



*Burien*  
WASHINGTON

**PLANNING COMMISSION AGENDA**  
September 13, 2011, 7:00 p.m.  
Multipurpose Room/Council Chamber  
Burien City Hall, 400 SW 152<sup>nd</sup> Street  
Burien, Washington 98166

**This meeting can be watched live on Burien Cable Channel 21 or  
streaming live and archived video on [www.burienmedia.org](http://www.burienmedia.org)**

**1. ROLL CALL**

**2. AGENDA CONFIRMATION**

**3. PUBLIC COMMENT** Public comment will be accepted on topics not scheduled for a public hearing.

**4. APPROVAL OF MINUTES** August 9, 2011

- 5. NEW BUSINESS**
- a. Presentation and Discussion on Transportation Master Plan Policies
  - b. Report and Discussion on North Burien Land Use Open House

**6. OLD BUSINESS** a. Comprehensive Plan Reformatting

**7. FUNCTIONAL PLANNING UPDATES** a. Transportation Master Plan, Parks Recreation and Open Space Plan, Drainage Master Plan

**8. PLANNING COMMISSION COMMUNICATIONS**

**9. DIRECTOR'S REPORT**

**10. ADJOURNMENT**

- Future Agendas (Tentative) September 27, 2011:**
- 2011 Comprehensive Plan Amendment—Group Health
  - Comprehensive Plan Reformatting

Greg Duff  
Brooks Stanfield

Planning Commissioners  
Jim Clingan (Chair)  
Ray Helms  
Nancy Tosta (Vice Chair)

Rachel Pizarro  
John Upthegrove

*City of Burien*

BURIEN PLANNING COMMISSION  
August 9, 2011  
7:00 p.m.  
Multipurpose Room/Council Chambers  
MINUTES

To hear the Planning Commission's full discussion of a specific topic or the complete meeting, the following resources are available:

- Watch the video-stream available on the City website, [www.burienwa.gov](http://www.burienwa.gov)
- Check out a DVD of the Council Meeting from the Burien Library
- Order a DVD of the meeting from the City Clerk, (206) 241-4647

**CALL TO ORDER**

Chair Jim Clingan called the August 9, 2011, meeting of the Burien Planning Commission to order at 7:02 p.m.

**ROLL CALL**

Present: Jim Clingan, Ray Helms, Rachel Pizarro, Brooks Stanfield, Nancy Tosta, John Upthegrove

Absent: Greg Duff

Administrative staff present: Scott Greenberg, Community Development director; Stephanie Jewett, planner

**AGENDA CONFIRMATION**

**Direction/Action**

**Motion** was made by Commissioner Tosta, seconded by Commissioner Helms, and passed 6-0 to approve the agenda for the August 9, 2011, meeting.

**PUBLIC COMMENT**

Bob Edgar, 12674 Shorewood Dr. SW, spoke about the appropriate time to review land use around Lake Burien.

Chestine Edgar, 1811 SW 152<sup>nd</sup> St., spoke about Burien's Growth Management target numbers and asked that the Lake Burien area be given the low-density land use designation in the Comprehensive Plan.

**APPROVAL OF MINUTES**

**Direction/Action**

**Motion** was made by Commissioner Upthegrove, seconded by Commissioner Pizarro, and passed 6-0 to approve the minutes of the July 12, 2011, meeting.

**NEW BUSINESS**

None.

**OLD BUSINESS**

Scott Greenberg, Community Development director, reviewed the recommended draft reformat of the Comprehensive Plan. He said the goal is to design the Comprehensive Plan more for online use than print use. He showed the commissioners a sample of what the Comprehensive Plan could look like in the proposed format and with photos included.

The commissioners each were given a disposable camera to take photos to help illustrate the plan. They can take photos of anything they think will be appropriate.

The commissioners discussed format and offered their suggestions for improvements. There was some talk of including a user's guide to help the reader use the Comprehensive Plan.

**Direction/Action**

Staff will create a chart showing all the current Comprehensive Plan policies and where they have been moved into the proposed format. Also, the next draft version to be given to the commissioners will be in legislative format, with changes noted with strikeouts and underlines. At the next meeting, commissioners will agree upon definitions of goal, policy, strategy, action item, and/or objective to provide a rough guideline for the reformatting.

**FUNCTIONAL PLANNING UPDATES**

Mr. Greenberg updated the commissioners on the latest progress made on the Transportation Master Plan, Parks Recreation and Open Space Plan, and the Communities Putting Prevention to Work (CCPW) grant work. He said work on the Drainage Master Plan is just beginning. He also reminded the commissioners about the Aug. 16<sup>th</sup> North Burien land use open house, 6:30 – 8:30 p.m. at Hilltop Elementary School.

Commissioner Helms asked for a head count of attendees when each of the public meetings for the various plans takes place. He said he will be attending the North Burien meeting.

Commissioner Uptegrove noted that he attended the first meeting of the Drainage Master Plan advisory committee. He said the meeting was lightly attended.

Commissioner Tosta said she has been asked to participate in the Food Access committee, which is part of the CPPW.

**PLANNING COMMISSION COMMUNICATIONS**

Commissioner Tosta said she'll be on vacation for the next three weeks and has some business travel scheduled so she will miss the next Planning Commission meeting, and possibly the one after that, too. .

**DIRECTOR'S REPORT**

None.

**ELECTION OF OFFICERS**

The commissioners elected Commissioner Clingan as chair and Commissioner Tosta as vice chair.

**ADJOURNMENT**

**Direction/Action**

The meeting was adjourned at 8:16 p.m.

**APPROVED:** \_\_\_\_\_

\_\_\_\_\_  
Jim Clingan, chair  
Planning Commission

# CITY OF BURIEN, WASHINGTON

## MEMORANDUM

**DATE:** September 7, 2011

**TO:** Burien Planning Commission

**FROM:** Scott Greenberg, AICP, Community Development Director

**SUBJECT:** Presentation on Transportation Master Plan

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Our Consultant (Fehr & Peers) has completed an existing conditions analysis of the city's transportation system. Currently work is focusing on development of a travel demand model looking out to the year 2030. Various transportation policies have also been reviewed and will be brought to the Planning Commission over the next two months. The City has been working with a Transportation Master Plan Advisory Committee (TMPAC), which has held three meetings to provide insights into citywide transportation needs and priorities.

The Consultant has brought forward two new transportation planning concepts for the city to consider in developing the TMP—(1) Layered Networks, and (2) Multimodal Level of Service. These two fundamental concepts are described below and will be discussed further at the Commission's meeting on September 13. No action is required. We are simply looking for Commission feedback on the concepts and presentation.

### **1. Layered Networks**

There is a strong national movement around "complete streets," where roadway rights-of-way should accommodate all modes. It is often a challenge for a single roadway to meet all the demands and expectations of the different, diverse roles of roadways.

