

ORDINANCE NO. 5722

AN ORDINANCE relating to Comprehensive Planning; adopting the Skyway Business District Development Guide as an amplification of the Comprehensive Plan, and adding a new section to K.C.C. 20.12.

PREAMBLE:

A. 1. In November, 1979, the Skyway Commercial Club requested a study of the Skyway business district.

2. In November, 1979, the King County Council adopted Ordinance 4597, appropriating Community Development block grant funds to respond to this request.

3. In January, 1980, the Planning Division and the Division of Housing and Community Development, working with local citizens, began developing a series of recommendations to improve the Skyway business district.

4. The result of this work is the Skyway Business District Development Guide.

B. 1. The Highline Communities Plan, adopted in December, 1977, does not include the Skyway business district.

2. Subsequent to the adoption of this plan, the boundaries of community planning areas were modified, resulting in the Skyway business district becoming a part of the Highline planning area.

3. Therefore, while the Skyway business district lies within the Highline planning area, the Highline Communities Plan does not address the needs of this commercial area.

BE IT ORDAINED BY THE COUNCIL OF KING COUNTY:

SECTION 1. The purpose of the Skyway Business District Development Guide is to provide recommendations for capital improvement projects and development guidelines to aid in improving the appearance and function of the Skyway business district.

SECTION 2. There is added to K.C.C. 20.12 a new section to read as follows:

The Skyway Business District Development Guide, attached to

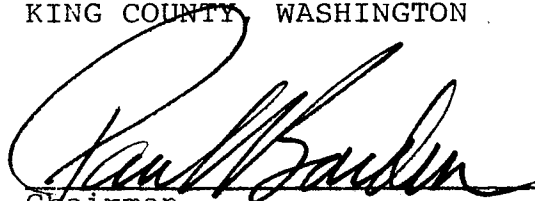
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Ordinance 5722, is adopted as an amplification of the
Comprehensive Plan.

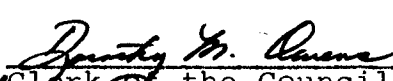
INTRODUCED AND READ for the first time this 20th
day of July, 1981.

PASSED this 19th day of October, 1981.

KING COUNTY COUNCIL
KING COUNTY WASHINGTON


Chairman

ATTEST:


DEPUTY Clerk of the Council

APPROVED this 29th day of October, 1981.


King County Executive

SKYWAY BUSINESS DISTRICT DEVELOPMENT GUIDE
PROPOSED AMENDMENTS - PLANNING DIVISION

1. Project 1; page 19

Amend this project statement by deleting the reference to crosswalks across Renton Ave. S. The drawing attached has been similarly modified, removing the crosswalks previously shown.

Renton Ave. S. meets 68th Ave. S. at approximately 45 degrees, making left turns from Renton Ave. S. to 68th Ave. S. difficult. In addition, vehicles making this turn must cross the street and stop, yielding to traffic turning right off Renton Ave. S. This added stop creates a hazardous condition for the next left-turning vehicle, which can end up blocking the south bound lanes on Renton Ave. S.

This project proposes making Renton Ave. S. meet 68th Ave. S at a 90 degree intersection. Along with this improvement, landscaping would be increased, providing a feeling of entrance to the business area. A "Welcome to Skyway" sign is included. ~~as-are-marked-cross-walks.~~

This project would require approximately 3,000 sq. ft. of new right-of-way from the corners shown.

A signal at this intersection is not proposed in this project. This type of improvement would require further study at the time this project is developed.

± ~~A-typical-crosswalk-design-is-shown-in-greater-detail-on-page-30.~~

Project 1

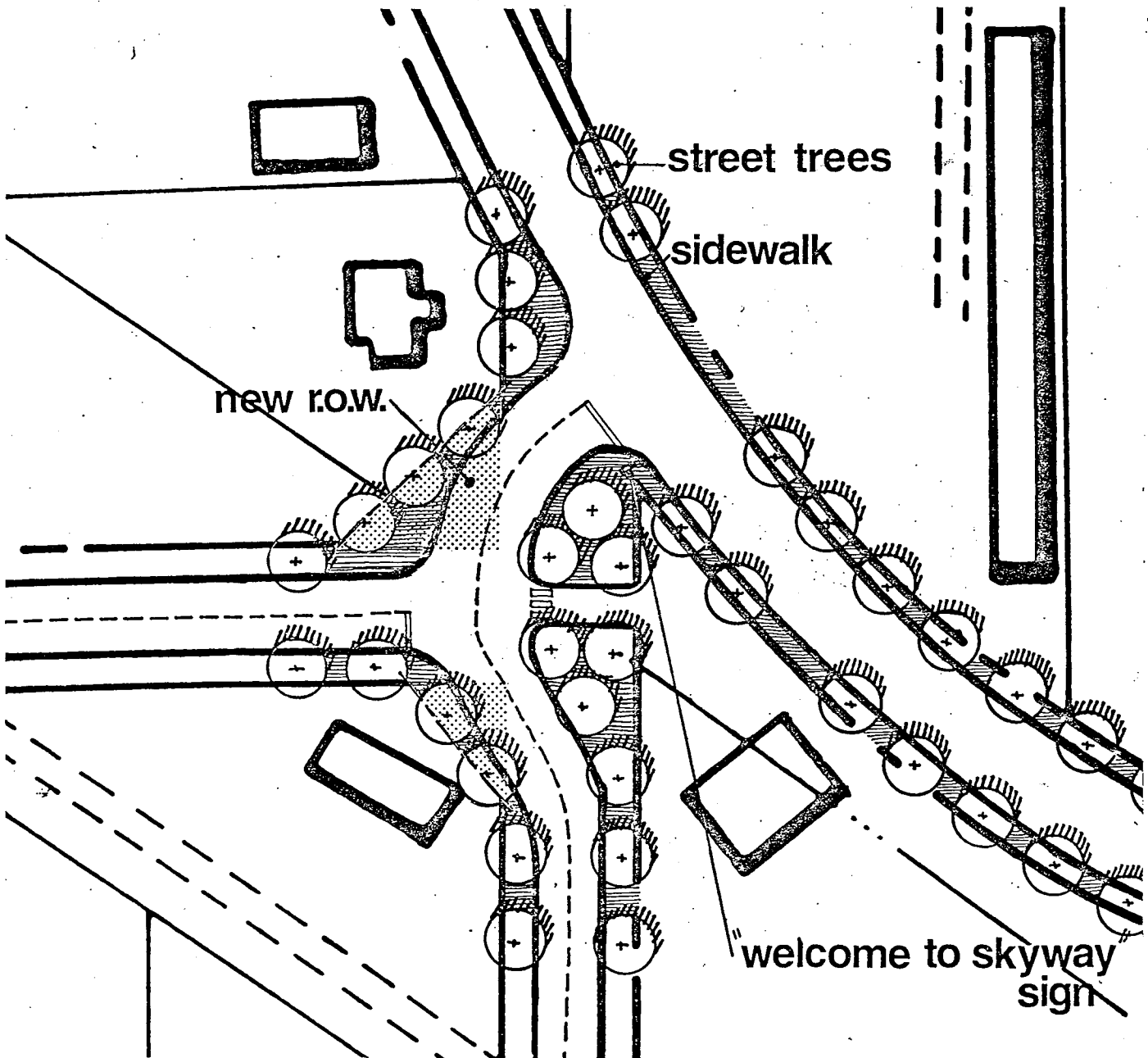
Improve the intersection of Renton Ave. S. and S. 118th St./68th Ave. S.; define the northern entrance to the business district.

Renton Ave. S. meets 68th Ave. S. at approximately 45 degrees, making left turns from Renton Ave. S. to 68th Ave. S. difficult. In addition, vehicles making this turn must cross the street and stop, yielding to traffic turning right off Renton Ave. S. This added stop creates a hazardous condition for the next left-turning vehicle, which can end up blocking the south bound lanes on Renton Ave. S.

This project proposes making Renton Ave. S. meet 68th Ave. S. at a 90 degree intersection. Along with this improvement, landscaping would be increased, providing a feeling of entrance to the business area. A "Welcome to Skyway" sign is included.

This project would require approximately 3,000 sq. ft. of new right-of-way from the corners shown.

A signal at this intersection is not proposed in this project. This type of improvement would require further study at the time this project is developed.



2. Project 2; page 20

Amend this project statement by deleting the reference to crosswalks across Renton Ave. S. The drawing attached has been similarly modified, removing the crosswalks previously shown.

This intersection is the closest major intersection to the southern end of the Skyway business district. This project proposes that this intersection be emphasized as the southern entrance to Skyway with increased landscaping ~~marked-crosswalks~~¹ and a "Welcome to Skyway" sign. The treatment of this intersection should be similar to that in Project 1.

~~The-existing-"islands"-east-and-west-of-the-intersection, would-lead-to-pedestrian-crossings-on-Renton-Ave.-S.~~

A signal at this intersection is not proposed in this project. This type of improvement would require further study at the time this project is developed.

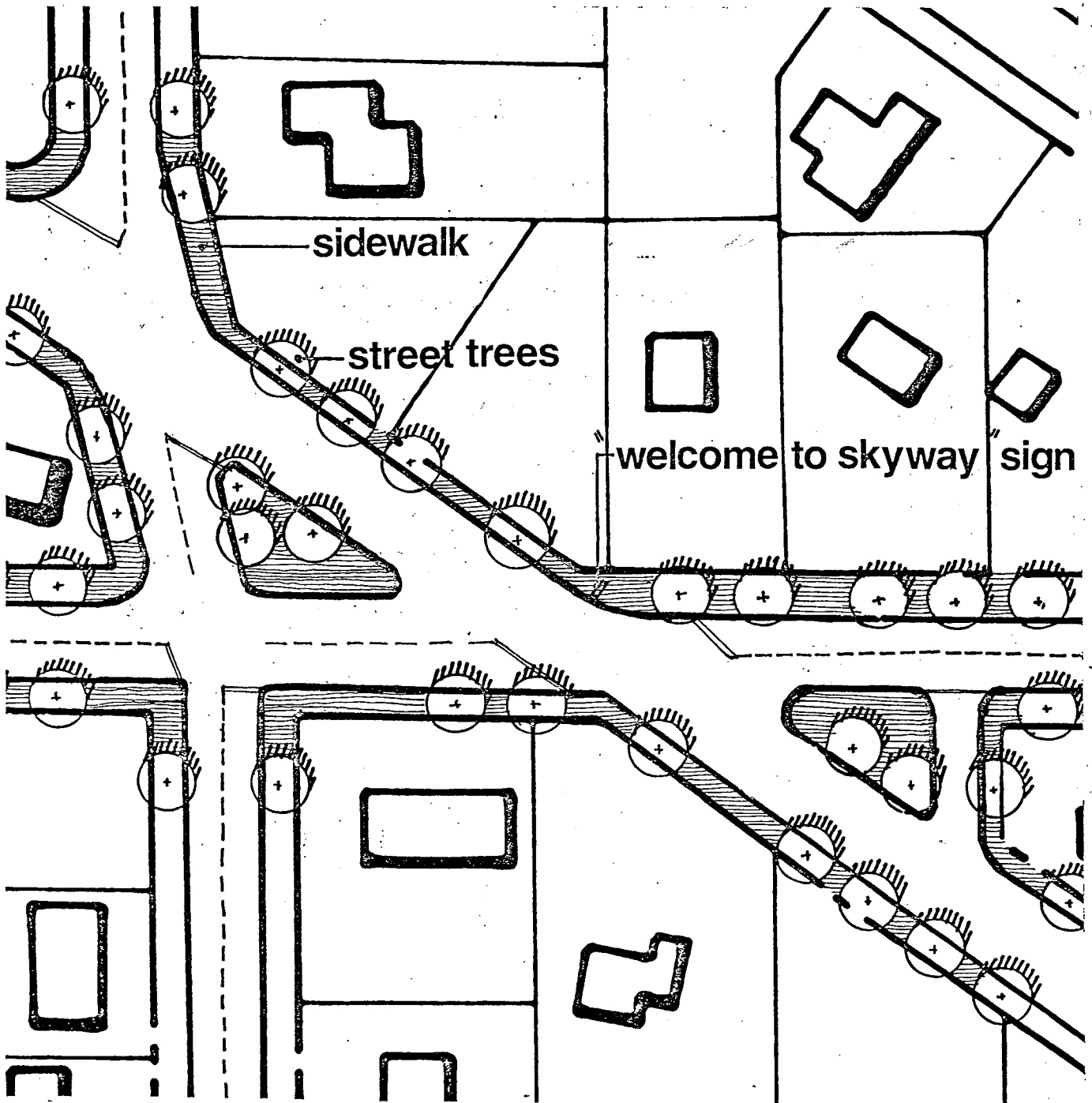
¹ ~~A-typical-crosswalk-design-is-shown-in-greater-detail on-page-30.~~

Project 2

Improve the intersection of Renton Ave. S. and S. 128th/78th Ave. S; define the southern entrance to the business district.

This intersection is the closest major intersection to the southern end of the Skyway business district. This project proposes that this intersection be emphasized as the southern entrance to Skyway with increased landscaping and a "Welcome to Skyway" sign. The treatment of this intersection should be similar to that in Project 1.

A signal at this intersection is not proposed in this project. This type of improvement would require further study at the time this project is developed.



3. Project 4; page 22

Amend this project statement by adding a reference to the need for minor widening to accommodate the median planter.

The north and south business areas are approximately one quarter mile apart. This section of Renton Ave. S. has single family homes on both sides of the street. Automobile access to these homes, for the most part, is provided from alleys on either side. This type of development, access from the rear, results in no need to turn left against traffic.

Making this section of Renton Ave. S. a boulevard would not interfere with turning movements and would provide an attractive transition between the north and south business areas.

The existing street trees, along the west side of Renton Ave. S., would be replaced where damaged. A new landscape strip, with deciduous trees, planted 30 feet on center, would be placed in the center of Renton Ave. S. Locating this planter would require restriping minor widening of the street to provide the necessary room. A new sidewalk¹ would be developed along the east side of Renton Ave. S. and street trees planted. The existing street trees along the east side would be replaced where damaged.

¹ Sidewalks are further described on page 30.

4. Guidelines For Sidewalk Development; page 20

Amend the description of crosswalk striping, changing the color from yellow to white.

A uniform treatment of sidewalk surfaces can provide a feeling of continuity within the business district. Common treatment also helps unify the various widths and configurations of sidewalks.

The treatment shown proposes scoring the concrete surface into 24" x 24" blocks. This texture would be inexpensive to apply and would have good flexibility. This texture should be applied to all new sidewalks in the area. Entrances to businesses could be emphasized by brick pavers, located as shown.

Crosswalks should be defined with wide ~~yellow~~ white stripes. This type of crosswalk is easily seen by approaching motorists.

5. Project Priorities, Responsibilities and Costs; page 40

Change the cost estimate of Project 4 to reflect the change in project scope from restriping to minor widening.

\$65,000.00 \$115,000.00



skyway

**BUSINESS DISTRICT
DEVELOPMENT GUIDE**

Department of Planning and Community Development
King County, Washington



King County Executive

John D. Spellman

King County Council

Bill Reams, Chairman	District 3
Tracy Owen	District 1
Scott Blair	District 2
Lois North	District 4
Ruby Chow	District 5
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John P. Lynch, Director

Planning Division

Karen Rahm, Manager

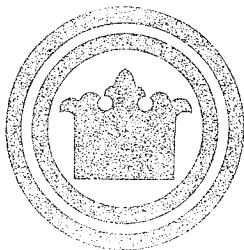
Housing and Community Development Division

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John D. Spellman, County Executive

Department of Planning and
Community Development

John P. Lynch, Director



Planning Division
W217 King County Courthouse
516 3rd Avenue
Seattle, Washington 98104

Karen Rahm, Manager

206 - 344-4218

TO: Interested Parties
FROM: Karen ~~Rahm~~ Manager
SUBJECT: SKYWAY BUSINESS DISTRICT DEVELOPMENT GUIDE

In November of 1979, the Skyway Commercial Club requested a study of the Skyway business district. In January, 1980, the Planning Division and the Division of Housing and Community Development, working with local citizens, began developing a series of recommendations to improve the Skyway business district. The result of this study is the Draft Skyway Business District Development Guide.

The Draft Skyway Business District Development Guide is being circulated for approximately 30 days for your study and comment. Any comments we receive will then be reviewed before a final proposal is sent to the County Council for adoption.

When adopted by ordinance, the Skyway Business District Development Guide will be used by the County Executive, Council and the Zoning and Subdivision Examiner when making decisions about Skyway.

Any comments you may have on the Draft Skyway Business District Development Guide are appreciated. We will consider all comments received by January 1, 1981.

Please send your comments to:

Planning Division
Room W-217, King County Courthouse
Seattle WA 98104
Attention: Craig Larsen

Thank you.

KR:CL:eg
Attachment

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Introduction

The Skyway Business District Development Guide is the result of a special study of the Skyway business district requested by the Skyway Commercial Club. It is one of a series of studies directed at improving unincorporated business districts within King County. The Divisions of Planning and Housing and Community Development have worked with local citizens in preparing these recommendations.

A primary goal of this Development Guide is to improve the function and appearance of the Skyway business district, making it a focus for the community. A vital, attractive business district often results in stronger surrounding neighborhoods. Capital projects and guidelines for new development are included. Major elements of this Development Guide propose traffic improvements, improved landscaping, sidewalk treatments and pedestrian improvements.

Community review and support of these proposals is important; some projects will require partial funding by the community. After public review of the Draft Skyway Business District Development Guide, a final proposal will be submitted to the King County Council for adoption by ordinance. After it is adopted by the Council, the Development Guide will be used by the County Executive, Council and the Zoning and Subdivision Examiner when making decisions about Skyway.

