areas:
- a. where a substantial majority of lots are already developed to a density not greater than two housing units per gross acre and permanent protection in order to maintain community identity is desirable,
  - b. in areas proposed for development at this density where permanent protection of lot size is desired,
  - c. in areas where slope ranges from 25% to 30%.
- 117 D-10 A maximum density of three housing units per gross acre shall be employed in rural tracts adjoining stream, lake, or salt-water frontage.
- 117 D-11 Single family residential areas, except as otherwise designated, shall have a maximum allowed density of five housing units per gross acre.
- 117 D-12 Multi-family residential areas shall always be located functionally convenient to a major or secondary arterial highway. Adequate arterial and collector streets should exist prior to or be developed concurrently with the establishment of such uses.
- 118 D-13 Since multi-family residential areas are complementary to shopping areas and other primary service facilities, they may logically be developed adjacent to such uses.

- 118 D-14 In order that a maximum number of persons can take advantage of the amenities of view, water access, and permanent open space, multi-family residential use may be located in or adjacent to such areas, provided that multi-story structures are so located and designed as to not destroy such amenities for adjoining existing or potential residential areas.
- 118 D-15 The high densities of multiple residential use shall be located adjoining or convenient to major highways with preference given to those routes which provide the most convenient and direct access (in terms of travel time) to the major trade and employment centers of the area.
- 119 D-16 The high densities of multiple residential use should be located adjoining either major shopping areas, cultural centers (at urban or multicommunity level), or locations having special amenities of view, water access, or permanent open space.
- 119 D-17 The lower densities of multiple residential use shall be located adjoining or convenient to major or secondary arterial streets.
- 119 D-18 The lower densities of multiple residential use should be located adjoining either business areas, cultural or community centers, or locations having special amenities of view, water access, or permanent open space.
- 119 D-19 The lower densities of multiple residential use may be located as a transitional use between higher density multiples and single family residential densities.
- 121 D-24 Areas where the allowed average residential density is three housing units per gross acre or greater should include the following minimum improvements:
- a. paved streets, curbs, and sidewalks;
  - b. street lighting;
  - c. underground drainage lines, except where surface storm drainage facilities are deemed to be adequate;
  - d. publicly approved water supply (normally publicly owned); and
  - e. sanitary sewers or suitable alternatives on temporary basis only.
- 129 D-38 As slope increases, residential density should decrease in order to avoid, partially or completely, the problems of drainage siltation, flood control,,

and accessibility, which frequently are attributable to overdevelopment of slope areas.

14 Ord #  
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SS-3

Retain low-density uses or apply appropriate development controls on those lands in SS-2 that are allowed to develop and other lands with a slope of from 16%-25%.

## APPENDIX #4

### SELECTED SEA-TAC COMMUNITIES PLAN POLICIES

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

6.6.5

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

1. The first part of the document is a letter from the President of the United States to the Congress, dated January 3, 1862.

2. The second part is a report from the Secretary of the Treasury, dated January 10, 1862.

3. The third part is a report from the Secretary of the Interior, dated January 15, 1862.

4. The fourth part is a report from the Secretary of the Navy, dated January 20, 1862.

5. The fifth part is a report from the Secretary of the War, dated January 25, 1862.

6. The sixth part is a report from the Secretary of the State, dated January 30, 1862.

7. The seventh part is a report from the Secretary of the War, dated February 5, 1862.

8. The eighth part is a report from the Secretary of the Navy, dated February 10, 1862.

9. The ninth part is a report from the Secretary of the Interior, dated February 15, 1862.

10. The tenth part is a report from the Secretary of the Treasury, dated February 20, 1862.

11. The eleventh part is a report from the Secretary of the State, dated February 25, 1862.

12. The twelfth part is a report from the Secretary of the War, dated March 1, 1862.

13. The thirteenth part is a report from the Secretary of the Navy, dated March 5, 1862.

14. The fourteenth part is a report from the Secretary of the Interior, dated March 10, 1862.

15. The fifteenth part is a report from the Secretary of the Treasury, dated March 15, 1862.

16. The sixteenth part is a report from the Secretary of the State, dated March 20, 1862.

17. The seventeenth part is a report from the Secretary of the War, dated March 25, 1862.

18. The eighteenth part is a report from the Secretary of the Navy, dated March 30, 1862.

19. The nineteenth part is a report from the Secretary of the Interior, dated April 5, 1862.

20. The twentieth part is a report from the Secretary of the Treasury, dated April 10, 1862.



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