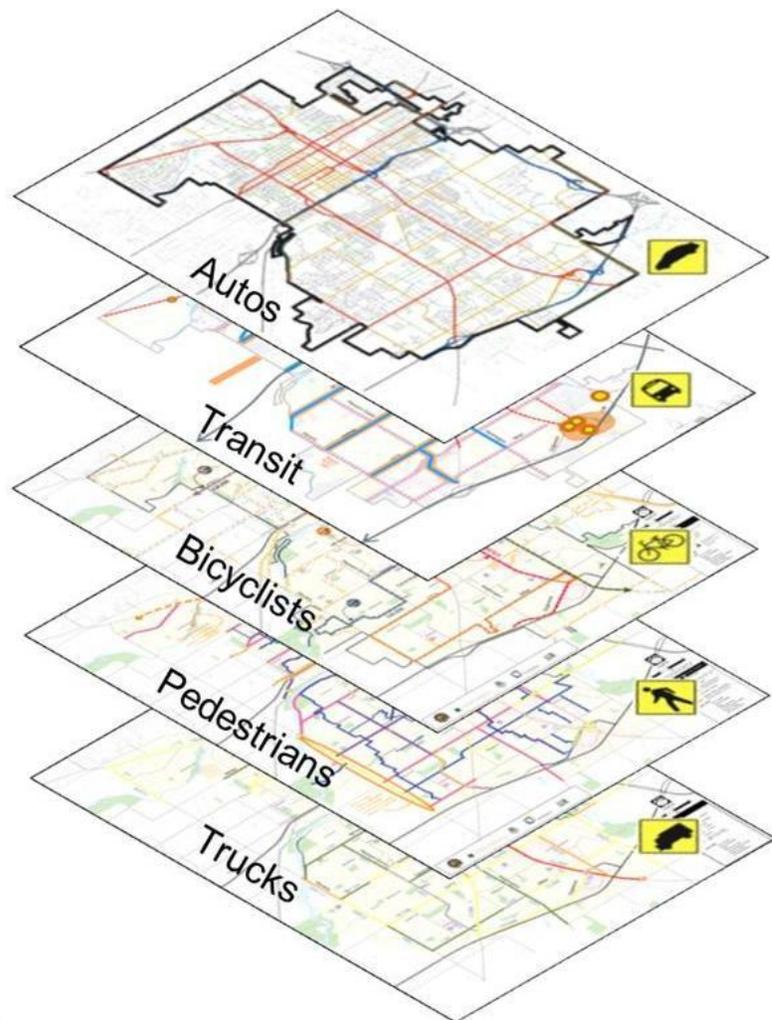
There are many situations where the needs of one mode can affect other modes:

- Increased automobile speeds reduce pedestrian safety
- Expanded automobile capacity can result in wider and less pedestrian-friendly roadways
- Creation of bicycle facilities may create conflicts with buses
- Pedestrian-priority treatments can increase delays for vehicles
- Roadway designs that accommodate trucks can result in large intersections that increase pedestrian crossing times and reduce automobile levels of service

Because of these inherent conflicts on many streets, we are suggesting that the City of Burien consider creating a 'layered' roadway network. A layered network, illustrated in **Figure 1**, considers the roadway functionality for each mode separately and also in consideration of the other modes.

One of the advantages of more dense, highly-connected urban roadway networks and redundancy of travel routes is that it provides flexibility in accommodating different travel modes on different roadways. A denser, high connectivity roadway network allows jurisdictions to designate priority functions for specific roadways. Figure 1 shows how various modal layers can be overlaid to create a roadway network that can accommodate all modes.

Earlier on September 13, city staff and the Consultant will be taking a first cut at a layered roadway network for Burien. These preliminary results will be presented to the Commission on Tuesday night.



**Figure 1- Layered Roadway Concept**

## **2. Multi-Modal Level of Service**

*Multi-Modal Level-of-Service* refers to a rating system used to evaluate various transportation modes and impacts. *Level of Service (LOS)* refers to the speed, convenience, comfort and security of transportation facilities and services as experienced by users. Level-Of-Service (LOS) ratings, typically from *A* (best) to *F* (worst), are widely used in transportation planning and traffic engineering to evaluate roadway congestion levels. In recent years, there has been a movement to expand traditional LOS to other modes of travel, including transit, pedestrians, and bicycles.

The City of Burien Comprehensive Plan has set a transportation LOS policy for signalized intersections throughout the city. This approach measures congestion levels during the PM peak hour on city streets, but it does not consider the quality of service for other modes.

The TMP is recommending the city expand the definition of transportation LOS to include separate measures for transit, pedestrians, and bicycles. A multimodal LOS would provide guidance to the city for prioritizing modal investments and making sure that all modes are treated fairly within the planning process. The specific measures and thresholds are being discussed at the Tuesday workshop and with the TMPAC on Wednesday night, September 14. The initial suggestions will be brought to the Commission on Tuesday night.

**CITY OF BURIEN, WASHINGTON  
MEMORANDUM**

**DATE:** September 6, 2011  
**TO:** Burien Planning Commission  
**FROM:** David Johanson, AICP, Senior Planner  
**SUBJECT:** Discussion of North Burien Open House Meeting

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**PURPOSE**

The purpose of this agenda item is to present the Planning Commission with a summary of the comments received at the North Burien Land Use Open House held on August 16<sup>th</sup>.

The purpose of the open house was to initiate a dialog with the residents and property owners in the North Burien area as it relates to the update of Burien's comprehensive plan. There were approximately 65 attendees that participated in group discussions designed to gain insight on the following topical areas 1)Single-family residential areas 2)the Ambaum Blvd. SW corridor 3) the 1<sup>st</sup> Avenue South corridor 4) the Boulevard Park business area and 5) Healthy Eating Active Living.

Staff received valuable input on land use related issues as well as capturing many other comments regarding streets, sidewalks, parks and code enforcement. The meeting comments will be used to assist both the Planning Commission and staff in establishing comprehensive land use and zoning designations for the North Burien areas. Additionally, comments that were received will be forwarded to the other planning efforts that are currently underway.

The comments and discussions at your meeting will assist staff is preparing and use alternatives for future consideration.

**ACTION**

**Staff recommends that Planning Commission provide comments and observations regarding the comments received at the open house. No formal action is necessary.**

Please review the open house comment summary as provided in Attachment 1.