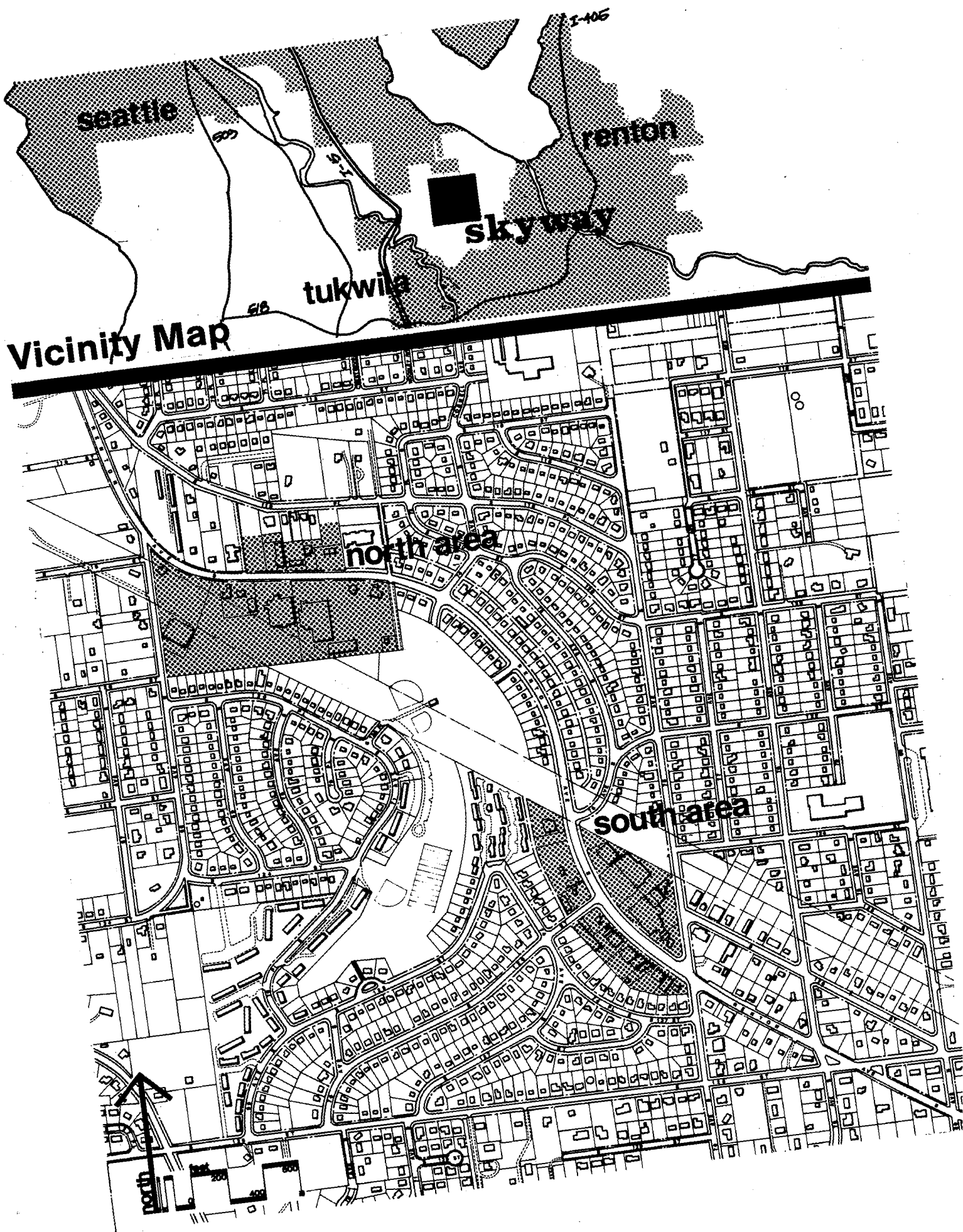
Study Area

The Skyway business district lies between Seattle and Renton, south of Lake Washington and north of Empire Way. The commercial area is located along Renton Ave. S., on a gently sloping ridge which forms an extension of Beacon Hill in Seattle.

The business district has developed in two nodes, separated by single family homes and Skyway Park. The northern area lies between 68th Ave. S. and 74th Ave. S., the southern area is approximately one quarter mile away between 75th Ave. S. and 78th Ave. S.

The focus of this study is the area bounded by S. 115th St. on the north, S. 128th St. on the south, 78th Ave. S. on the east and 68th Ave. S. on the west.

Vicinity Map



Analysis

Community Concerns

A questionnaire was distributed at the beginning of this study to identify the concerns of area business people. Of the 51 businesses within the study area, 35, or about 68%, responded. The results of the questionnaire established that:

- o There are approximately 200,000 sq. ft. of commercial space in Skyway.
- o 10% of area business people have plans to expand, and
- o 72% would like to remain in the area.

Business people in Skyway felt that the five worst problems within the business district were:

- o Lack of marketing or advertising,
- o Too few or wrong mix of businesses,
- o Poor customer access,
- o Insufficient space, and
- o Poor site environment.

Business people indicated that the following improvements would have the greatest benefit to the entire area:

- o Stronger identity,
- o More concentration of the shopping area,
- o Improved sidewalks,
- o Improved traffic circulation,
- o More parking, and
- o Increased landscaping.

A similar questionnaire was presented to area residents at an open house held in Skyway. The residents indicated that:

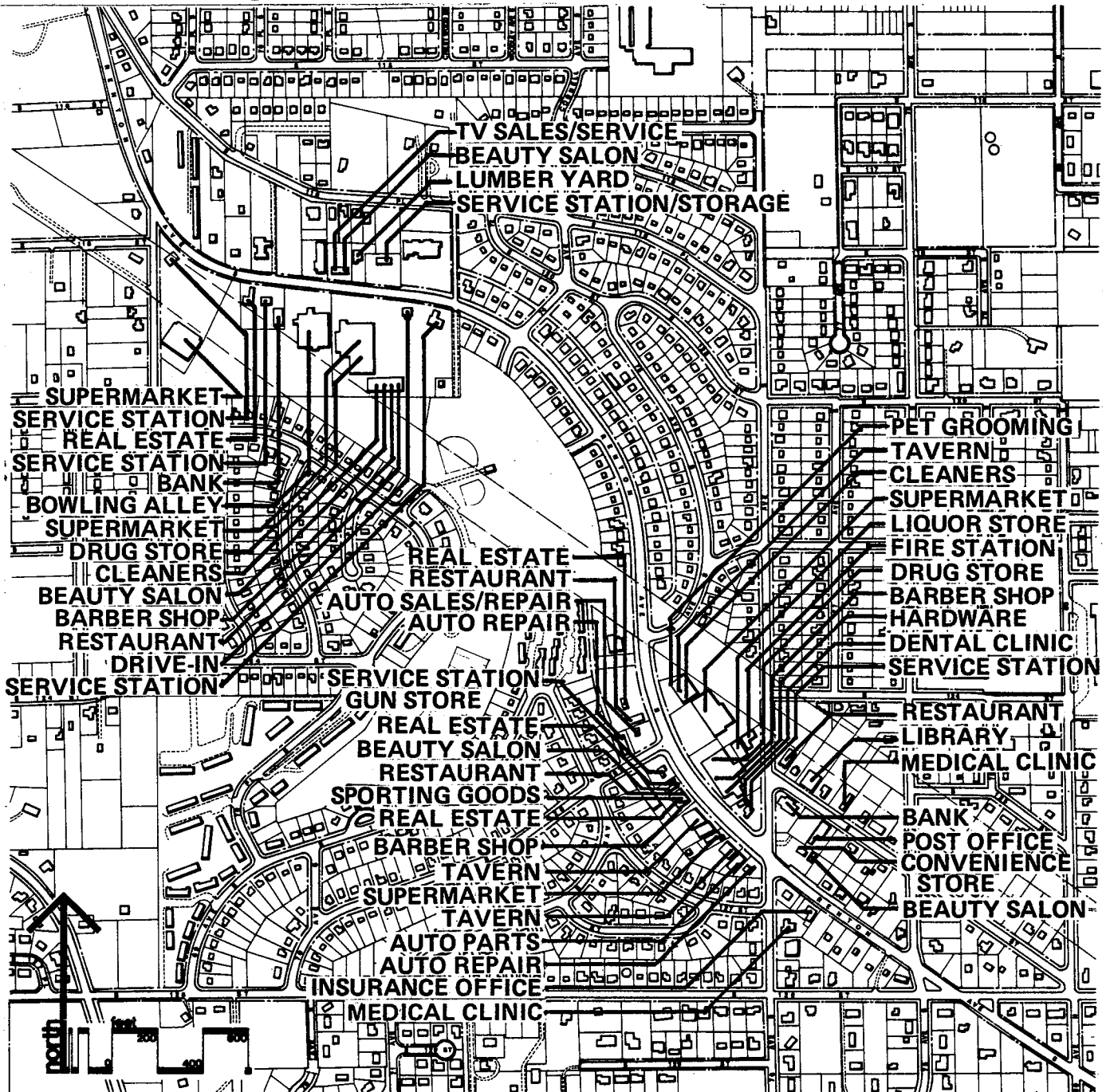
- o Most shop twice a week in Skyway,
- o Grocery stores, banks and drug stores were frequented most often,
- o 85% do over half their shopping for convenience items in Skyway, and
- o Most residents also shop in Renton and Southcenter.

Area residents indicated that the following improvements would have the greatest benefit:

- o Better sidewalks,
- o Better traffic circulation,
- o Improved transit service, and
- o Increased landscaping.

Residents and business people are generally in agreement about what they feel is necessary to improve the business district. The concerns expressed in these questionnaires form the basis for the projects described in the Recommendations section.

Community Businesses



Existing Zoning

The majority of land in Skyway is zoned single family residential (RS-7200). This single family area surrounds, and divides, the north and south business districts.

The second largest category of zoning is commercial, either General Commercial (C-G) or Community Business (B-C). The two commercial areas lie along Renton Ave. S. and are about one quarter mile apart.

The remaining areas are zoned Multi-Family Residential (RM-900, RM-1800, RM-2400 and RD-3600). These areas lie adjacent to Skyway Park and the commercial areas.

The following zoning synopsis describes the zoning categories found in the Skyway area.

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 21.28 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 21.16 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 sq. ft.
height: 35 feet. Height may be increased 1' for each additional foot of side yard.

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 21.12 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 21.10 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.

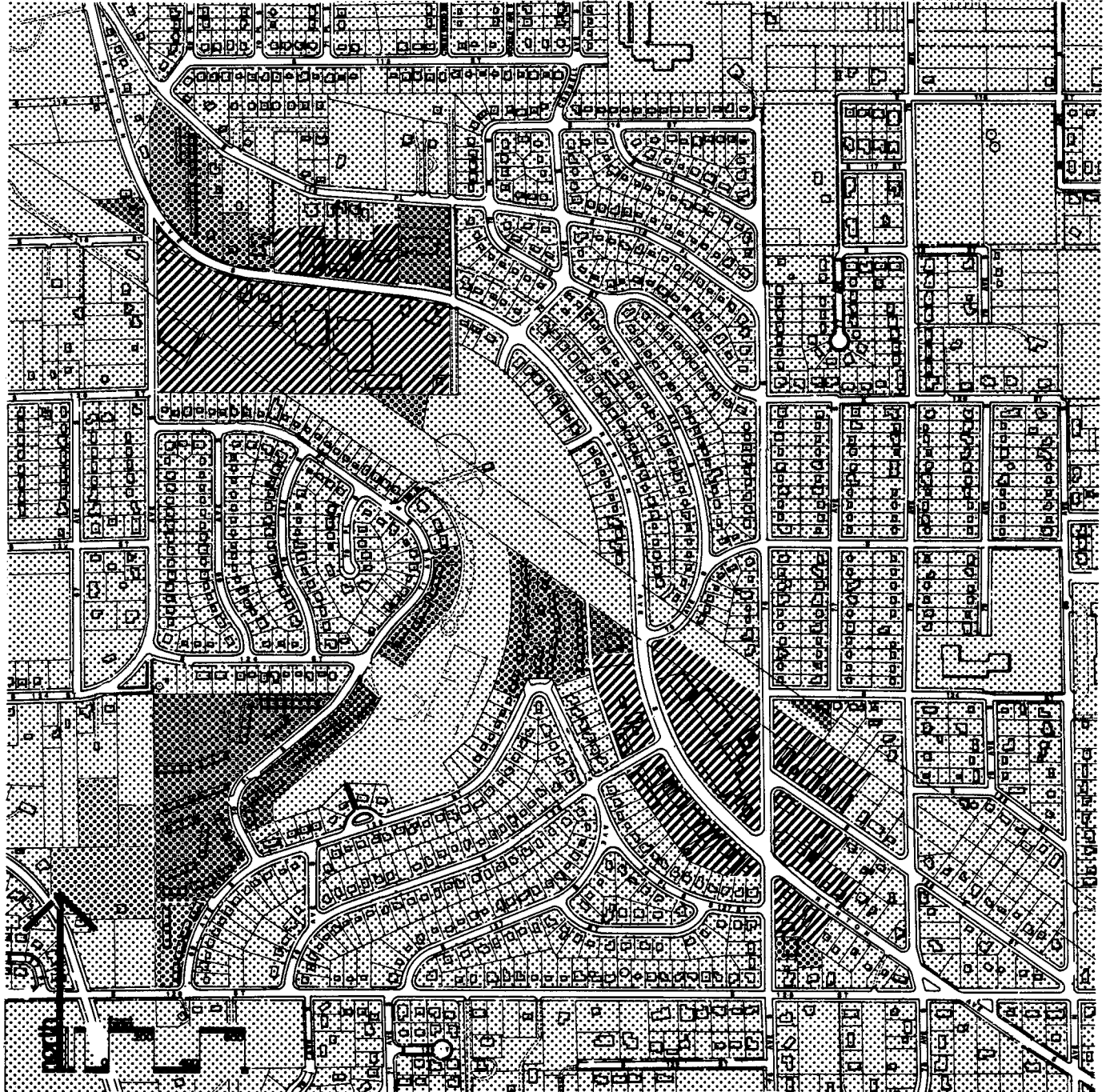
Chapter 21.08 RS Residential Single Family Classification

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 7200 - Dimensional Standards

min. lot area: 7200 sq. ft.
min. lot width: 60 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.

Existing Zoning



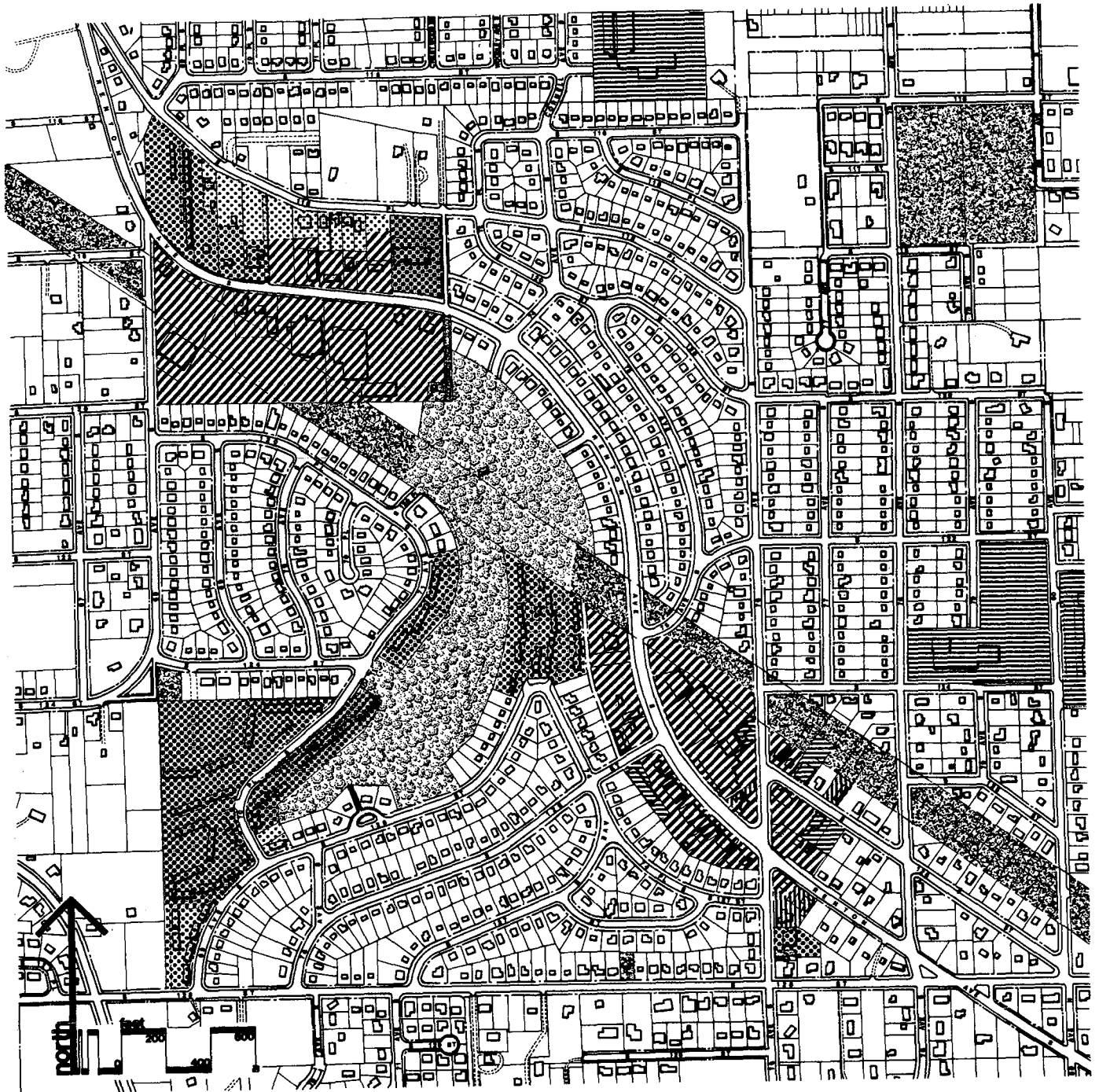
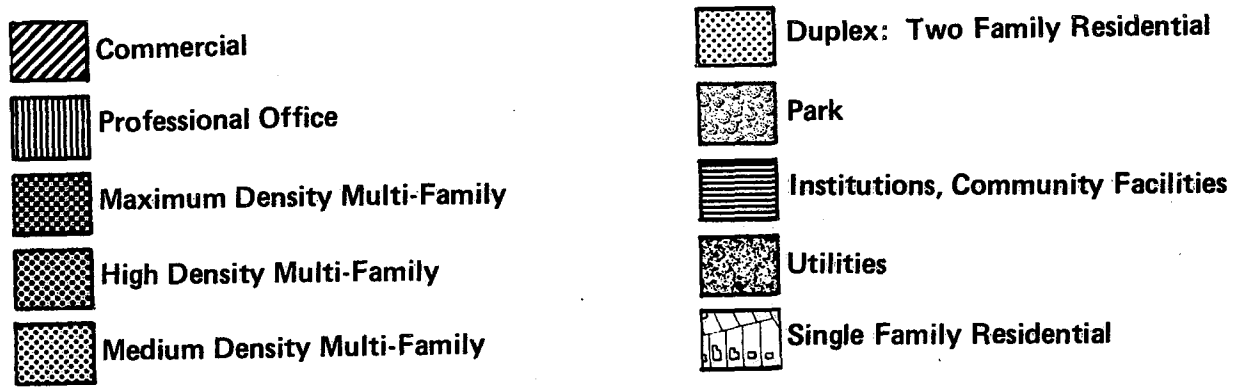
Existing Land Use

Many different land uses are allowed in each zoning category. The map, on the opposite page shows the current land use in Skyway. It gives a more accurate picture of the way land is used than the zoning map on the previous page.

Skyway Park is a central element between the two commercial areas. The park contains sports fields, open play areas and wooded slopes. A power line right-of-way runs diagonally through the park.