**Attachments:**

- 1) North Burien Land Use Open House Comment Summary

# North Burien Land Use

## OPEN HOUSE COMMENT SUMMARY

Arranged by Topic

August 16<sup>th</sup> 6:30pm

Hilltop Elementary School



### Sidewalks and Streets

1. Numerous requests for sidewalks
  - a. 12<sup>th</sup> Avenue S, between South 116<sup>th</sup> & 112<sup>th</sup> Streets next to school
  - b. In commercial area at South 120<sup>th</sup> Street, DMMD and Glendale Way South
2. Sidewalks should be installed in all commercially zoned areas
3. Sidewalks should be installed adjacent to multi-family development
4. The intersection of South 116<sup>th</sup> Street and 24<sup>th</sup> Avenue South is dangerous
5. Sidewalk connections between surrounding residential and Ambaum Corridor need to be improved to facilitate non-motorized resident access to services.
6. If street parking is eliminated (as on 4<sup>th</sup> Avenue SW) then adequate parking should be provided for proposed uses on-site.
7. Need sidewalks for kids, people with strollers, etc.
8. Need the City to ensure vegetation along walkway isn't growing into walkway and forcing people into either parked cars or traffic.
9. Manage increased traffic from any future density.
10. Desire better paved roads
11. Sidewalks:
  - a. Want narrower sidewalks (not as wide as 4<sup>th</sup> Avenue SW)
  - b. Want sidewalks to improve walkability
  - c. Want sidewalks in front of schools
  - d. Sidewalks are needed for kids and bikes
12. Do not want trees in the sidewalks – roots bust through the pavement
13. Don't want bicycle lanes
14. Yellow bumps on ADA sidewalk ramps dangerous for wheelchairs and walkers
15. There are no sidewalks
16. The speed on 1<sup>st</sup> Avenue South, even the police treat it like a highway.
17. People have to walk in the street with kids and strollers, it is not safe from cars. I have offered to let them use our driveway.
18. Speeding and Drag racing down 1<sup>st</sup> Avenue South about four times a week. Can we get a cement barricade? The travel speeds are up to 80 miles per hour. They start at the Albertsons (at 128<sup>th</sup>) and go north. Forty miles per hour is just too fast!

19. Twentieth Avenue South from 128<sup>th</sup> Street to 120<sup>th</sup> –there are a library, park and a school on this stretch and for 8 blocks there is nothing to slow cars. The pedestrians and kids have to go into the road to get around cars parked in the right-of-way. There are no sidewalks or even buttons to improve safety.
20. Thirty-five miles per hour is too fast for our neighborhoods. It should be 30mph tops!
21. The digital sign on 5<sup>th</sup> Avenue South to measure speed only worked for 2 days and it is still there.
22. The police can't be here all the time- I offer my yard to the police to catch speeders.
23. We need a yield sign by the 7-11 Store on 8<sup>th</sup> Avenue South and Glendale Way!
24. There are no sidewalks and there should be a sign on Roseberg Avenue South between South 120<sup>th</sup> and 116<sup>th</sup> because of the steady stream of pedestrians. The sign should warn motorists that there are pedestrians. There are a lot of children and moms with strollers on this stretch.
25. The lights stay red too long.
26. People park in the bike lane and force cyclists into the road. I would rather have more sidewalks than bike lanes.
27. There need to be sidewalks/pathways for kids to ride their bikes so parents can feel safe about their kids.
28. I am against bicycle lanes! They do not pay for them and they do not use them!

## Parks

1. Youth activity areas are needed (skate park is an example)
2. Increase green spaces and pocket parks. There are numerous vacant parcels near the main intersections that could be used.
3. The area needs a focal point or activity. Ideas include
  - a. Annual or recurring event
  - b. Gathering place
  - c. Skate park
4. Nothing to do for kids.
5. Puget Sound Park is “useless” because its access is so restricted from its fencing and only a couple of entrances that both face north and the area there. If someone is at Albertson’s or coming from the southeast they can’t easily get into the park.
6. Appreciative that the City “saved” Hazel Valley Park (no details), but it should also have better access. Now none from SW 128<sup>th</sup> apparently. Thus it is not accessible to the residential area to the south across 128<sup>th</sup> Street.
7. Puget Sound Park needs plantings / trees so it isn’t so barren.
8. Need a skate park in North Burien
9. Need a dog park in North Burien
10. Need a community center in North Burien
11. Hilltop Park is great but it needs to be cleaned up. It is so overgrown that the “neer-do-wells” can screen their activities.
12. We’d like a dog park or a skate park.
13. Hilltop has great features but it is not kept up.
14. Hilltop Park (South 128<sup>th</sup> Street) it is scary! Not safe at all. There are sex offenders all around the area.

15. We should put in a garden at Hilltop Park as part of the features of the park.
16. Parking is an issue at Hilltop Park.
17. We need more gardens and pea patches and rain gardens but not livestock because the animals damages others private property.
18. I want to grow a community garden or pea patch in the north end to have my own fresh produce.

## Drainage

1. Drainage throughout the area needs to be improved
2. Storm water system needs to be upgraded for the Ambaum Corridor to reduce pooling of water.
3. There are drainage issues with water standing in the streets
4. Want to have the ditches along the street filled in
5. Des Moines Memorial Drive South, in the winter there is water that comes over the roadway (North of 22<sup>nd</sup> Avenue South) it is very dangerous.

## Code Enforcement

1. Code enforcement is good but it needs to continue (many comments on particular issues including abandoned homes and junk vehicles.
2. Property owners need to maintain their yards and homes
3. Need parking enforcement to prohibit parking on existing walkway / sidewalk.
4. Many of the Multi-Family properties have upkeep / aesthetic / tenant behavioral problems. The City should work with property owners / managers to correct this.
5. Desire more code enforcement – clean up the neighborhood
6. Don't want people to be allowed to park their cars, boats, and RV's on the street
7. The whole area needs cleaning up and policing.
8. Get rid of the graffiti.
9. Pick up the litter!
10. We need more code enforcement-people are running junk yards on their property!
11. They closed "Bernie's" at South 112<sup>th</sup> Street and 1<sup>st</sup> Avenue. And now I see kids making drug deals there.
12. Concern for animal owners to reveal what animals they have because people will complain, just to complain.

## Land Use

1. Need more businesses in the area
  - a. Would like more grocery store options
  - b. A coffee shop (not skimpy dressed coffee stands)
  - c. Restaurants
2. Existing businesses should be allowed to stay but need to be cleaned up.
3. Commercial uses must be located in commercial areas and not in neighborhoods
4. Mixed use development is ok
5. There is enough multi-family development
6. In some cases the amount of allowed apartments could remain the same or possibly increase if the developments are

- a. Properly maintained
  - b. Policed
  - c. Managed
7. Mixed use is a good concept however do not require it when redevelopment occurs
  8. Allow community gardens/pea-patches
  9. Reduce the amount of commercial located in SF residential areas and focus the commercial along the Ambaum Corridor.
  10. Future vision of CC-2 area is more commercial and mixed use development and no more storage of vehicles and materials.
  11. Future vision of Ambaum Corridor is more mixed use located right along the street with residential parking moved under or behind buildings.
  12. Future vision of higher density residential located along Ambaum and improved transit service in the corridor to address traffic congestion.
  13. Higher density multi-family residential is OK so long as appearance, management and parking issues do not impact surrounding SF residential.
  14. Frustration with outdoor storage and abandoned vehicles in the CC-2 area.
  15. Concern about adversely impacting property rights of current owners in CC-2 area.
  16. If more valuable commercial uses are currently permitted in the CC-2 area why have they not already displaced the storage uses located there?
  17. Do not want future multi-family development to look like and have the negative impacts on surrounding properties that current development has.
  18. Much of the land in Ambaum Corridor that is zoned for multi-family development is underutilized as open space or rundown single-family residences.
  19. Concern about commercial and residential uses being developed along the Ambaum Corridor without sufficient off-street parking and the removal of on-street parking along major arterials
  20. Need a store (in reference to the now closed supermarket north of 116<sup>th</sup> Street) – have enough Multi-Family.
  21. OK to change zoning to match commercial uses north of and around the pedestrian bridge.
  22. RM 24 is plenty, even though numerous properties already have density in the 40's Dwelling Units Per Acre, but without much explanation. Others did not strongly – or memorably echo her comment.
  23. "South Burien" should share the density that is slated for here. They shouldn't have only RM 24 while here, with less amenities (commercial area, sidewalks, transit) gets the density.
  24. Future Multi-Family developments need open space for tenants and kids.
  25. Visual Preference Survey of existing Multi-Family buildings with DUAC (dwelling units per acre). As a part of the conversation about impacts of density numerous existing apartment buildings were shown along with their densities. Some with lower densities had more problems / less desirable features, such as not kept-up, lack of open space for tenants, frontage of all asphalt and parking. Opinions were that good quality / good neighbor MF isn't just about density but amenities and development / design standards.
  26. Didn't like newer commercial development on SW corner of 128<sup>th</sup> Street and 1<sup>st</sup> Avenue South, too little parking. Considered it ugly.
  27. Want larger lots/less density

28. Want smaller lots/more density
29. Want higher single-family density like R-6
30. Less Multi-family developments is preferred
31. Shorter fences along the street side are needed to allow for visibility around corners.
32. Too many vacant homes in North Burien
33. I'd like to have goats to help with shrubbery and weeds in my yard.
34. The poor people have been priced out of Seattle and are coming south but they don't have cars, money to have good access to food and transportation networks down here.
35. There is no grocery in the North end because they don't last there
36. What happened to all of the farms at the bottom of 8<sup>th</sup> Avenue South and the ones by 98 and Highway 99?
37. It needs to be easier to keep chickens and have urban agriculture on property up here.
38. Concern over people moving into the area next to local farms and complaining about them.

## Other

1. Keep the library
2. Keep the existing fire station at DMMD and S 128<sup>th</sup> Street due to concerns regarding response time
3. Concern that current water and sewer infrastructure may not support more dense multi-family development.
4. Do not move the Library off of 16<sup>th</sup> Avenue SW or away from nearby residences.
5. Concern about the impacts of annexation on the provision of special district services (police, fire, library, sewer and water).
6. Infrastructure: Will sewer system be upgraded so some property owners don't have to pump uphill from their properties.
7. Want sewers in the neighborhood in order to subdivide
8. Do not want sewers in the neighborhood
9. Land value should be adjusted down for homes located near the 3<sup>rd</sup> runway
10. Better local bus service is needed
11. Need weather-related senior outreach (cooling and warming shelters, check-ins in seniors during inclement weather.
12. Routes 132 and 128 the service is good.
13. Transit only comes once an hour on some routes. It is very inconvenient if you do not have a car.
14. LEAVE OUR LIBRARY ALONE!!!!
15. I'd walk more but I don't feel safe.
16. I send my kids to private schools because of the safety issues and the poor quality of the schools up here.
17. The Fred Meyers in Burien has the best prices and best selection and I can get a good price on gas, so I do most my shopping there.
18. I go to the QFC in Normandy Park because it's a nicer store, good selection and a safe area.

**CITY OF BURIEN, WASHINGTON  
MEMORANDUM**

**DATE:** September 6, 2011

**TO:** Burien Planning Commission

**FROM:** Scott Greenberg, AICP, Community Development Director

**SUBJECT:** Discussion on Comprehensive Plan Reformatting

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**PURPOSE**

The purpose of this agenda item is to receive direction from the Planning Commission on the format for the revised Comprehensive Plan. Staff has been working on the format as previously presented to the Planning Commission in July and August (Attachment 1). Commissioner Tosta distributed a different format for consideration following your August 9<sup>th</sup> meeting (Attachment 2).

Attachment 1 also contains some changes recommended by PSRC staff, who provided us with an early, informal review of the proposed format. Attachment 3 is a chart showing the proposed location of each existing goal, policy, objective and figure.

**ACTION**

**Staff recommends that Planning Commission provide direction on the proposed reformatting of the Comprehensive Plan. We are asking for a motion to formalize your direction. A suggested motion is:**

***“I move to direct staff to reformat the Burien Comprehensive Plan according to Attachment \_\_\_\_.”***

**Attachments:**

- 1) Proposed Comprehensive Plan Table of Contents
- 2) Reformat alternative from Commissioner Tosta
- 3) Chart showing new locations of existing policies, etc.

# TABLE OF CONTENTS

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## 1. Burien Vision and Land Use

- *Burien Vision*
- *Land Use Designations*

## 2. Our Community: Genuine, Engaged, Stable

- *Civic Engagement*
- *Land Use Framework*
- *Annexation*
- *Housing*
- *Essential Public Facilities*
- *Human Services (to be added)*

## 3. Our Environmental Community: Natural, Green, Livable

### Natural Environment

- *Overall context: Ecosystem Planning (PSRC)*
- *Geologically Hazardous Areas*
- *Fish & Wildlife Habitat*
- *Groundwater and Aquifer Recharge Areas*
- *Wetlands*
- *Flood Hazard Areas*
- *Storm Water/Water Quality (PSRC)*
- *Sustainability*
- *Shoreline Policies*
- *Climate change/Air Quality (PSRC)/energy (to be added)*

### Built Environment

- ~~*Hazardous Materials*~~
- ~~*Noise*~~
- *Public Facilities and Services*
- *Transportation*
  - *Streetscapes/Design Standards*
  - *Non-Motorized Transportation*
  - *Transportation System Management*
  - *Mobility and Roadway Capacity*
  - ~~*Traffic Safety*~~ *Safe Mobility (PSRC)*
  - *Public Transportation*
  - *Accessibility*
  - *Transportation Finance*
  - *Parking*
- *Utilities*
- *Parks, Recreation and Open Space*
- ~~*Storm Water*~~
- ~~*Sustainability*~~
- ~~*Shoreline Policies*~~
- ~~*Climate change/energy (to be added)*~~

#### 4. Our Prosperous Community: Local, Expansive, Creative

- *Economic Development*
- *Urban Design*
- *Historic Preservation*
- *Culture and Arts*
- *Essential Public Facilities*
- *Human Services (to be added)*