Two commercial areas are adjacent to Skyway Park. Both areas contain numerous convenience businesses. In addition, the northern area contains a lumber yard and a bowling alley which draw from a larger area than most Skyway businesses. The southern area also contains public services including a library, post office, fire station, and some professional office uses.

Existing Land Use



Market Area Study

Shopping centers are classified in different categories depending on: the size of the market area served, the type and number of businesses within the area and the amount of space they occupy. Skyway has elements of both neighborhood and community business districts.

A neighborhood business district provides convenience goods and services that are needed day to day and usually purchased close to home. A typical neighborhood business district contains up to 15 stores and includes a supermarket; drug, variety, hardware and apparel stores; barber and beauty shops; and laundry and dry cleaners.

A community business district serves both the shopping needs of nearby residents, and the shopping and job needs of a broader area, often including a number of neighborhoods. A typical community business district is composed of 16 to 50 speciality retail stores with a junior department store or major discount store as an anchor. This type of shopping district includes a retail core with convenience goods, comparison goods (major items such as furniture, appliances, automobiles), offices, service uses and governmental facilities.

The chart, opposite, compares some of the characteristics of these two types of business districts with Skyway. The uses in the Skyway business district are similar to those generally found in a neighborhood business district. The most noticeable difference is in the number of businesses and the population needed to support them.

In a typical neighborhood business district, there are 15 businesses occupying from 30,000 to 120,000 square feet, with a market area population of 20,000 people. In Skyway, there are over 50 businesses with a market area population of just under 20,000 people. These 50 businesses occupy over 200,000 square feet of building space.

CHARACTERISTICS OF MARKET AREA POPULATION

Retail and commercial activity in the Skyway business district is directly related to the population - how many people there are, how much money they have and where they go to spend it. Skyway businesses serve an area within a one, to one-and-a-half mile radius of the business district which contains about 7,700 households.

Generally, the population of the market area is included in three census tracts: 119, 260 and 261. In 1970, the total population of these three tracts was 20,242. The 1980 estimate is 19,612, the 1990 estimate is about 19,000. The decreasing population reflects the size, rather than the number, of families living in the area.

There are a broad range of incomes in Skyway. The median income of a family living in the Skyway market area in 1970 was \$12,674, compared to the County median of \$11,886. Twenty seven percent of the families had moderate incomes and 30% had incomes below the poverty level. Although absolute incomes have risen since 1970, nothing has occurred in the market area to significantly change the relative amounts of income or the number of people in different income categories.

Residents of Skyway shop for many of their needs at local businesses. However, there are a number of other convenience shopping areas around the edge of the Skyway market area which serve the same population. These include the major shopping center in Renton, the regional shopping center at Southcenter, and Rainier Beach. The presence of surrounding shopping centers, which overlap the Skyway market area, has reduced the number of people who shop in Skyway.

CHARACTERISTICS OF BUSINESS DISTRICTS IN COMPARISON TO SKYWAY

CHARACTERISTIC	NEIGHBORHOOD BUSINESS DISTRICT	COMMUNITY BUSINESS DISTRICT	SKYWAY BUSINESS DISTRICT
USES	Convenience retail, services, offices, mixed use, multi-family residential	Convenience and comparison retail, offices, services, govn. facilities, light industry, general commercial, multi-family residential	Convenience retail, limited office use, multi-family residential, govn. facilities
SIZE OF MARKET AREA	1-2 mile radius	3-4 mile radius	1-1½ mile radius
POPULATION OF MARKET AREA	20,000	60,000 - 80,000	19,612
NUMBER OF BUSINESSES	15	16 - 50	50+
TOTAL SPACE OCCUPIED BY BUILDINGS	30,000 - 120,000 sq. ft.	100,000 - 350,000 sq. ft.	200,000 sq. ft.

Market Area Study

DEMAND AND SUPPLY ANALYSIS

An analysis of the demand for, and supply of, goods and services in a business district is an important part of a market area survey. Business owners need to understand the relationship between the goods and services they sell and the demand for these items. Business people who want to increase their sales need to know if there is enough extra demand to make this possible. Similarly, new business people want to know if there is enough demand to justify their locating in Skyway. The demand and supply analysis done for Skyway does not involve actual dollars made by businesses or dollars spent by residents. Rather, it is a model to measure the potential demand for specific goods and services.

Supply, or sales capacity, was calculated by determining the square footage occupied by different types of businesses, then multiplying it by a sales figure per square foot for the particular type of business. Demand for goods and services was calculated by two methods. One involved taking the number of families at different income levels in the market area and multiplying them by the typical annual expenditures for a family with this income. The other involved multiplying the total population of the market area by the per person expenditures for the different goods and services.

The table, opposite, shows the results of the demand and supply analysis. Food stores are the only types of businesses where there is not some extra or uncaptured demand. The population of Skyway is not likely to increase and grocery stores draw most of their customers from the local market area. This indicates that it will be difficult for grocery stores to attract a large amount of additional business.

All other types of businesses (restaurants, home improvement stores, convenience retail) have the opportunity to attract some additional customers. The one exception to this may be drug stores. Even though they supply most of the personal care products, demand for such goods just slightly exceeds supply. Businesses with uncaptured demand must work hard to increase sales. This is due to the large number of similar businesses in Skyway. In addition, residents of the area often shop at these kinds of stores outside of Skyway.

It is important to remember that for any business where there is uncaptured demand, business owners operating in other districts are presently getting this business. Aggressive marketing by Skyway merchants will be required to capture some of this demand.

FUTURE OF THE BUSINESS DISTRICT

There are opportunities to increase business in Skyway, as the demand and supply analysis showed. The following conclusions about the future of the Skyway business district can be drawn from the market area survey.

- o Given the location and isolated nature of both the business district and the market area, and considering that the total population of the area will remain about the same or decline slightly, there is adequate or surplus commercially zoned property and commercial buildings.
- o Based on the population of the market area, its location relative to other shopping centers and the current uses it provides for area residents, Skyway will remain a neighborhood shopping center, providing the goods and services that meet the daily needs of its customers, but not major purchases.
- o The age and make-up of the population will shift over the next ten years with the likely result that there will be more disposable income in the community which certain Skyway businesses could capture.
- o For many of Skyway's businesses, there is more demand than is presently being met. There are opportunities for existing businesses to attract more customers and for a limited number of new businesses, such as a small apparel or gift shop.

In addition to the physical improvements that are discussed in this project, a vigorous advertising and promotion campaign is needed to attract new customers and businesses to the district.

DEMAND & SUPPLY ANALYSIS

<u>Type of Business</u>	<u>Supply</u> (Sales Capacity)	<u>Demand</u>	<u>Excess Capacity</u>	<u>Uncap. Demand</u>
Food Stores	\$12,662,000	\$10,221,000	\$2,441,000	
Restuarants	1,323,000	3,888,000		\$2,565,000
Personal Care Services	230,000	614,000		384,000
Personal Care Products	1,188,000	1,207,000		19,000
Cleaners & Laundromats	182,000	647,000		465,000
Home Improvements	1,138,000	1,510,000		372,000
Other Retail	213,000	1,353,000		1,140,000
Total	\$16,936,000	\$19,440,000	\$2,441,000	\$4,945,000

Notes:

- * Sales capacity was calculated by determining the square footage occupied by these different types of businesses in Skyway and then multiplying it by a median sales figure per square foot for the particular type of business. The per square foot sales figures were derived from the 1978 Dollars and Cents Guide to Shopping Centers published by the Urban Land Institute.
- ** Demand was calculated using two methods. For food stores, restaurants, personal care services and personal care products demand was calculated by taking the number of families at different income levels from the 1970 Census for the three census tracts (119,260,261) that are in the Skyway market area and multiplying them by the annual expenditures for various goods and services by families at different income levels. Information on expenditures was derived from Consumer Expenditure Survey 1972-74 published by the Bureau of Labor Statistics. For cleaners and laundromats, home improvements and other retail expenditures demand was calculated by multiplying the total population of the area by person expenditures for these goods and services based on the State and County retail sales records.
- *** All Figures have been adjusted to 1978 dollars.
- **** Restuarants include taverns serving food.

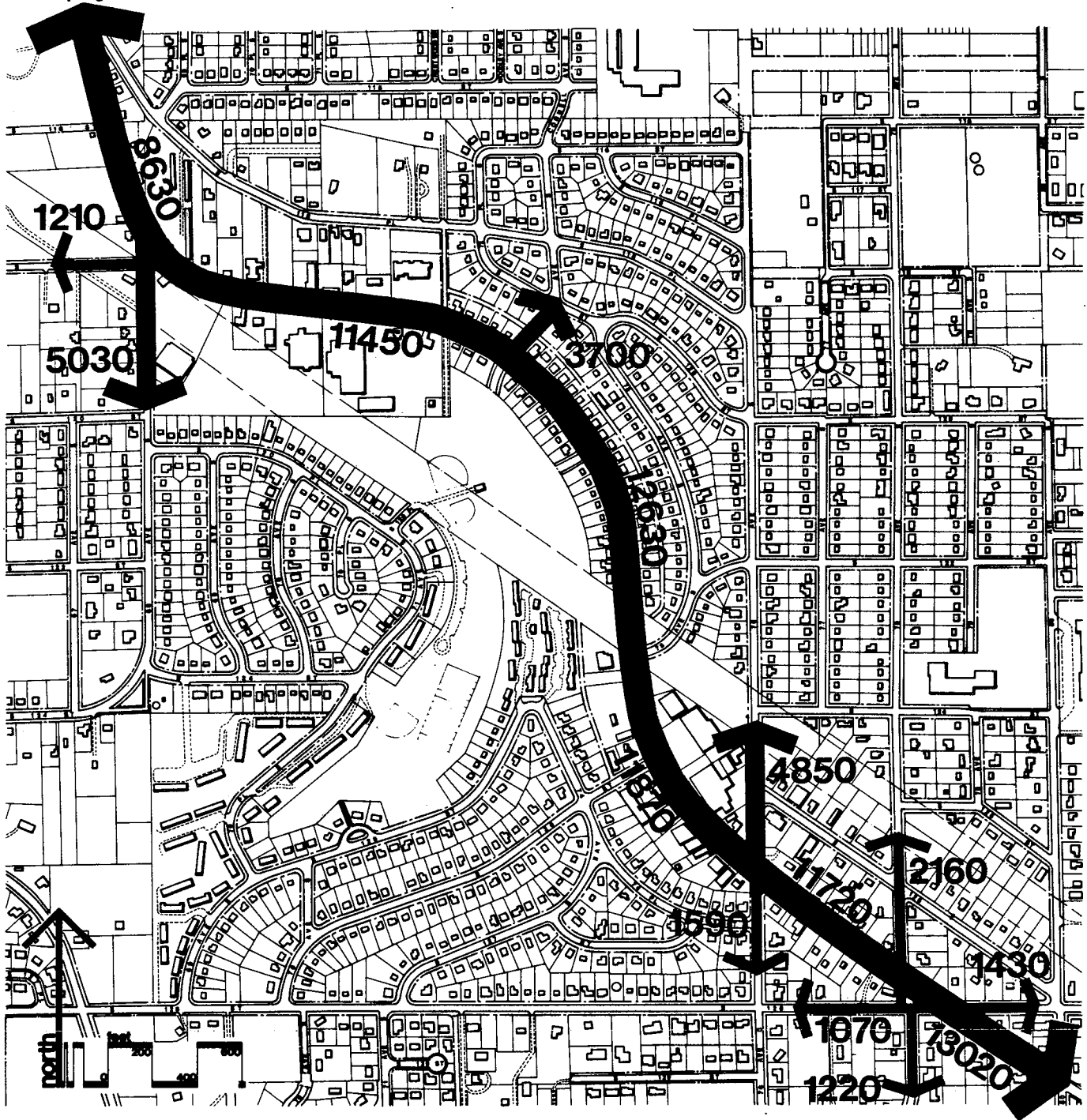
Traffic Volumes

The map, below, depicts the current volumes of traffic per day in Skyway.

As is indicated on the map, Renton Ave. So. is the major arterial serving the business district. This arterial connects Renton, to the south, with the single family neighborhood north of Skyway. The traffic volume along this arterial ranges from about 8,600 to 15,000 vehicles per day. Other streets in Skyway function as neighborhood collectors or collector arterials, bringing traffic from the surrounding residential areas to Renton Ave. S.

In general, the street system in Skyway is adequate. For example, Renton Ave. S. could carry an additional 8,000 cars per day and still be within accepted standards. Population predictions, as described in the Market Area Survey, indicate that the total population will decline slightly, possibly resulting in a decrease in traffic volumes.

These factors indicate that no major improvements to the street system will be necessary within the next 6-10 years. Therefore, street system projects will concentrate on intersection improvements, sidewalks/ pedestrian facilities and improved landscaping.



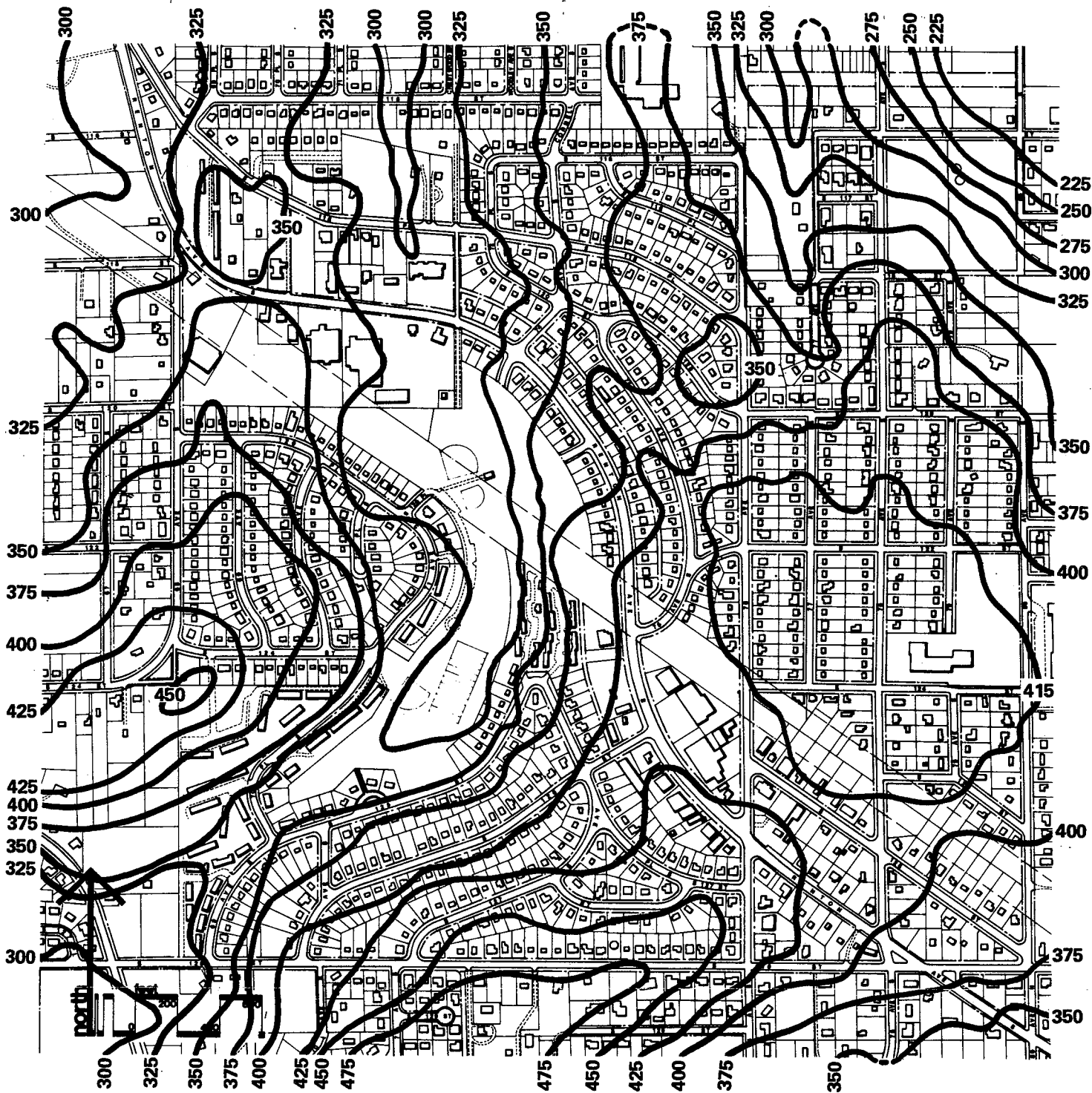
Topography

The map, below, depicts the topography of the study area.

The two business areas which make up Skyway lie approximately one quarter mile apart. The southern area is about 425 feet above sea level, the northern area is about 100 feet lower at 325 feet.

Skyway Park, which is directly adjacent to both business areas, is between 325 feet and 425 feet above sea level. It is easily approached from the northern area but lies 100 ft. below the southern area.

The surrounding residential areas range between 225 and 475 feet above sea level.