#### 5. Our Healthy and Safe Community: Healthy, Active, Peaceful

- *Hazardous Materials*
- *Noise*
- *CPPW/HEAL*
- *Recreation*
- ~~*Noise?*~~
- *Police*
- *Fire*
- *Emergency management*

#### 6. Our Educated Community: Teaching, Learning, Nurturing

#### 7. Our Diverse Community: Inclusive, Multicultural, Multi-Centered

#### 8. Our Governance: Responsive, Effective, Collaborative

- *Public Process*
- *Collaboration With Other Agencies*
- *Comprehensive Plan Implementation*
- *Comprehensive Plan Amendments*
- *Relationship With GMA, Vision 2040, Countywide Planning Policies*

#### 9. Capital Facilities Plan

#### 10. Existing Conditions ~~(not included)~~

#### 11. Issues and Impacts ~~(not included)~~

#### 12. Downtown Burien Plan

#### 13. Salmon Creek Neighborhood Plan ~~(not included)~~

#### Appendices ~~(not included)~~

August 11, 2011: Nancy Tosta

### **Suggestions for the Burien Comprehensive Plan**

1. *Consider organizing the chapters based on stated goals, strategies, and actions that are then guided by policies (which may be in the Plan or in the regulations).*

For example – taking from Chapter 4:

### **Goal ED.3: Diversify the economy and promote economic vitality and employment throughout the city**

- Strategy: Promote locally owned, right-sized businesses in neighborhoods
    - ACTION: Sponsor ongoing dialogs to engage potential business owners in understanding Burien's commitment to quality of life and community cohesiveness
    - ACTION: Incorporate pedestrian amenities and sitting places in commercial developments in neighborhoods to promote foot traffic and encourage business
2. *Consider the following chapter structure – supporting and integrating the vision, but not force-fitting the planning needs to the vision elements (when they don't really fit the needs of the comprehensive plan). Not sure that I've captured all the required elements.*
    1. **Our Community – A Vision for Burien**
      - a. How we aspire to grow – our vision
      - b. Who we are now (existing conditions)
      - c. The principles we subscribe to
        - i. Respect for diversity
        - ii. Engaged citizens
        - iii. Responsive government
        - iv. Sustainability
        - v. Resiliency in the face of climate change
    2. **Land Uses and Neighborhood Character**
      - a. Land Use Designations
      - b. Housing
      - c. Parks, Recreation and Open Space
      - d. Urban Design
      - e. Historic Preservation
      - f. Culture and Arts
      - g. Neighborhood planning guidelines (include neighborhood plans as appendices)
    3. **Natural Environment**
      - a. Fish and Wildlife Habitat
      - b. Wetlands
      - c. Groundwater and Aquifer Recharge Areas
      - d. Flood Hazard Areas

- e. Geologically Hazardous Areas
- f. Shorelines

**4. Economy and Infrastructure**

- a. Economic development
- b. Essential public facilities
- c. Public facilities and services
- d. Transportation
- e. Utilities
- f. Storm Water

**5. Health and Well-Being**

- a. Human Services
- b. Food (CPPW)
- c. Noise
- d. Education

**APPENDICES**

- Issues and Impacts
- Capital Facilities
- Neighborhood Plans
  - Downtown Burien
  - Salmon Creek
  - Etc
- ???

## CHAPTER 2.0 PLAN POLICIES

CURRENT COMPREHENSIVE PLAN	DRAFT REFORMATTED COMP. PLAN 7/29/11 Version
<b>2.1 INTRODUCTION</b>	
Discussion, pages 2-1 and 2-2	Pages 1-1 and 1-2
Fig. 2LU-2 Planned Land Use Intensity	Page 2-5
Fig. 2-EV1 Critical Areas	Page 3-4
<b>2.2 LAND USE ELEMENT</b>	
Goal LU.1	Page 2-2
Pol. LU 1.1	Page 2-2
Pol. LU 1.2	Page 2-2
Pol. LU 1.3	Page 2-2
Pol. LU 1.4	Page 2-2
Pol. LU 1.5	Page 4-2
Pol. LU 1.6	Page 2-2
Pol. LU 1.7	Page 2-1
Pol. LU 1.9	Page 2-13
Pol. LU 1.11	Page 2-2
Fig. 2LU-1.11 Urban Center Boundary	Page 2-6
Goal RE.1	Page 2-3
Pol. RE 1.1	Page 2-3
Pol. RE 1.2	Page 2-3
Pol. RE 1.3	Page 2-3
Pol. RE 1.4	Page 2-3
Pol. RE 1.5	Page 1-2
Pol. RE 1.6	Page 1-2
Pol. RE 1.7	Page 1-3
Goal BU.1	Page 4-2
Pol. BU 1.1	Page 4-2
Pol. BU 1.2	Page 1-4
Pol. BU 1.3	Page 1-4
Pol. BU 1.4	Page 1-4
Pol. BU 1.5	Page 1-5
Pol. BU 1.7	Page 1-5
Pol. BU 1.8	Page 1-5
Goal OF.1	Page 1-6
Pol. OF 1.1	Page 1-6
Goal IN.1	Page 1-6
Pol. IN 1.1	Page 1-6
Goal IN.2	Page 1-7
Pol. IN 1.2	Page 1-7
Pol. IN 1.3	Page 1-7
Pol. IN 1.4	Page 1-7
Pol. IN 1.5	Page 1-7
Goal PO.1	Page 1-9
Pol. PO 1.1	Page 1-9
Goal SE.1	Page 2-4

## CHAPTER 2.0 PLAN POLICIES

CURRENT COMPREHENSIVE PLAN	DRAFT REFORMATTED COMP. PLAN 7/29/11 Version
Fig. 2-SE1 Special Planning Areas	Page 2-7
Pol. SE 1.2	Page 1-8
Pol. SE 1.3	Page 1-8
Pol. SE 1.4	Page 1-8
Pol. SE 1.5	Page 1-9
Goal PH.1	Page 2-4
Pol. PH 1.1	Page 2-4
Goal EV.1	Page 3-1
Pol. EV 1.1	Page 3-1
Pol. EV 1.2	Page 3-1
Pol. EV 1.3	Page 3-1
Pol. EV 1.4	Page 3-1
Pol. EV 1.5	Page 3-1
Pol. EV 1.6	Page 3-5
Pol. EV 1.7	Page 3-1
Pol. EV 1.8	Page 3-1
Pol. EV 1.9	Page 3-2
Goal EV.2	Page 3-2
Pol. EV 2.1	Page 3-31
Pol. EV 2.2	Page 3-2
Pol. EV 2.3	Page 3-2
Pol. EV 2.4	Page 3-2
Pol. EV 2.5	Page 3-31
Pol. EV 2.6	Page 3-2
Pol. EV 2.7	Page 3-2
Pol. EV 2.8	Page 3-3
Pol. EV 2.9	Page 3-3
Pol. EV 2.10	Page 3-3
Pol. EV 2.11	Page 3-3
Pol. EV 2.12	Page 3-7
Pol. EV 2.13	Page 3-7
Pol. EV 2.14	Page 3-7
Pol. EV 2.15	Page 3-2
Pol. EV 2.16	Page 3-2
Goal EV.3	Page 3-3
Pol. EV 3.1	Page 3-3
Pol. EV 3.2	Page 3-3
Pol. EV 3.3	Page 3-3
Pol. EV 3.4	Page 3-3
Pol. EV 3.5	Page 3-5
Pol. EV 3.6	Page 3-5
Goal EV.4	Page 3-5
Pol. EV 4.1	Page 3-5
Pol. EV 4.2	Page 3-5
Pol. EV 4.3	Page 3-5

## CHAPTER 2.0 PLAN POLICIES

CURRENT COMPREHENSIVE PLAN	DRAFT REFORMATTED COMP. PLAN 7/29/11 Version
Pol. EV 4.4	Page 3-5
Pol. EV 4.5	Page 3-5
Pol. EV 4.6	Page 3-5
Pol. EV 4.7	Page 3-5
Pol. EV 4.8	Page 3-5
Pol. EV 4.9	Page 3-5
Pol. EV 4.10	Page 3-6
Pol. EV 4.11	Page 3-6
Goal EV.5	Page 3-6
Pol. EV 5.1	Page 3-6
Pol. EV 5.2	Page 3-6
Pol. EV 5.3	Page 3-6
Pol. EV 5.4	Page 3-6
Goal EV.6	Page 3-6
Pol. EV 6.1	Page 3-6
Pol. EV 6.2	Page 3-6
Pol. EV 6.3	Page 3-6
Pol. EV 6.4	Page 3-6
Goal NO.1	Page 3-7
Pol. NO 1.1	Page 3-7
Pol. NO 1.2	Page 3-7
Pol. NO 1.3	Page 3-7
Pol. NO 1.4	Page 3-7
Goal HT.1	Page 4-2
Pol. HT 1.1	Page 4-3
Pol. HT 1.2	Page 4-3
Pol. HT 1.3	Page 4-3
Pol. HT 1.4	Page 4-3
Pol. HT 1.5	Page 4-3
Goal CC.1	Page 2-1
Pol. CC 1.1	Page 2-2
Pol. CC 1.2	Page 2-2
Pol. CC 1.3	Page 8-1
Goal PF.1	Page 3-7
Pol. PF 1.1	Page 3-8
Pol. PF 1.2	Page 3-8
Goal PI.1	Page 8-2
Pol. PI 1.1	Page 8-2
Pol. PI 1.2	Page 8-2
Pol. PI 1.3	Page 8-1
Pol. PI 1.4	Page 8-2
Pol. PI 1.5	Page 8-3
Pol. PI 1.6	Page 8-2
Pol. PI 1.7	Page 8-3
Pol. PI 1.8	Page 8-3

## CHAPTER 2.0 PLAN POLICIES

CURRENT COMPREHENSIVE PLAN	DRAFT REFORMATTED COMP. PLAN 7/29/11 Version
Pol. PI 1.9	Page 8-3
Goal AN.1	Page 2-4
Pol. AN 1.1	Page 2-4
Pol. AN 1.2	Page 2-8
Pol. AN 1.3	Page 2-8
Pol. AN 1.4	Page 2-8
Fig. 2-AN 1.1 Potential Annexation Area	Page 2-4
<b>2.3 COMMUNITY CHARACTER ELEMENT</b>	
Goal VQ.1	Page 2-8
Pol. VQ 1.1	Page 2-8
Pol. VQ 1.2	Page 2-8
Pol. VQ 1.3	Page 2-8
Pol. VQ 1.4	Page 2-8
Pol. VQ 1.5	Page 12-9
Goal EQ.1	Page 3-1
Pol. EQ 1.1	Page 3-1
Pol. EQ 1.2	Page 3-1
Pol. EQ 1.3	Page 3-1
Goal NQ.1	Page 2-8
Pol. NQ 1.1	Page 2-8
Pol. NQ 1.2	Page 2-9
Pol. NQ 1.3	Page 2-3
Pol. NQ 1.4	Page 3-14
Pol. NQ 1.5	Page 3-12
Pol. NQ 1.6	Page 2-1
Pol. NQ 1.7	Page 2-9
Pol. NQ 1.8	Page 2-9
Goal NP.1	Page 2-9
Pol. NP 1.1	Page 2-9
Pol. NP 1.2	Page 2-9
Pol. NP 1.3	Page 3-7
Pol. NP 1.4	Page 3-14
Goal RC.1	Page 4-2
Pol. RC 1.1	Page 4-2
Pol. RC 1.2	Page 4-2
Goal DB.1	Page 12-2
Goal DB.1 discussion	Page 12-1
Pol. DB 1.1	Page 12-2
Pol. DB 1.2	Page 12-2
Pol. DB 1.3	Page 12-2
Pol. DB 1.4	Page 12-2
Pol. DB 1.5	Page 12-2
Pol. DB 1.6	Page 12-2
Pol. DB 1.7	Page 12-3

## CHAPTER 2.0 PLAN POLICIES

CURRENT COMPREHENSIVE PLAN	DRAFT REFORMATTED COMP. PLAN 7/29/11 Version
Pol. DB 1.8	Page 12-3
Pol. DB 1.9	Page 12-3
Pol. DB 1.10	Page 12-3
Pol. DB 1.11	Page 12-3
Pol. DB 1.12	Page 12-3
Pol. DB 1.13	Page 12-3
Pol. DB 1.14	Page 12-4
Pol. DB 1.15	Page 12-4
Fig. 2-DB1.13 DT Commercial Height Limits	Page 12-6
Fig. 2-DB1.15 Typical Downtown Street Section	Page 12-7
Pol. DB 1.16	Page 12-4
Pol. DB 1.17	Page 12-4
Pol. DB 1.18	Page 12-4
Pol. DB 1.19	Page 12-4
Pol. DB 1.20	Page 12-4
Pol. DB 1.21	Page 12-4
Pol. DB 1.22	Page 12-4
Fig. 2-DB1.16 DT Pedestrian Oriented Streets	Page 12-8
Pol. DB 1.23	Page 12-4
Pol. DB 1.24	Page 12-4
Pol. DB 1.25	Page 12-5
Pol. DB 1.26	Page 12-5
Pol. DB 1.27	Page 12-5
Pol. DB 1.28	Page 12-5
Pol. DB 2.1	Page 12-5
Pol. DB 2.2	Page 12-5
Pol. DB 2.3	Page 12-5
Pol. DB 2.4	Page 12-5
Pol. DB 2.5	Page 12-5
Pol. DB 2.6	Page 12-5
Pol. DB 2.7	Page 12-5
Pol. DB 2.8	Page 12-5
Pol. DB 2.9	Page 12-9
Pol. DB 2.10	Page 12-9
Pol. DB 2.11	Page 12-9
Goal SC.1	Page 3-9
Pol. SC 1.1	Page 3-12
Pol. SC 1.2	Page 3-9
Pol. SC 1.3	Page 3-9
Pol. SC 1.4	Page 3-9
Pol. SC 1.5	Page 3-9
Pol. SC 1.6	Page 3-9
Pol. SC 1.9	Page 3-9
Pol. SC 1.10	Page 3-10
Pol. SC 1.11	Page 3-10