Development Possibilities

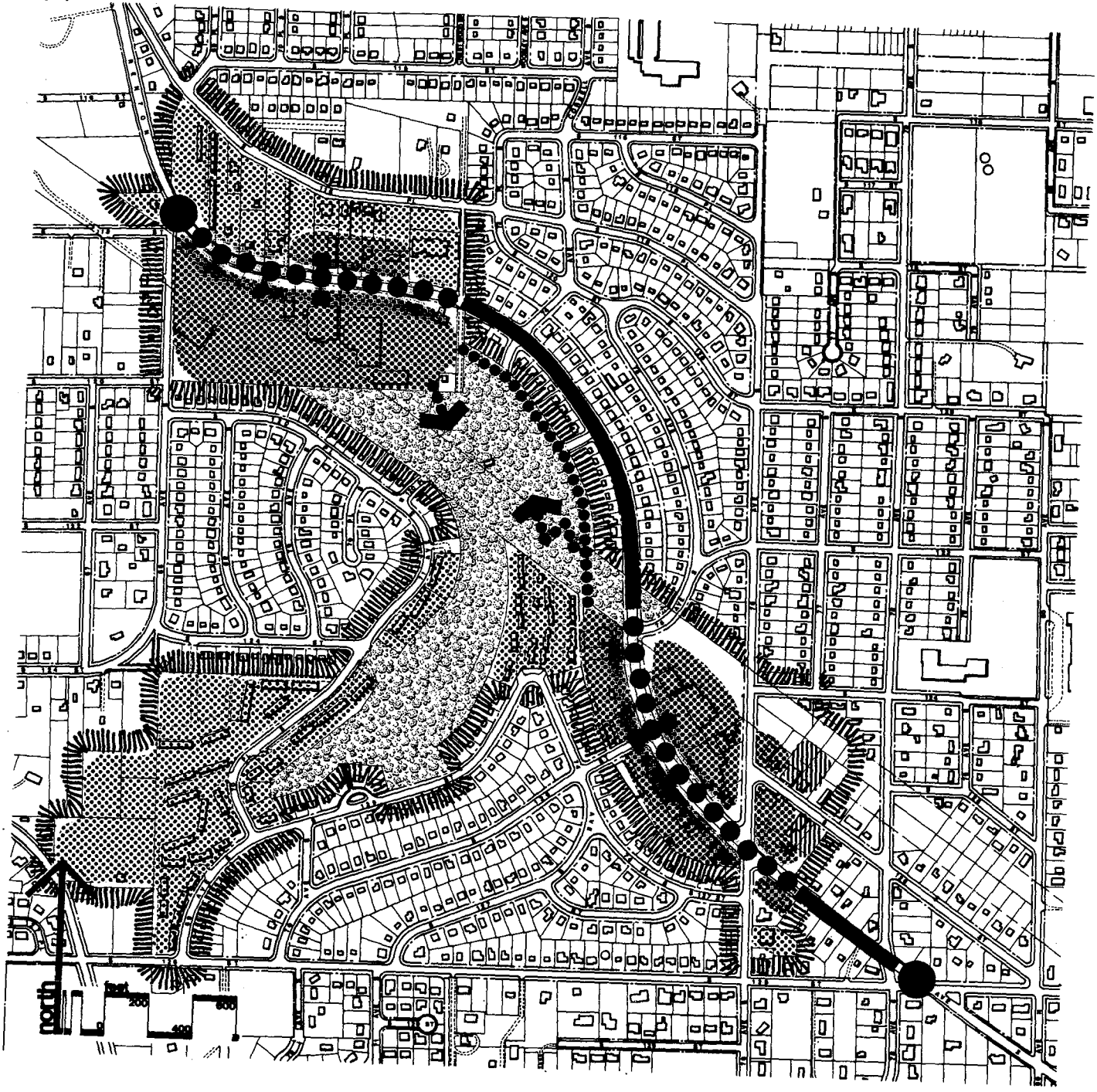
The intent of this Development Guide is to improve the function and appearance of the business district. The map, opposite, indicates development possibilities for the business district. These possibilities include:

1. Encouraging full development of the areas with existing multi-family zoning,
2. Limiting the size of the commercial area to that currently developed,
3. Defining the entrances to the business district,
4. Boulevarding Renton Ave. S. between the north and south business areas,
5. Improving pedestrian facilities throughout the area,
6. Improving the entrances to Skyway Park from the business district, and
7. Upgrading landscaping within the business district.

These possibilities form the basis of the next section, Recommendations.

Development Possibilities

-  Business District Entrance
-  Shopping Street
-  Commercial Area
-  Multi-Family Area
-  Public Buildings
-  Pathway
-  Single Family Edge
-  Park



Recommendations

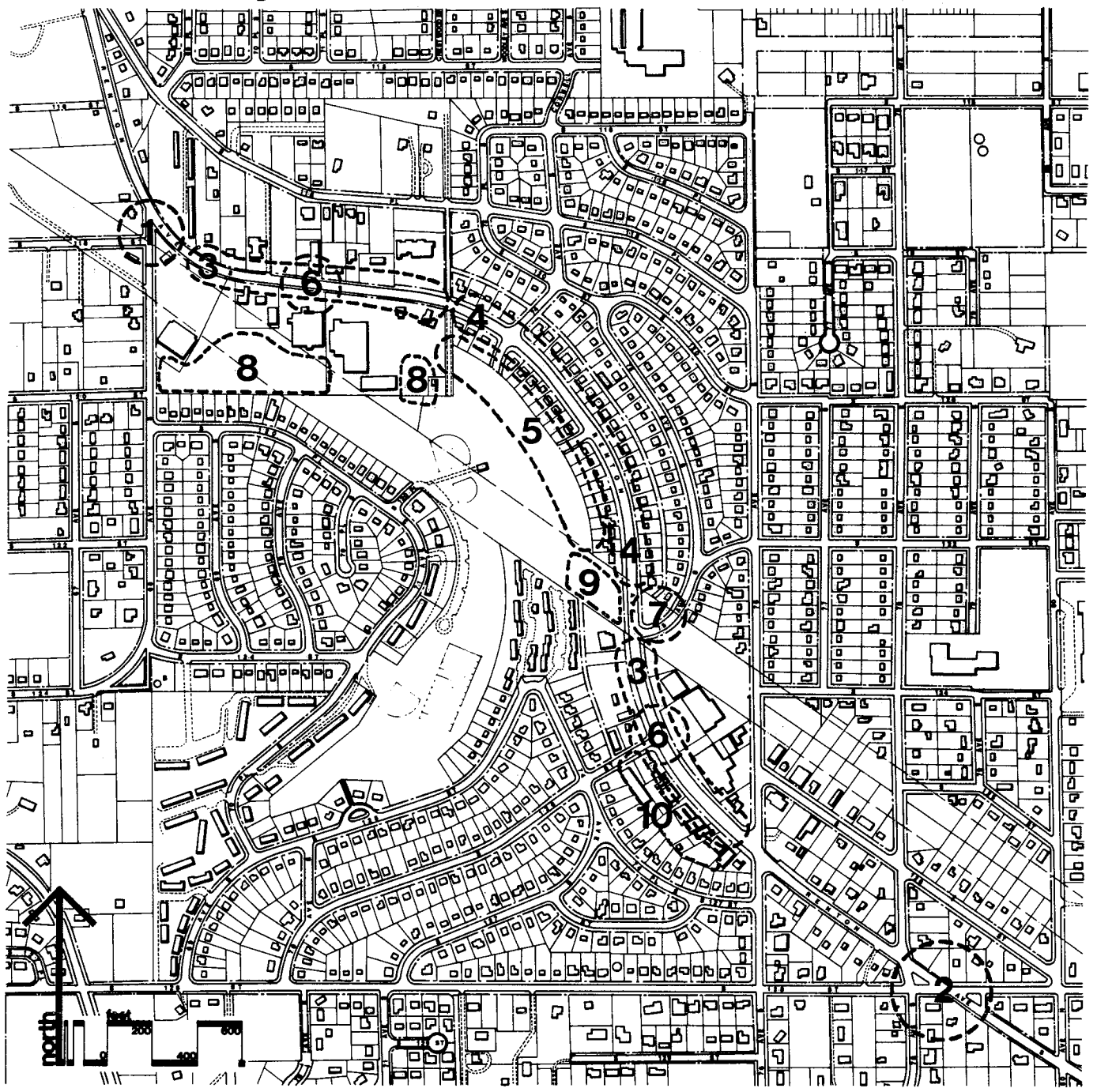
Capital projects, guidelines for sidewalk development, landscaping standards and access guidelines are proposed to improve the function and appearance of the Skyway business district.

Capital Projects

1. Improve the intersection of Renton Ave. S and S 118th St/68th Ave. S; define the northern entrance to the business district.
2. Improve the intersection of Renton Ave. S and S 128th St./78th Ave. S; define the southern entrance to the business district.
3. Improve the gutters along Renton Ave. S within the north and south business areas; define the entrance to parking lots.
4. Boulevard Renton Ave. S. between 75th Ave. S. and 72nd Ave. S, if extended; increase landscaping, provide sidewalks.
5. Develop a pathway and improve the alley, west of Renton Ave. S; link the north and south business areas.
6. Provide crosswalks with signals along Renton Ave. S in the north and south business areas; one approximately 600 feet east of 68th Ave. S, one at the intersection of Renton Ave. S and S 126th St.
7. Develop a "pocket park" at the corner of Renton Ave. S and 75th Ave. S. and improve the alley east of Renton Ave. S; increase landscaping, improve the alley entrance.
8. Improve landscaping and provide a better entrance to Skyway Park south of the northern business area; improve appearance, emphasize the park entrance.
9. Provide a parking area and an entrance to Skyway Park west of the Renton Ave. S and 75th Ave. S intersection; increase landscaping, emphasize Skyway Park.
10. Improve parking and sidewalks west of Renton Ave. S between S 126th St. and 76th Ave. S; increase parking, emphasize parking behind the buildings.

The map on the opposite page shows the location of each of the proposed capital projects. The capital projects are described in greater detail on the following pages.

Capital Projects



Project 1

Improve the intersection of Renton Ave. S. and S. 118th St./68th Ave. S.; define the northern entrance to the business district.

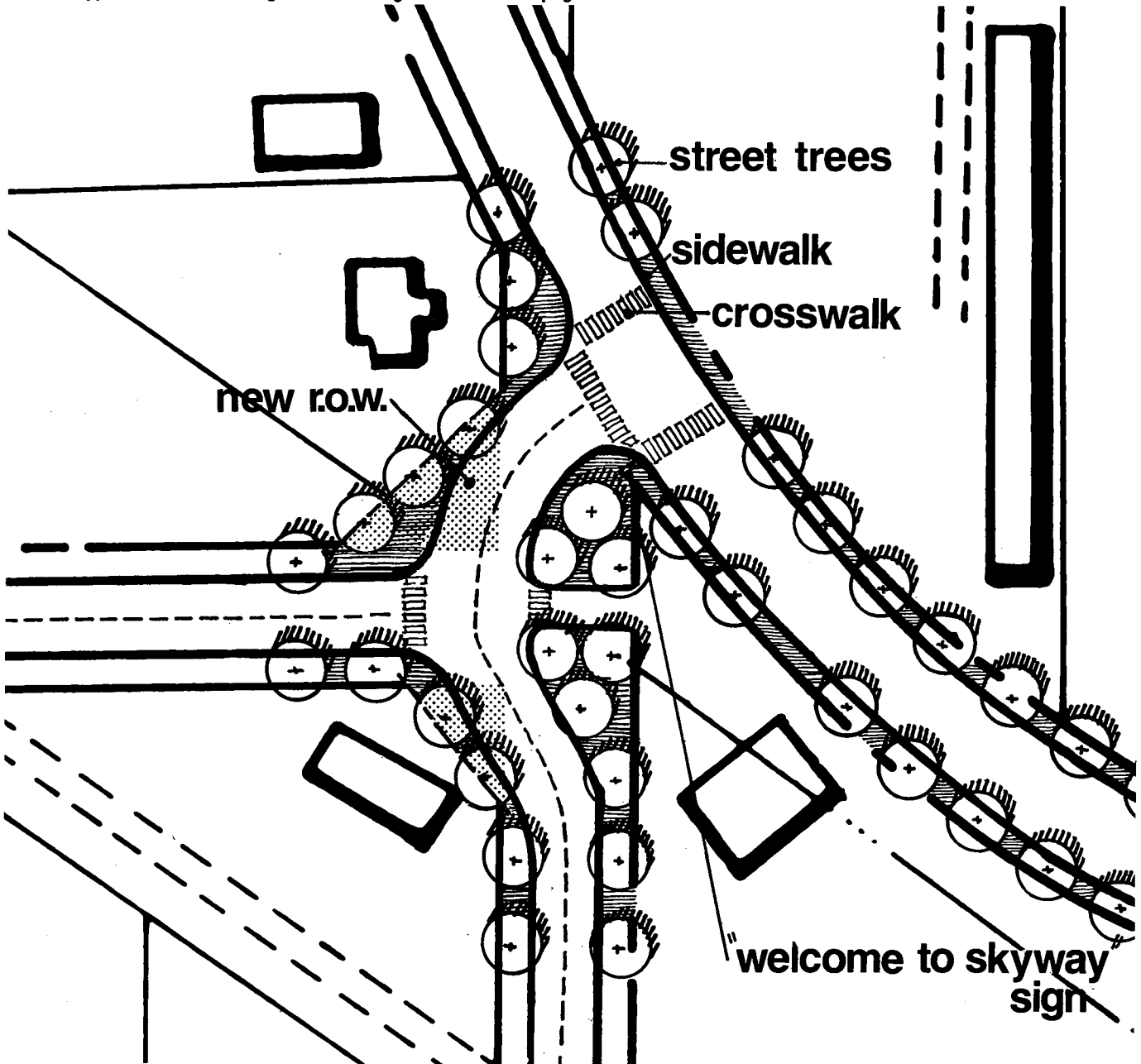
Renton Ave. S. meets 68th Ave. S. at approximately 45 degrees, making left turns from Renton Ave. S. to 68th Ave. S. difficult. In addition, vehicles making this turn must cross the street and stop, yielding to traffic turning right off Renton Ave. S. This added stop creates a hazardous condition for the next left-turning vehicle, which can end up blocking the south bound lanes on Renton Ave. S.

This project proposes making Renton Ave. S. meet 68th Ave. S. at a 90 degree intersection. Along with this improvement, landscaping would be increased, providing a feeling of entrance to the business area. A "Welcome to Skyway" sign is included as are marked cross walks.¹

This project would require approximately 3,000 sq. ft. of new right-of-way from the corners shown.

A signal at this intersection is not proposed in this project. This type of improvement would require further study at the time this project is developed.

¹ A typical crosswalk design is shown in greater detail on page 30.



Project 2

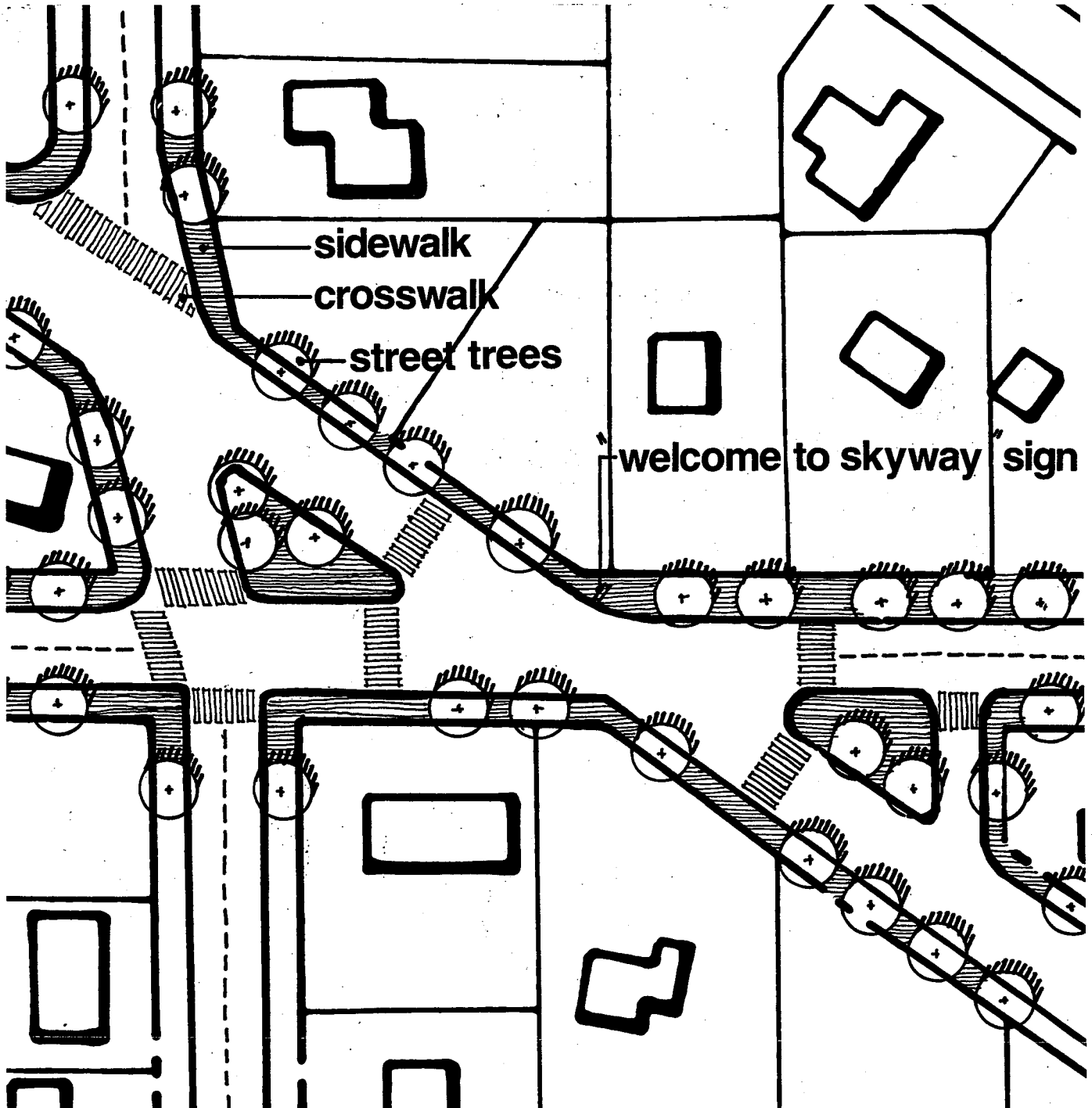
Improve the intersection of Renton Ave. S. and S. 128th/78th Ave. S; define the southern entrance to the business district.

This intersection is the closest major intersection to the southern end of the Skyway business district. This project proposes that this intersection be emphasized as the southern entrance to Skyway with increased landscaping, marked crosswalks¹ and a "Welcome to Skyway" sign. The treatment of this intersection should be similar to that in Project 1.

The existing "Islands," east and west of the intersection, would lead to pedestrian crossings on Renton Ave. S.

A signal at this intersection is not proposed in this project. This type of improvement would require further study at the time this project is developed.

¹ A typical crosswalk design is shown in greater detail on page 30.



Project 3

Improve the gutters along Renton Ave. S. within the north and south business districts; define the entrance to parking lots.