## CHAPTER 2.0 PLAN POLICIES

CURRENT COMPREHENSIVE PLAN	DRAFT REFORMATTED COMP. PLAN 7/29/11 Version
Pol. SC 1.12	Page 3-10
Pol. SC 1.13	Page 3-14
Pol. SC 1.14	Page 3-10
Pol. SC 1.15	Page 3-12
Pol. SC 1.16	Pages 3-9 (discussion) and 12-9 (policy)
Goal RM.1	Page 2-4
Pol. RM 1.1	Page 2-4
Pol. RM 1.2	Page 8-3
Pol. RM 1.3	Page 4-3
Pol. RM 1.4	Page 2-4
Pol. RM 1.5	Page 4-2
Pol. RM 1.6	Page 3-12
<b>2.4 HOUSING ELEMENT</b>	
Goal HS.1	Page 2-3 and 2-10 (split)
Pol. HS 1.2	Page 2-2
Pol. HS 1.3	Page 2-3
Pol. HS 1.4	Page 3-7
Pol. HS 1.5	Page 4-3
Pol. HS 1.6	Page 2-8
Pol. HS 1.7	Page 3-8
Pol. HS 1.8	Page 2-10
Pol. HS 1.10	Page 2-10
Pol. HS 1.11	Page 2-10
Pol. HS 1.12	Page 2-11
Pol. HS 1.13	Page 2-11
Pol. HS 1.14	Page 2-11
Pol. HS 1.15	Page 2-11
Pol. HS 1.16	Page 2-11
Pol. HS 1.17	Page 2-11
Pol. HS 1.18	Page 2-11
Pol. HS 1.19	Page 2-11
Pol. HS 1.20	Page 2-11
Goal HS.2	Page 2-12
Pol. HS 2.1	Page 2-12
Pol. HS 2.2	Page 2-12
Pol. HS 2.3	Page 2-12
Pol. HS 2.4	Page 2-12
Goal HS.3	Page 2-12
Pol. HS 3.1	Page 2-12
Pol. HS 3.2	Page 2-12
Pol. HS 3.3	Page 2-12
Pol. HS 3.4	Page 2-12
<b>2.5 TRANSPORTATION ELEMENT</b>	

## CHAPTER 2.0 PLAN POLICIES

CURRENT COMPREHENSIVE PLAN	DRAFT REFORMATTED COMP. PLAN 7/29/11 Version
Transportation Vision	Page 3-9
Transportation Goal	Page 3-9
Goal TR 1.1	Page 3-14
Objective TR 1.1	Page 3-14
Pol. TR 1.1.1	Page 3-14
Pol. TR 1.1.2	Page 3-14
Pol. TR 1.1.3	Page 3-14
Pol. TR 1.1.4	Page 3-14
Pol. TR 1.1.5	Page 3-15
Pol. TR 1.1.6	Page 3-8
Pol. TR 1.1.7	Page 3-8
Pol. TR 1.1.8	Page 3-8
Objective TR 1.2	Page 3-8
Pol. TR 1.2.1	Page 3-8
Pol. TR 1.2.2	Page 3-8
Pol. TR 1.2.3	Page 3-8
Pol. TR 1.2.4	Page 3-8
Pol. TR 1.2.5	Page 3-8
Pol. TR 1.2.6	Page 3-8
Objective TR 1.3	Page 3-14
Pol. TR 1.3.1	Page 3-14
Pol. TR 1.3.2	Page 3-14
Pol. TR 1.3.3	Page 3-14
Objective TR 1.4	Page 3-15
Pol. TR 1.4.1	Page 3-15
Pol. TR 1.4.2	Page 3-15
Fig. 2-TR1.4 Roadway Functional Classification	Page 3-17
Objective TR 1.5	Page 3-10
Objective TR 1.6	Page 3-14
Pol. TR 1.6.1	Page 3-14
Goal TR 2	Page 3-15
Objective TR 2.1	Page 3-15
Pol. TR 2.1.1	Page 3-15
Objective TR 2.2	Page 3-15
Objective TR 2.3	Page 3-15
Fig. 2-TR1.6 Primary Truck Routes	Page 3-18
Goal TR 3	Page 8-1
Objective TR 3.1	Page 8-2
Pol. TR 3.1.1	Page 8-2
Pol. TR 3.1.2	Page 8-2
Pol. TR 3.1.3	Page 8-2
Pol. TR 3.1.4	Page 8-2
Objective TR 3.2	Page 3-9
Pol. TR 3.2.1	Page 3-9
Objective TR 3.3	Page 3-9

## CHAPTER 2.0 PLAN POLICIES

CURRENT COMPREHENSIVE PLAN	DRAFT REFORMATTED COMP. PLAN 7/29/11 Version
Goal TR 4	Page 3-15
Objective TR 4.1	Page 3-15
Pol. TR 4.1.1	Page 3-15
Pol. TR 4.1.2	Page 3-15
Pol. TR 4.1.3	Page 3-15
Pol. TR 4.1.4	Page 3-15
Pol. TR 4.1.5	Page 3-15
Pol. TR 4.1.6	Page 3-15
Objective TR 4.2	Page 3-16
Objective TR 4.3	Page 3-12
Objective TR 4.4	Page 3-16
Objective TR 4.5	Page 3-16
Objective TR 4.6	Page 3-16
Objective TR 4.7	Page 3-16
Goal TR 5	Page 3-10
Goal MM 3	Page 3-10
Pol. MM 3.1	Page 3-10
Pol. MM 3.2	Page 3-11
Pol. MM 3.3	Page 3-11
Pol. MM 3.4	Page 3-11
Pol. MM 3.5	Page 3-11
Pol. MM 3.6	Page 3-11
Pol. MM 3.7	Page 3-11
Pol. MM 3.9	Page 2-3
Pol. MM 3.11	Page 3-12
Pol. MM 3.12	Page 3-12
Pol. MM 3.13	Page 3-12
Goal TL.3	Page 3-13
Pol. TL 3.1	Page 3-13
Pol. TL 3.2	Page 3-13
Pol. TL 3.3	Page 3-13
Goal TR.6	Page 3-16
Objective TR 6.1	Page 3-16
Goal TR.7	Page 3-9
Objective TR 7.1	Needs to be added
Pol. TR 7.1.1	Page 3-9
Pol. TR 7.1.2	Page 3-3
Pol. TR 7.1.3	Page 3-3
Objective TR 7.2	Page 3-28
Pol. TR 7.2.1	Page 3-10
Objective TR 7.3	Page 3-10
Goal TR 8	Page 3-16
Objective TR 8.1	Page 3-16
Objective TR 8.2	Page 3-16
Objective TR 8.3	Page 3-16