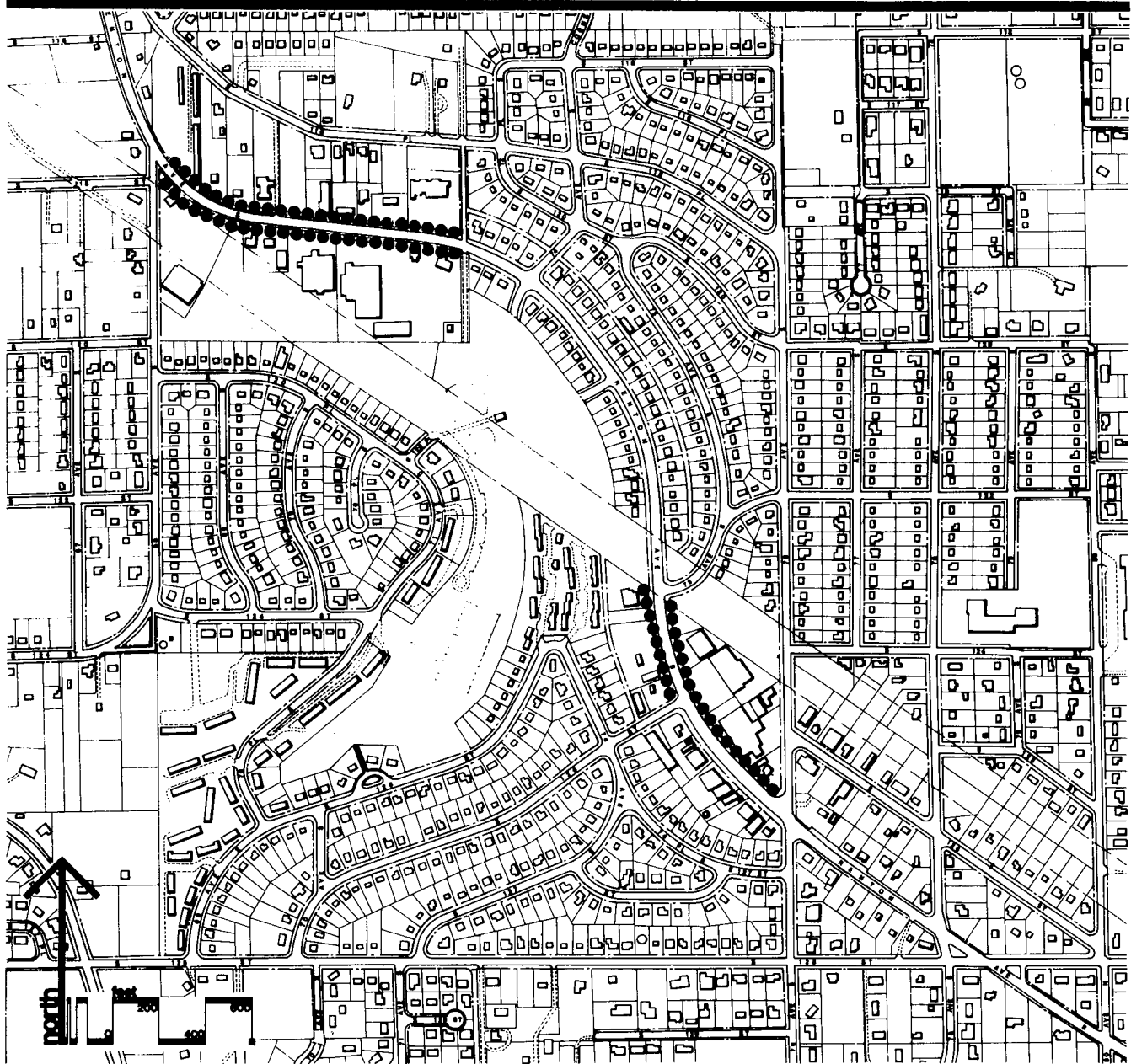
Large, deep gutters exist along the east and west sides of Renton Ave. S. in many areas within Skyway. These gutters require vehicles to slow quickly before entering parking areas adjacent to the street, often resulting in blocked traffic along Renton Ave. S. In addition, parking lots in many areas have no specific entrance, which creates confusion for drivers as well as a hazardous situation for pedestrians walking along the street.

Two types of improvements were considered, short and long term.

A possible short term improvement involves defining the entrances to parking lots and covering the gutters in these areas with metal grates. These grates will easily span the gutter and still allow water to penetrate.

A long term improvement would involve removing the gutters and constructing a permanent underground drainage system, curbs and sidewalks. This type of improvement is recommended.

This project proposes that money be allocated for an engineering study to determine the cost of a permanent improvement. When this study is complete a funding method, possibly a road improvement district, should be developed and the project scheduled for construction.



Project 4

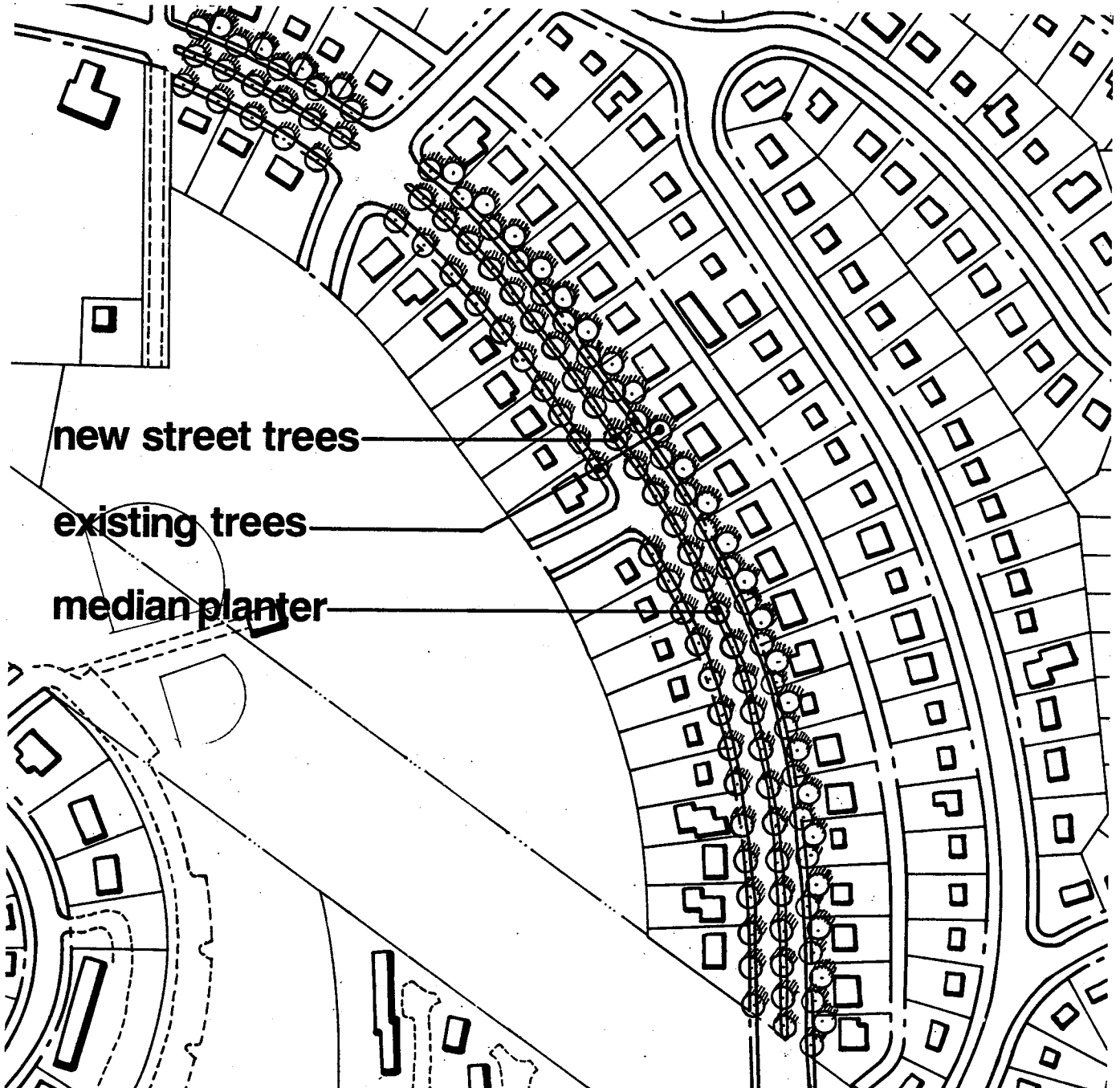
Boulevard Renton Ave. S. between 75th Ave. S. and 72nd Ave. S. if extended; increase landscaping, provide sidewalks.

The north and south business areas are approximately one quarter mile apart. This section of Renton Ave. S. has single family homes on both sides of the street. Automobile access to these homes, for the most part, is provided from alleys on either side. This type of development, access from the rear, results in no need to turn left against traffic.

Making this section of Renton Ave. S. a boulevard would not interfere with turning movements and would provide an attractive transition between the north and south business areas.

The existing street trees, along the west side of Renton Ave. S., would be replaced where damaged. A new landscape strip, with deciduous trees, planted 30 feet on center, would be placed in the center of Renton Ave. S. Locating this planter would require restriping the street to provide the necessary room. A new sidewalk¹ would be developed along the east side of Renton Ave. S. and street trees planted. The existing street trees along the east side would be replaced where damaged.

¹ Sidewalks are further described on page 30.

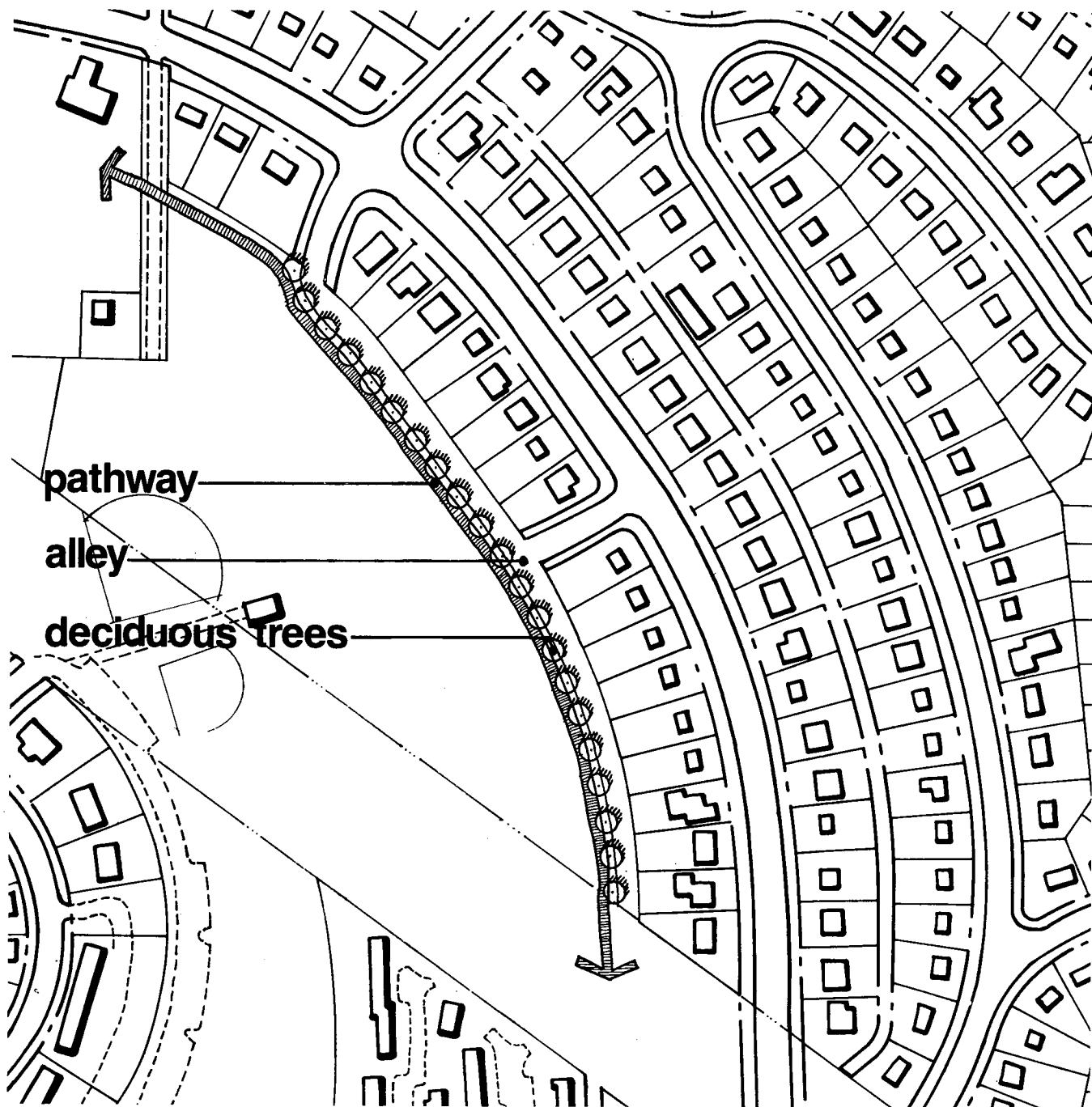


Project 5

Develop a pathway and improve the alley west of Renton Ave. S.; link the north and south business districts.

This alley runs along the edge of a bluff, overlooking Skyway Park. The alley provides access to homes west of Renton Ave. S. It is presently in poor condition, wrecked automobiles and other debris litter the eastern edge of the park, abutting the alley.

This project proposes a two-fold improvement: 1) grade the existing alley and add a new layer of gravel, 2) construct a new path along the ridge. This would also be gravel, defined by a row of deciduous trees between the alley and the path. Underbrush and other marginal vegetation should be removed, as should the existing debris.



Project 6

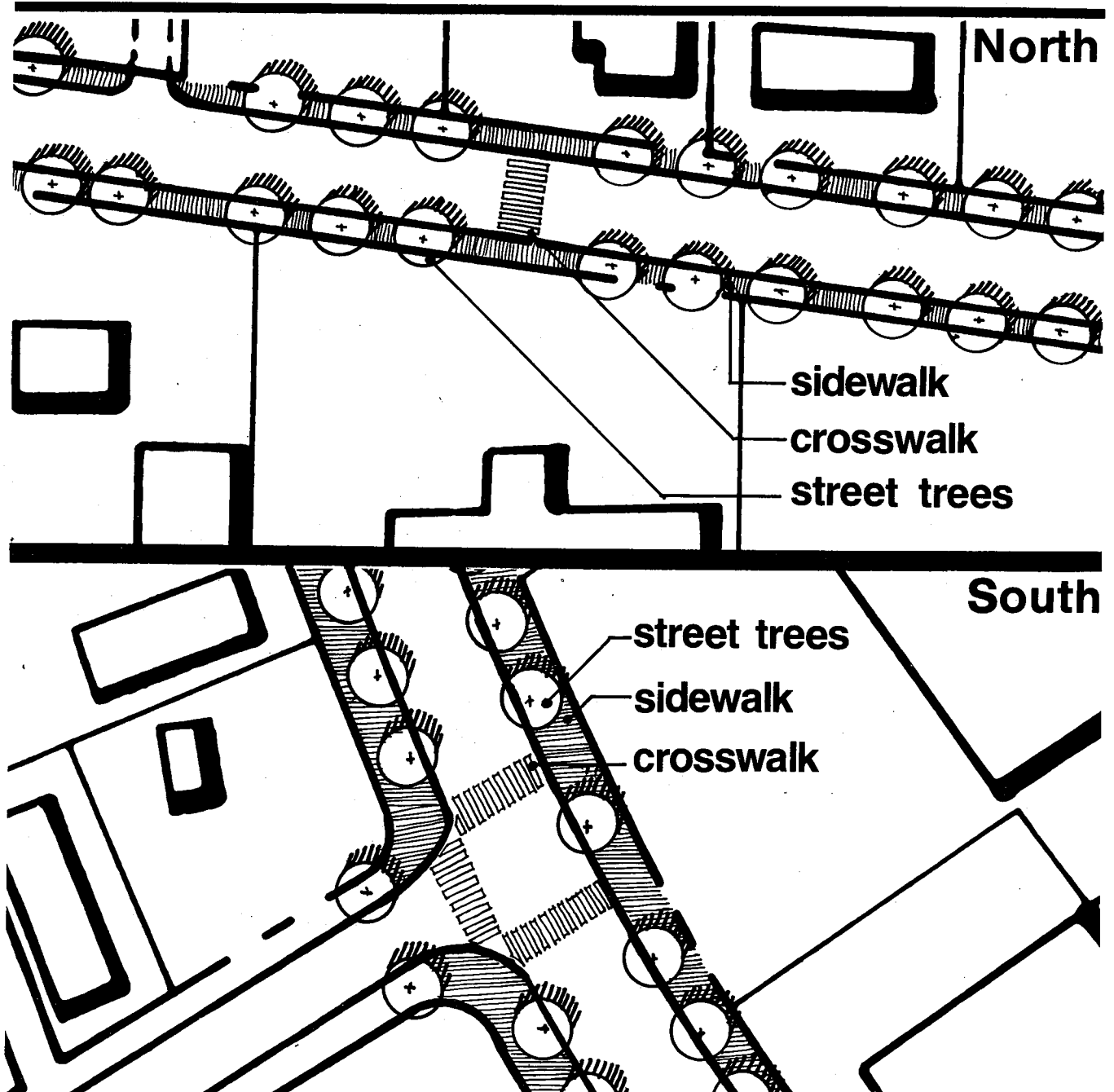
Provide crosswalks with signals along Renton Ave. S. in the north and south business areas; one approximately 600 feet east of 68th Ave. S.; one at the intersection of Renton Ave. S. and S. 126th St.

A general goal of this development guide is to improve pedestrian facilities throughout the Skyway business district. Vehicles along Renton Ave. S. travel at relatively high speeds, 35 to 45 m.p.h. The street is four lanes wide and it is difficult for elderly and school age children to cross.

This project proposes that two crosswalks with signals be developed, one in each business area.

The crosswalk in the northern area should be located approximately 600 feet east of 68th Ave. S., between the bowling alley and the church. This location has good sight lines and is currently the focus of pedestrian traffic.

The crosswalk in the southern area should be located at the intersection of S. 126th St. and Renton Ave. S. S 126th St. is currently the major walking route to the business area for homes south of Skyway Park. It is also close to the center of this business area and has good sight lines.



Project 7

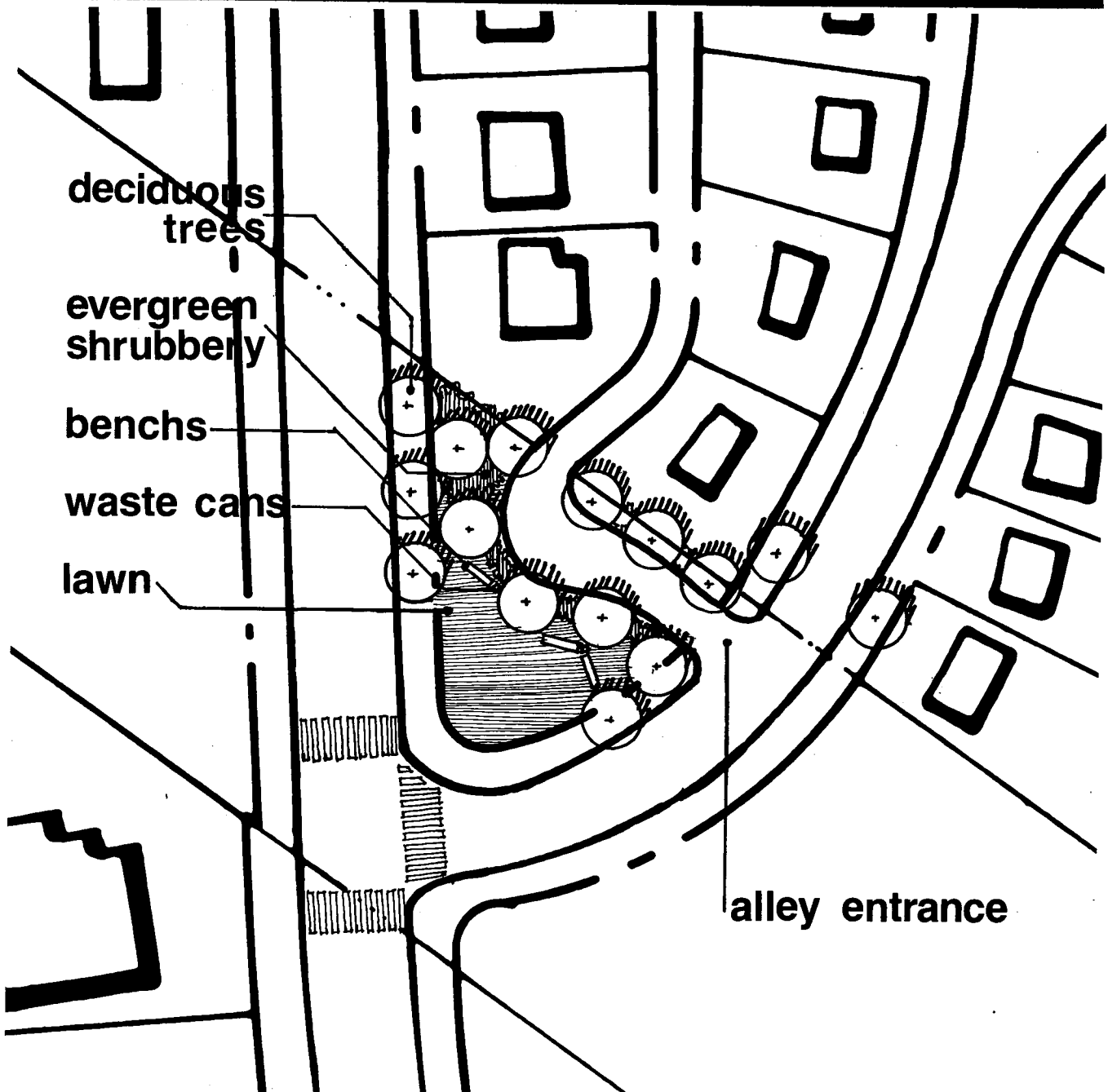
Develop a "Pocket Park" at the corner of Renton Ave. S. and 75th Ave. S. and improve the alley east of Renton Ave. S.; increase landscaping, improve the alley entrance.

A parcel of undeveloped land lies adjacent to this intersection, beneath the power lines. The entrance to the alley east of Renton Ave. S. runs through this site. Like Project 5, this project proposes a two-fold improvement; park development and alley improvements.

The alley would be graded and overlaid with gravel. A new south entrance to the alley would be developed from 75th Ave. S.

The "Pocket Park" would be created adjacent to the alley entrance. Deciduous trees and evergreen shrubbery would provide a visual buffer between the park and abutting residences. Additional trees should be planted along Renton Ave. S. and 75th Ave. S. as shown in the drawings. The remainder of the park area should be seeded with grass. Benches and waste cans should also be provided.

This park is not intended as an active play area but rather as a comfortable sitting area to relax and watch the passing scene. It will also smooth the visual transition from the commercial area to the Renton Ave. Boulevard.



Project 8

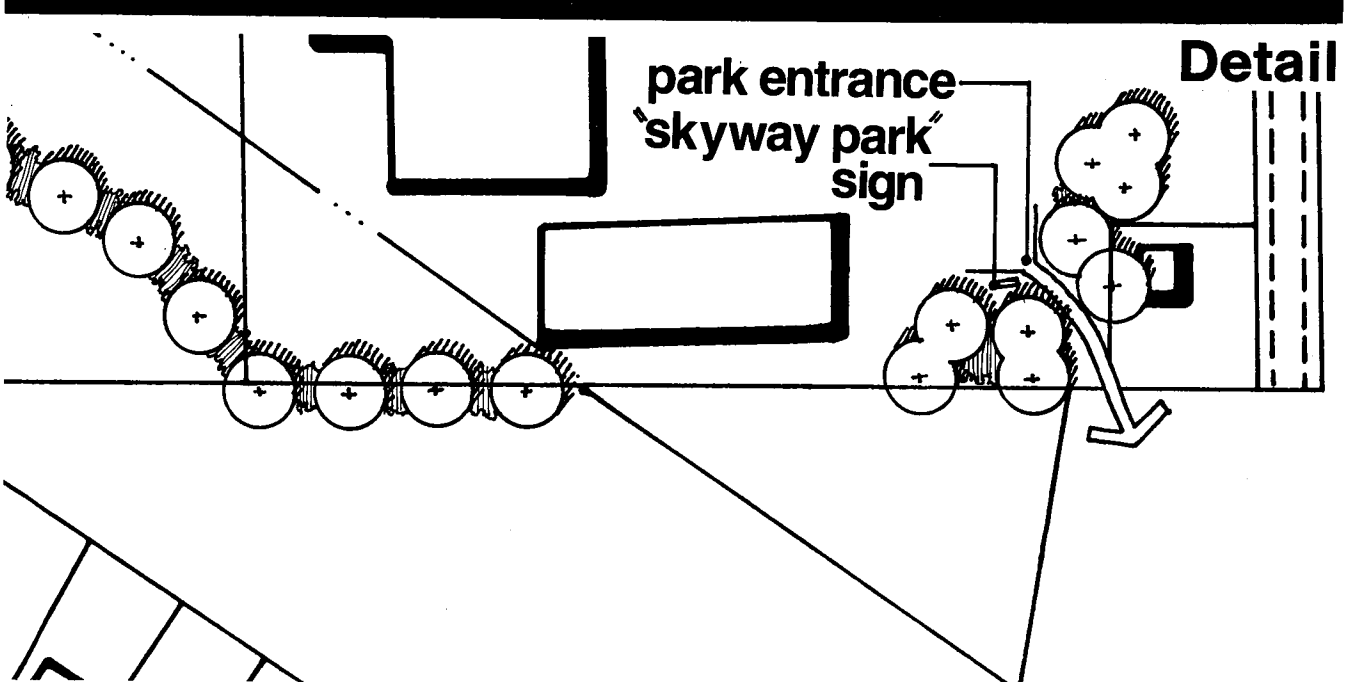
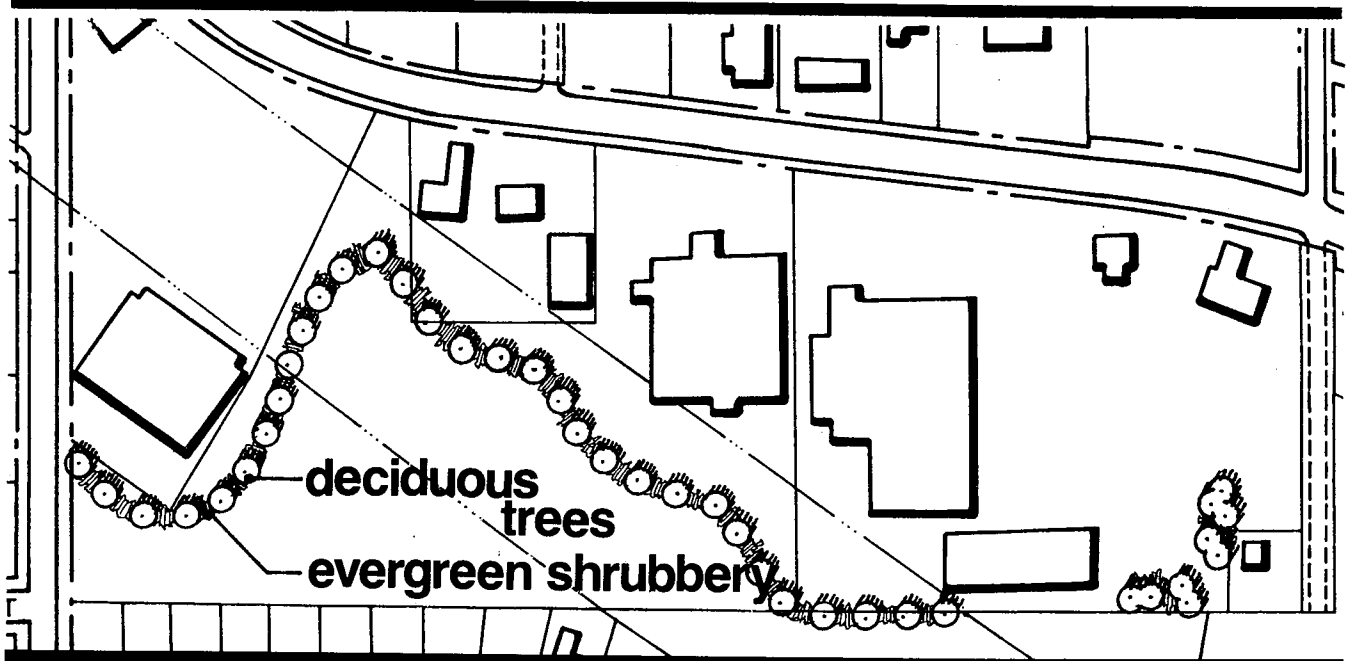
Improve landscaping and provide a better entrance to Skyway Park south of the northern business area; improve appearance, emphasize the park entrance.

Skyway Park lies directly adjacent to the northern business district and the power line right-of-way. Business people in this area frequently commented on the poor appearance of this portion of the park and right-of-way. In addition, the entrance to the park from this area is poorly defined, effectively isolating the park from the business area.

This project proposes a two-fold improvement; 1) develop a landscaped buffer to improve the appearance of this area, and 2) improve the park entrance.

A landscaped buffer should be planted in the areas shown. This buffer would consist of deciduous trees planted at 30 feet on center, evergreen shrubbery and evergreen ground cover. Existing brush and debris would be removed. Business people should also work to improve the condition of their loading docks and service areas as a part of this project.

The second part of this improvement involves emphasizing the park entrance. Additional trees should be planted adjacent to the existing entrance, the path overlaid with gravel and a new "Skyway Park" sign installed.



Project 9

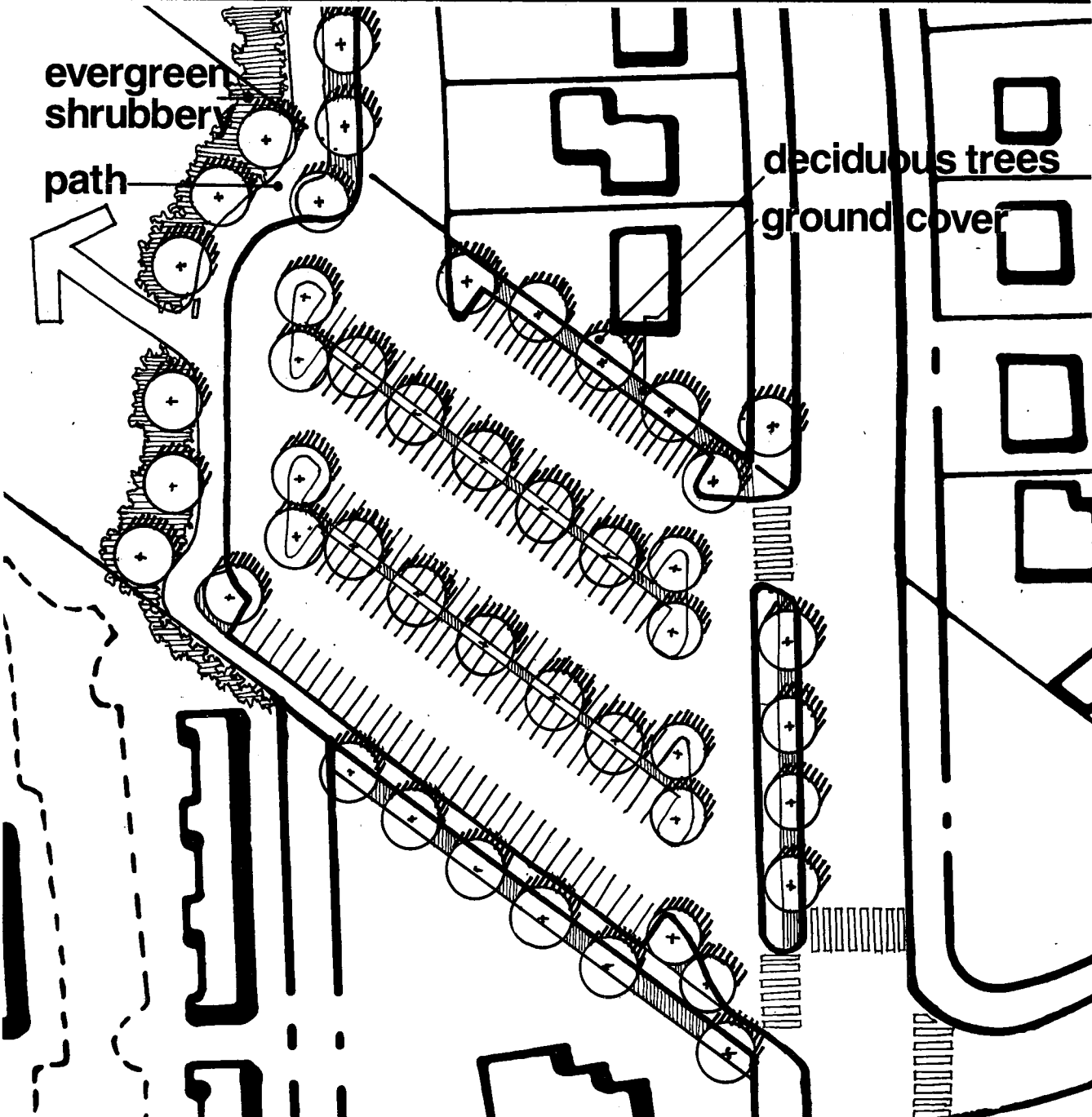
Provide a parking area and an entrance to Skyway Park west of the Renton Ave. S. and 75th Ave. S. intersection; increase landscaping, emphasize Skyway Park.

Skyway Park lies directly adjacent to the south business district. However, it is also 100 feet below this area. Parking is also a problem when the sports fields are in use.

This project proposes that a parking area be developed, beneath the power line right-of-way, south of the alley/pathway improvement described in Project 5. Along with this project, a new entrance/ pathway should be developed to the park.

The parking area would extend from Renton Ave. S. to the edge of the ridge. This parking area should be landscaped as shown, making it an attractive neighbor to residents and businesses. This landscaping will also give a "park" feeling to the area.

The park entrance should be similar to that described in Project 8: Gravel paths, a "Skyway Park" sign and additional deciduous trees.



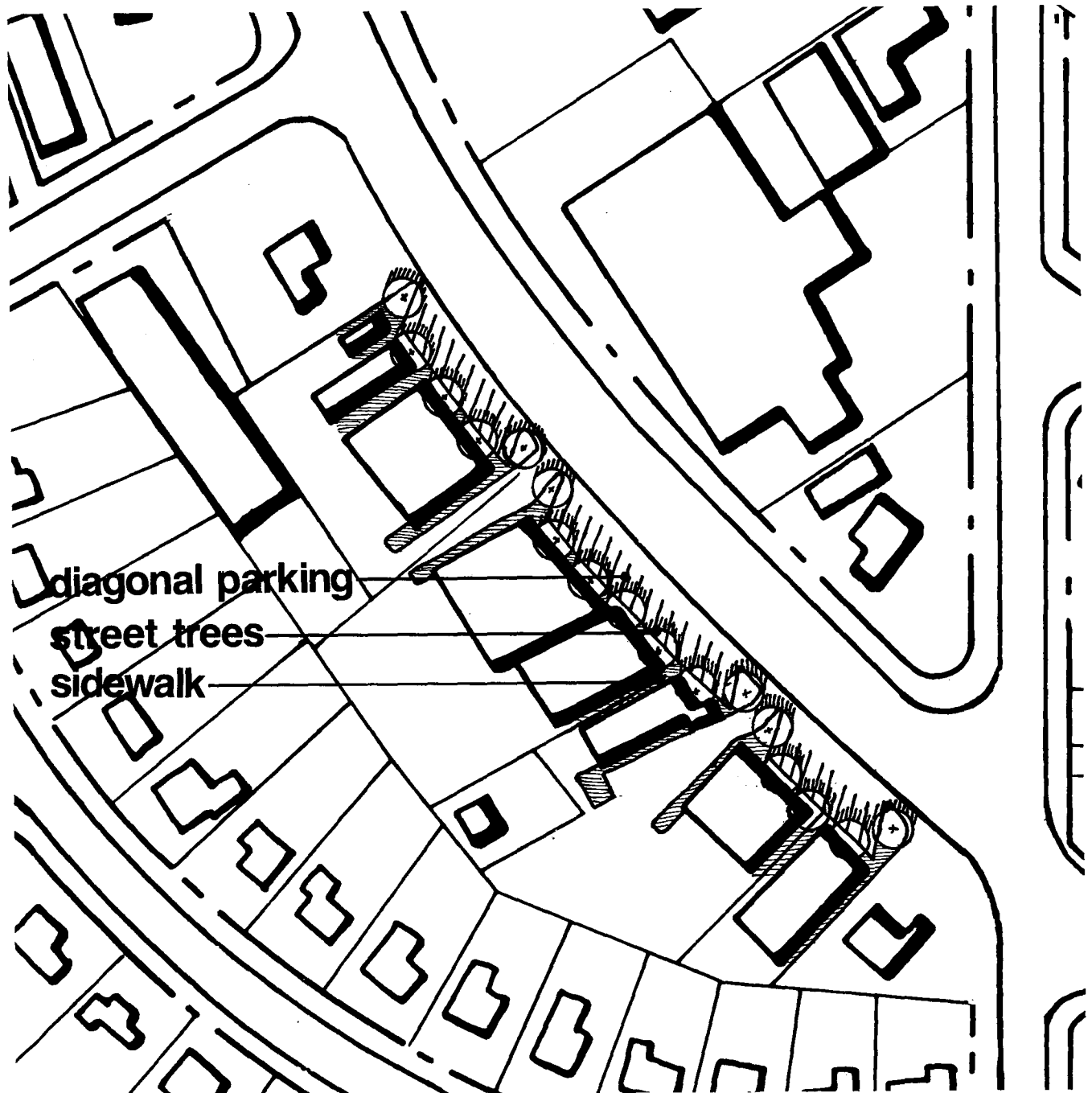
Project 10

Improve parking and sidewalks west of Renton Ave. S. between S. 126th St. and 76th Ave. S.; increase parking, emphasize parking behind the building.

Business people in this area frequently commented on the lack of parking. There are two problems: 1) lack of definition of the parking along Renton Ave. S., and 2) lack of use of the parking in the rear of the buildings.

This project proposes a combination sidewalk/parking improvement along Renton Ave. S. The sidewalks would be improved with street trees added. The parking area would be restriped to diagonal parking, allowing more spaces and making parking easier.

Along with this improvement, "Parking in Rear" signs should be placed at the two major entrances to the parking area behind the buildings.



Guidelines for Sidewalk Development

SIDEWALKS

A uniform treatment of sidewalk surfaces can provide a feeling of continuity within the business district. Common treatment also helps unify the various widths and configurations of sidewalks.

The treatment shown proposes scoring the concrete surface into 24" x 24" blocks. This texture would be inexpensive to apply and would have good flexibility. This texture should be applied to all new sidewalks in the area. Entrances to businesses could be emphasized by brick pavers, located as shown.

Crosswalks should be defined with wide yellow stripes. This type of crosswalk is easily seen by approaching motorists.

STREET TREES

Street trees provide visually pleasing results at low cost. They soften and define the edges of the street and provide a pleasant environment for the pedestrian and shopper. In areas such as Skyway which have mature trees, street trees reinforce the visual qualities of the existing vegetation.

Street trees should be placed in openings at least four feet in diameter to ensure that an adequate amount of moisture will reach the soil. The openings can be covered using a variety of methods. Tree grates provide protection and allow for easy passage of moisture. Perforated concrete pavers, while not as visually rich, serve a similar purpose. Any method used should allow for expansion to accommodate tree growth.

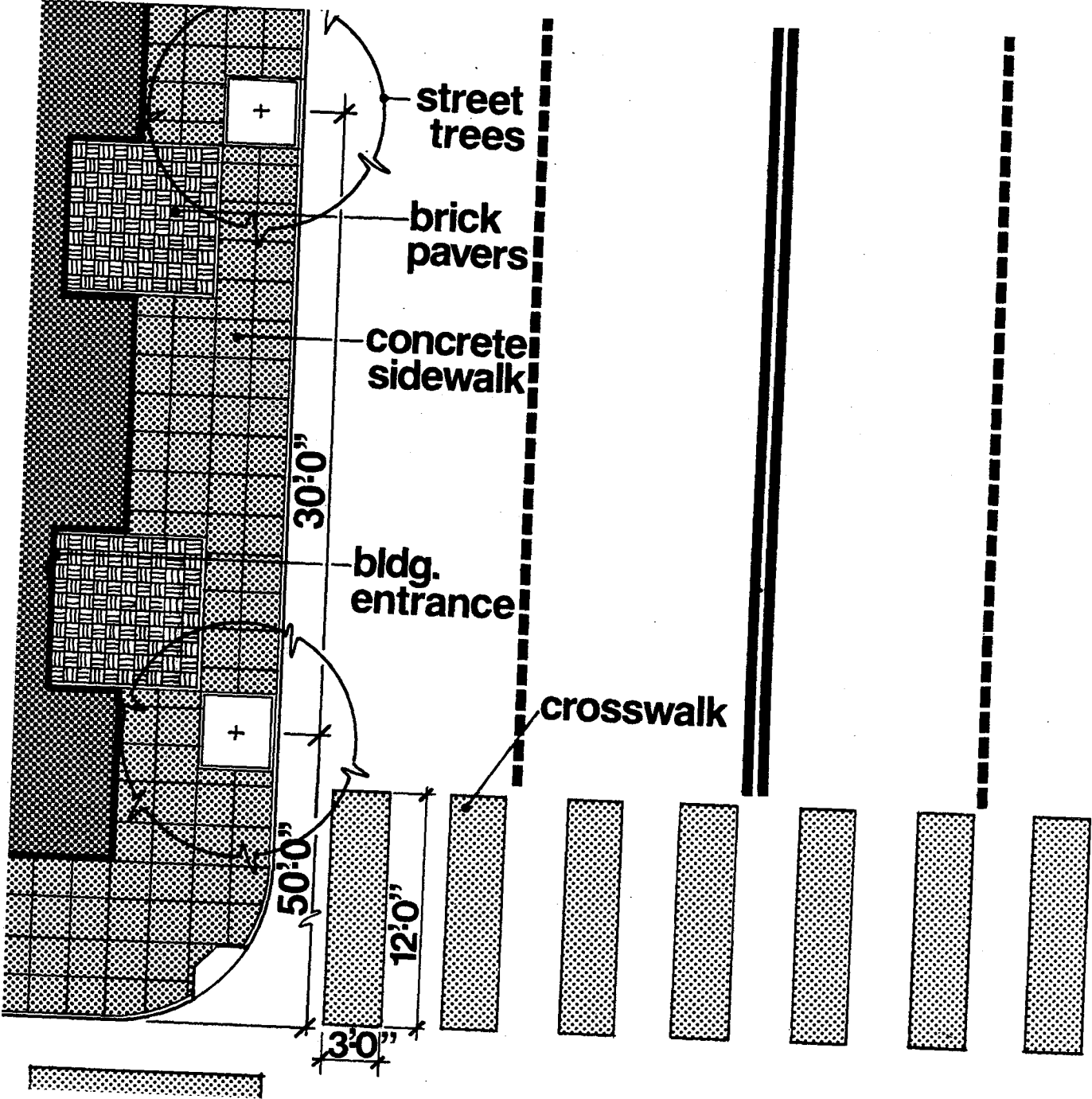
Street trees should be planted a maximum of thirty feet, trunk to trunk. Trees should be placed at least 2'6" from the street edge-- 3'6" if space allows. This distance will afford some protection from vehicles, particularly tall vans and buses.

Deciduous trees are recommended. Given our climate with its numerous gray days, it is desirable to have maximum sun penetration in winter and some shade in summer, which deciduous trees provide. In addition most coniferous species do not lend themselves to the pruning of lower branches, necessary for clearance. Many deciduous species develop naturally into a canopy type growth, which allows sufficient clearance.

The following are some common recommended species. There may also be other species suitable for use as street trees.

Genus	Species	Variety	Common Name	SMALLER TREE	MEDIUM STREET	LARGE BOULEVARD
Acer	campestre		Hedge maple		•	
Acer	dauricum		David's maple		•	
Acer	platanoides		Norway maple		•	
Acer	pseudoplatanus		Planetree maple			•
Acer	rubrum		Red maple		•	
Acer	saccharum		Sugar maple		•	
Aesculus	carnea		Rhorsechestnut		•	
Aesculus	hippocastanum		Horsechestnut			•
Betula	nigra		Black birch		•	
Betula	papyrifera		Paper birch		•	
Carpinus	betulus		European hornbeam		•	
Carpinus	caroliniana		American hornbeam		•	
Castanea	mollissima		Chinese chestnut			•
Castanea	sativa		Spanish chestnut			•
Cercidiphyllum	japonicum		Katsura tree			•
Dovidia	involucrata		Dove tree	•	•	
Fagus	sylvatica		European beech			•
Fagus	sylvatica	cuprea	Copper beech			•
Fagus	sylvatica	purpurea	Purple beech			•
Ginkgo	biloba		Ginkgo			•
Gleditsia	triacanthos	inermis	Thornless honey locust		•	
Liquidambar	styraciflua		Sweet gum		•	
Liriodendron	tulipifera		Tulip tree		•	
Magnolia	kobus		Kobus magnolia			•
Malus	spp.		Flowering crabapples		•	
Platanus	acerifolia		London plane		•	
Prunus	spp.		Flowering cherries		•	
Quercus	borealis		Red oak			•
Quercus	coccinea		Scarlet oak		•	
Quercus	illex		Holly oak	•		
Tilia	cordata		Linden basswood		•	
Umbellularia	californica		California laurel	•		
Zelkova	serrata		Zelkova		•	

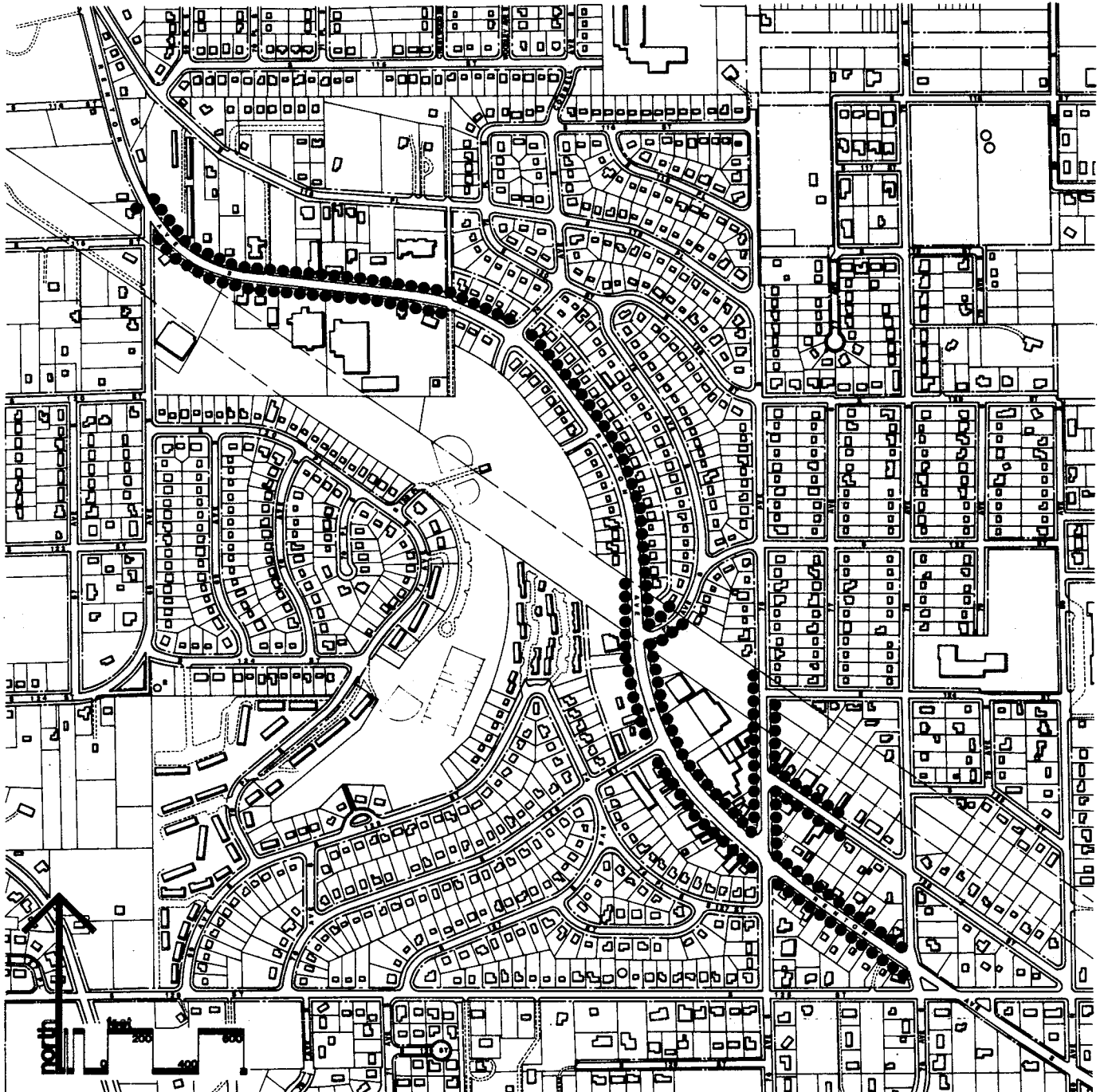
Sidewalk Details



Sidewalk Locations

The map, below, indicates where sidewalks with street trees should be developed. The sidewalks shown would be developed in one of two ways:

1. By King County when existing streets are improved, or
2. By the property owner as a condition of new development or as part of a local improvement district.



Landscaping Guidelines

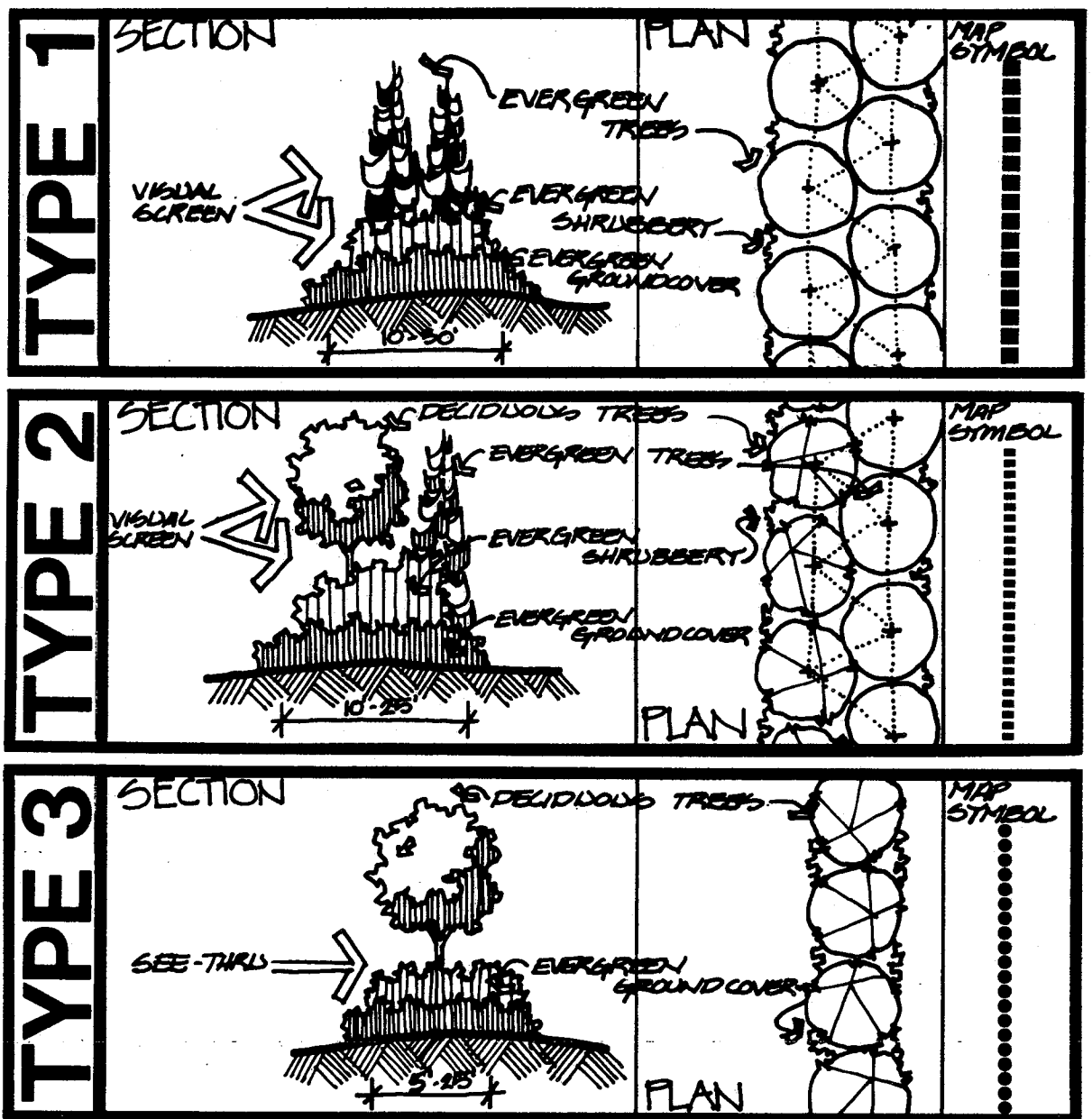
The guidelines in this section are based on the County-wide Landscape Ordinance. The intent of the Ordinance is to:

1. Provide a landscaped buffer between different intensities of land use.
2. Provide landscaping along street frontage, and
3. Provide landscaping within parking lots.

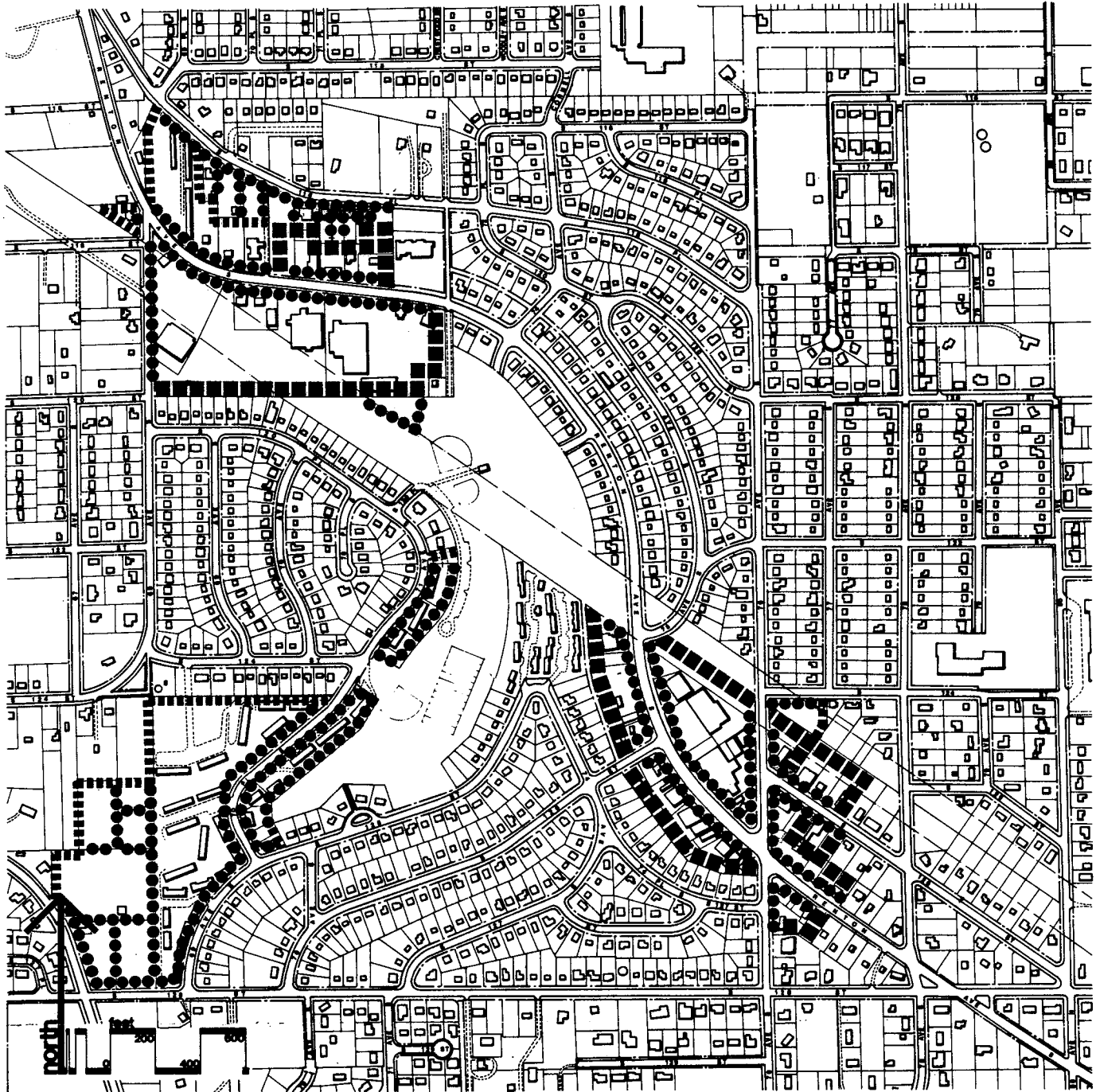
Landscaping will result in reduced conflict between different land uses and a more attractive environment. New developments in Skyway would be required to comply with these guidelines. Existing businesses being remodeled would have to comply, if the cost of remodeling is more than 50% of the value of the structure.

The drawings, below, depict the various types of required landscaping. These drawings are meant to be a general guide, they should not preclude other forms of landscaping.

The map which follows indicates where these types of landscaping would be required.



Landscaping Guidelines



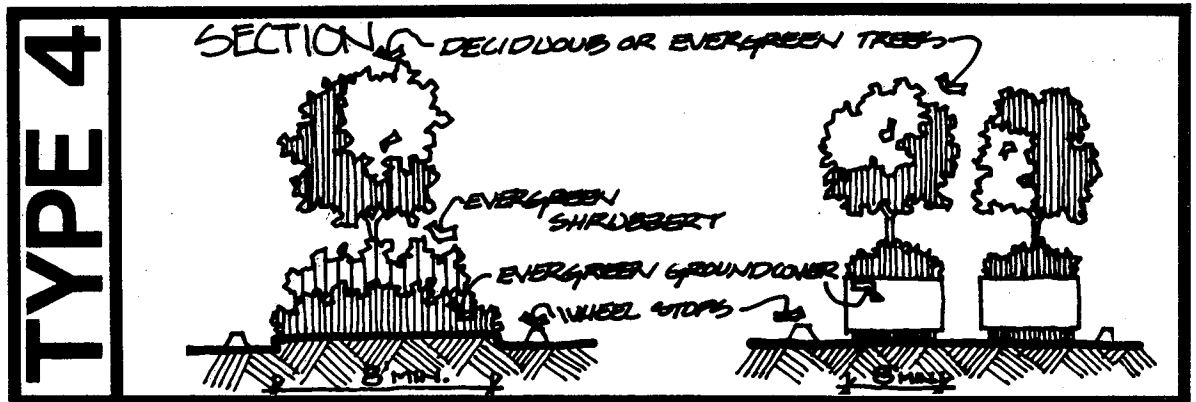
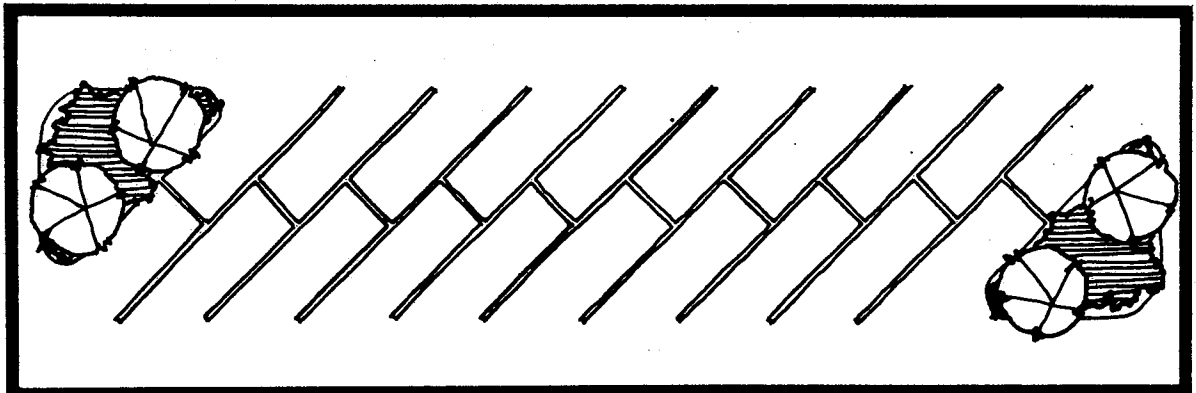
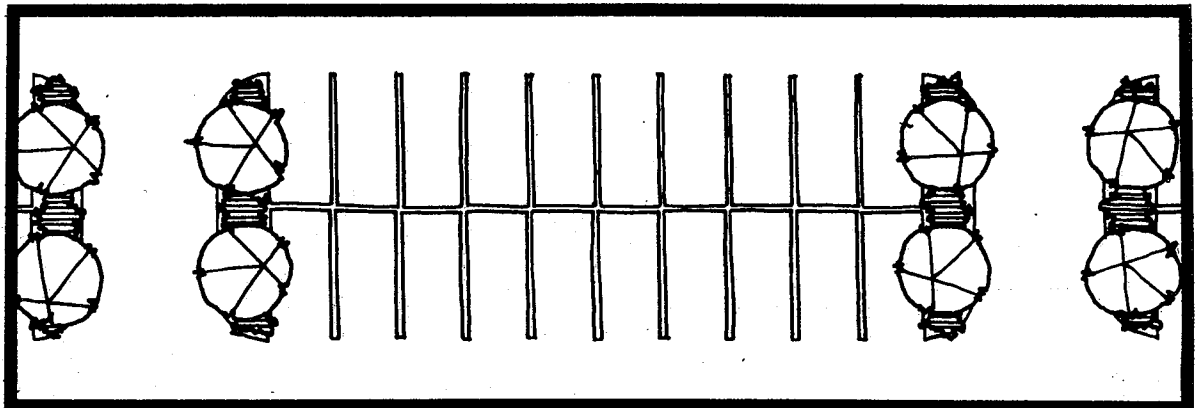
Landscaping Guidelines

The drawings, below, show the possible form of landscaping in parking lots.

The goal of these requirements is to soften large areas of parking with trees and groundcover. This landscaping shall be provided as follows:

- o In areas with over 30 parking stalls, excluding other required landscaping, three percent of the area should be landscaped;
- o One tree for every five spaces should be provided, reasonably distributed throughout the parking lot;
- o No parking space should be more than 60 feet from landscaping;
- o Permanent curb and/or structural barriers should be provided to protect the plantings; and
- o A minimum of 40 percent of the trees should be evergreen.

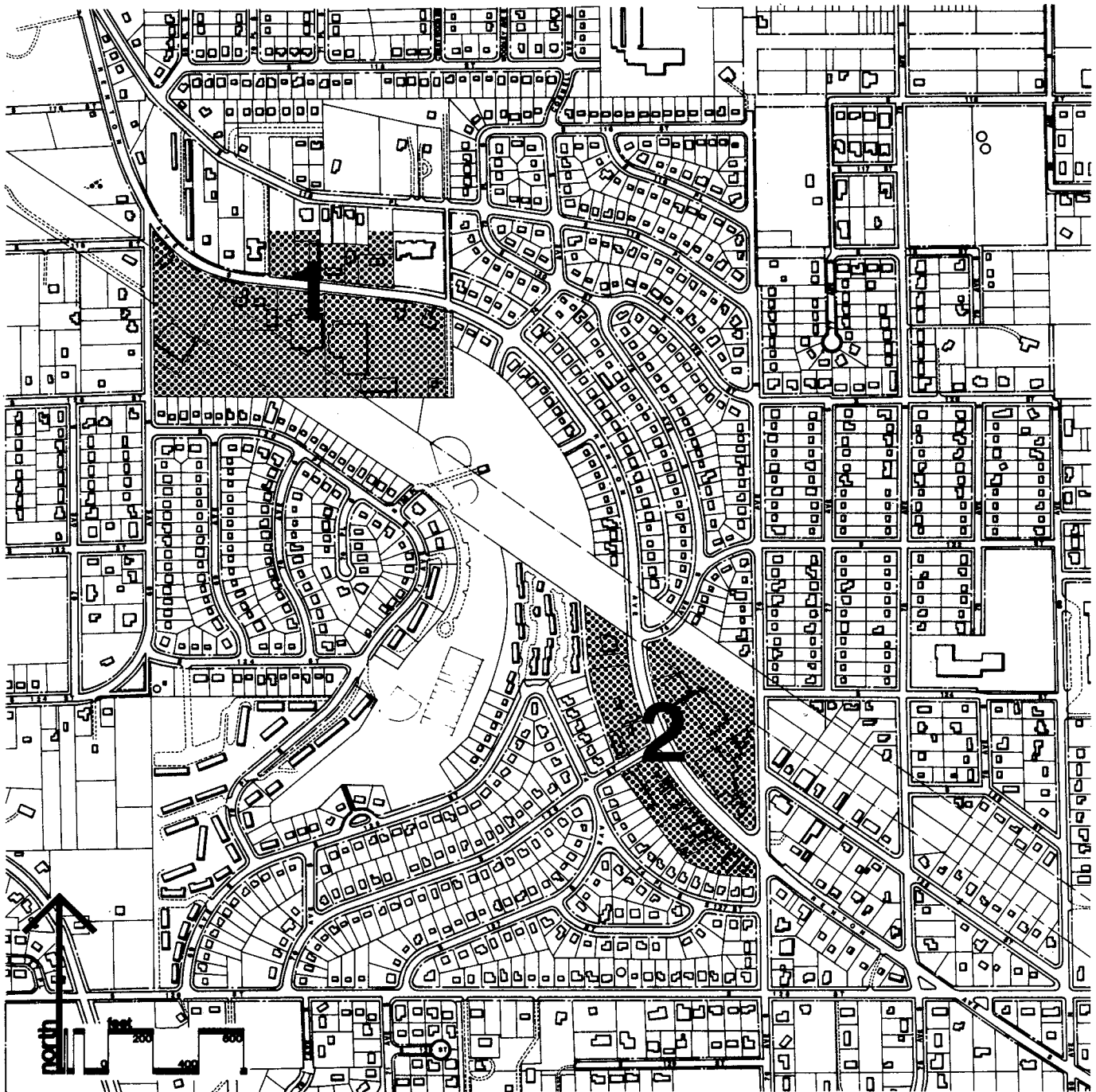
The use of deciduous trees in parking lots is encouraged. They provide shade in the summer and the canopy type growth does not restrict sight lines.



Access Guidelines

Access guidelines are recommended to direct vehicle traffic as it approaches the street. Many areas in Skyway have parking lots which merge uninterrupted with the street. This situation increases the chance of accidents and makes walking in these areas hazardous.

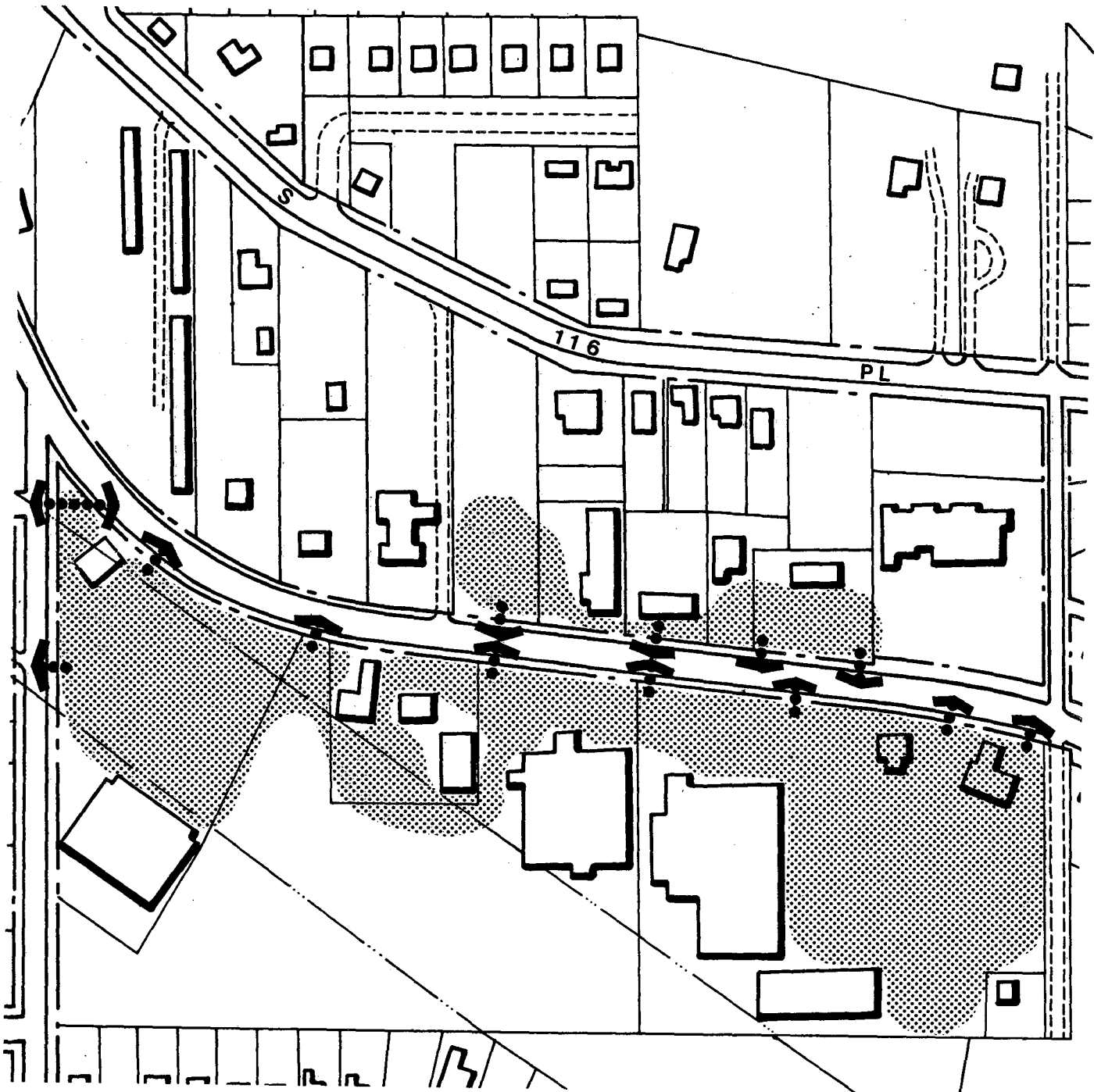
The map below indicates the two areas for which access guidelines are proposed. Specific recommendations for these parcels follow.



Access 1

The eastern portion of this area, along the south side of Renton Ave. S., has good access definition. The landscaping strips indicate where entrances to the parking areas are; making entering and exiting much easier.

The remainder of this area should be developed in a similar way, entrances defined with landscaping. The drawing below shows where new, major entrances should be located.



Access 2

Access to the southern portion of this area is already well defined (see project 10). The remainder of this area should be developed similar to that in Access 1, with landscaping strips.

The driveway between the liquor stores and supermarket should be defined as a shopping street, providing access to adjacent parking areas. Two additional entrances from Renton Ave. S. to this area are shown.

Access to the northwest portion of this area is dependent on future development. The major entrance should be located opposite the one across Renton Ave. S. Additional access should be developed as shown.

●● Major Access

●●●● Minor Access

▨ Parking Area



Additional Recommendations

The following additional recommendations are developed from community comments received during work on this project. These recommendations exceed the scope of this project; however, they are items of concern to the community. For this reason they are mentioned to provide further information about needs in the Skyway area.

SKYWAY PARK

A childrens play structure is needed. There are many school age children in the area and Skyway Park is a focal point for the surrounding residential neighborhoods. Currently, children must walk to neighboring school yards to find this type of amenity. A play structure would also keep smaller children occupied during sports events at the park.

SEWERS

Many homes west of Skyway are not on sewers. The combination of septic tanks on 7200 sq. ft. lots and the surrounding topography, which results in surface water run-off collecting in low areas, has caused numerous septic tank failures. Some residents complain of raw sewage being present in their yards.

The Department of Public Works is currently working on a solution to this problem. The Langston Sewer Project, ULID No. 3, is proposed to provide sewers to approximately 130 acres bounded by Empire Way S. to the west, the City of Seattle to the north, the County operated Skyway Sewer System to the east and S. 128th Street to the south.

Further information about this project can be obtained from the Department of Public Works.

Implementation

The future form of Skyway will be significantly affected by specific projects and by the actions of individual property owners. In some instances, property owners will bear the responsibility for voluntary upgrading of their property to the proposed landscaping and access guidelines. In other cases, conformance to the landscape/ access guidelines would be required as a condition of site plan (building permit) review. Local road improvement districts require the cooperation and support of the property owners who desire these improvements.

An improved business district requires a dedicated coalition of property owners. It is their support, or lack of it, which will ultimately determine the future form of the Skyway business district.

Project Priorities, Responsibilities and Costs

This section contains the estimated costs of the various projects and their relative priority. It also indicates responsibility for implementing these projects.

The varying availability of funding may affect the starting dates of these projects. For this reason no time frame is indicated. The priority of each project is the key element.

Estimated costs are preliminary. As projects near implementation a more detailed analysis of soils, drainage, specific design, required right-of-way, etc., would be done by the responsible jurisdiction. This additional information could change the scope of work and the project cost.

Capital Projects

1. Improve the intersection of Renton Ave. S and S 118th St/68th Ave. S; define the northern entrance to the business district.
2. Improve the intersection of Renton Ave. S and S 128th St./78th Ave. S; define the southern entrance to the business district.
3. Improve the gutters along Renton Ave. S within the north and south business areas; define the entrance to parking lots.
4. Boulevard Renton Ave. S. between 75th Ave. S. and 72nd Ave. S, if extended; increase landscaping, provide sidewalks.
5. Develop a pathway and improve the alley, west of Renton Ave. S; link the north and south business areas.
6. Provide crosswalks with signals along Renton Ave. S in the north and south business areas; one approximately 600 feet east of 68th Ave. S, one at the intersection of Renton Ave. S and S 126th St.
7. Develop a "pocket park" at the corner of Renton Ave. S and 75th Ave. S. and improve the alley east of Renton Ave. S; increase landscaping, improve the alley entrance.
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9. Provide a parking area and an entrance to Skyway Park west of the Renton Ave. S and 75th Ave. S intersection; increase landscaping, emphasize Skyway Park.
10. Improve parking and sidewalks west of Renton Ave. S between S 126th St. and 76th Ave. S; increase parking, emphasize parking behind the buildings.

Project Priorities, Responsibilities and Costs

PROJECT	priority				RESP.	EST. COST	NOTES
	1	2	3	4			
1			●		K.C. D.P.W.	\$95,500	Developed by King County Dept. of Public Works
2			●		K.C. D.P.W.	\$20,000	Developed by King County Dept. of Public Works
3	●				K.C. D.P.W.	\$10,000 for study	Developed by King County Dept. of Public Works, funded in part by a Road Improvement District
4		●			K.C. D.P.W.	\$65,000	Developed by King County Dept. of Public Works
5		●			K.C. D.P.W./PARKS	\$25,000	Developed by King County Dept. of Public Works
6	●				K.C. D.P.W.	NORTH AREA \$40,000 SOUTH AREA \$80,000	Developed by King County Dept. of Public Works
7		●			K.C. PARKS	\$40,000	Developed by King County Dept. of Public Works and Parks Division
8				●	K.C. PARKS	\$62,000	Developed by King County Dept. of Public Works and Parks Division
9				●	K.C. PARKS	\$120,000	Developed by King County Dept. of Public Works and Parks Division
10			●		K.C. D.P.W.	\$20,000	Developed by King County Dept. of Public Works in cooperation with property owners

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