## CHAPTER 2.0 PLAN POLICIES

CURRENT COMPREHENSIVE PLAN	DRAFT REFORMATTED COMP. PLAN 7/29/11 Version
Objective TR 8.4	Page 3-16
Goal TR 9	Page 3-16
Objective TR 9.1	Page 3-16
Pol. TR 9.1.1	Page 3-16
Pol. TR 9.1.2	Page 12-9
Objective TR 9.2	Page 12-10
Pol. TR 9.2.1	Page 12-10
Pol. TR 9.2.2	Page 12-10
Pol. TR 9.2.3	Page 12-10
Pol. TR 9.2.4	Page 12-10
Pol. TR 9.2.5	Page 12-10
Pol. TR 9.2.6	Page 12-10
Pol. TR 9.2.7	Page 12-10
Pol. TR 9.2.8	Page 12-10
Pol. TR 9.2.9	Page 12-10
Pol. TR 9.2.10	Page 3-16
<b>2.6. UTILITIES ELEMENT</b>	
Goal UT.1	Page 3-19
Pol. UT 1.1	Page 3-19
Pol. UT 1.2	Page 3-19
Pol. UT 1.3	Page 3-19
Pol. UT 1.4	Page 3-19
Pol. UT 1.5	Page 3-19
Pol. UT 1.6	Page 3-19
Pol. UT 1.7	Page 3-20
Pol. UT 1.8	Page 3-20
Pol. UT 1.9	Page 3-10
Pol. UT 1.10	Page 3-20
Pol. UT 1.11	Page 3-20
Pol. UT 1.12	Page 3-20
Pol. UT 1.13	Page 3-20
Pol. UT 1.14	Page 3-20
Pol. UT 1.15	Page 3-20
Pol. UT 1.16	Page 3-20
Goal UT.2	Page 3-20
Pol. UT 2.1	Page 3-21
Pol. UT 2.2	Page 3-21
Pol. UT 2.3	Page 3-21
Pol. UT 2.4	Page 3-21
Goal UT.3	Page 3-21
Pol. UT 3.1	Page 3-21
Pol. UT 3.2	Page 3-21
Pol. UT 3.3	Page 3-21
Pol. UT 3.4	Page 3-21

## CHAPTER 2.0 PLAN POLICIES

CURRENT COMPREHENSIVE PLAN	DRAFT REFORMATTED COMP. PLAN 7/29/11 Version
Pol. UT 3.5	Page 3-21
Pol. UT 3.6	Page 3-21
Goal UT.4	Page 3-21
Pol. UT 4.1	Page 3-21
Pol. UT 4.2	Page 3-21
Pol. UT 4.3	Page 3-21
<b>2.7. PARKS, RECREATION AND OPEN SPACE ELEMENT</b>	
Goal PRO.1	Page 3-21
Pol. PRO 1.1	Page 3-22
Pol. PRO 1.2	Page 3-22
Pol. PRO 1.3	Page 3-22
Pol. PRO 1.4	Page 3-22
Pol. PRO 1.5	Page 3-22
Pol. PRO 1.6	Page 3-24
Pol. PRO 1.7	Page 3-24
Pol. PRO 1.8	Page 3-24
Pol. PRO 1.9	Page 3-24
Pol. PRO 1.10	Page 3-24
Fig. 2-PRO1 Parks, Recreation and Open Space Areas	Page 3-25
Goal PRO.2	Page 3-24
Pol. PRO 2.1	Page 3-24
Pol. PRO 2.2	Page 3-24
Pol. PRO 2.3	Page 3-22
Pol. PRO 2.4	Page 3-26
Pol. PRO 2.5	Page 3-26
Pol. PRO 2.6	Page 3-26
Pol. PRO 2.7	Page 3-26
Pol. PRO 2.8	Page 3-26
Pol. PRO 2.9	Page 3-26
Goal PRO.3	Page 3-26
Pol. PRO 3.1	Page 3-26
Pol. PRO 3.2	Page 3-26
Pol. PRO 3.2	Page 3-26
Pol. PRO 3.3	Page 3-13
Pol. PRO 3.6	Page 3-13
Pol. PRO 3.7	Page 3-13
Pol. PRO 3.8	Page 3-13
Pol. PRO 3.10	Page 3-13
Pol. PRO 3.11	Page 3-14
Pol. PRO 3.12	Page 3-14
Goal SA.1	Page 3-32
Pol. SA 1.1	Page 3-32
Pol. SA 1.2	Page 3-32

## CHAPTER 2.0 PLAN POLICIES

CURRENT COMPREHENSIVE PLAN	DRAFT REFORMATTED COMP. PLAN 7/29/11 Version
Pol. SA 1.3	Page 3-32
Pol. SA 1.4	Page 3-32
Pol. SA 1.5	Page 3-32
Pol. SA 1.6	Page 3-32
Pol. SA 1.7	Page 3-32
Pol. SA 1.8	Page 3-32
Pol. SA 1.10	Page 3-33
Goal PRO.4	Page 3-26
Pol. PRO 4.1	Page 3-26
Pol. PRO 4.2	Page 3-26
Pol. PRO 4.3	Page 3-27
Pol. PRO 4.4	Page 3-7
Goal PRO.5	Page 8-2
Pol. PRO 5.1	Page 8-2
Pol. PRO 5.2	Page 8-2
Pol. PRO 5.3	Page 8-2
Pol. PRO 5.4	Page 8-2
Pol. PRO 5.5	Page 8-2
Pol. PRO 5.7	Page 3-27
Pol. PRO 5.9	Page 8-2
Goal OS.1	Page 3-27
Pol. OS 1.1	Page 3-27
Pol. OS 1.2	Page 3-27
Pol. OS 1.3	Page 3-27
Pol. OS 1.4	Page 3-27
Pol. OS 1.5	Page 3-27
Pol. OS 1.6	Page 3-27
Goal CA.1	Page 4-3
Pol. CA 1.1	Page 4-3
<b>2.8. STORM WATER ELEMENT</b>	
Goal ST.1	Page 3-28
Pol. ST 1.1	Page 3-28
Pol. ST 1.2	Page 3-28
Pol. ST 1.3	Page 3-28
Pol. ST 1.4	Page 3-28
Pol. ST 1.5	Page 3-28
Pol. ST 1.6	Page 3-29
Pol. ST 1.7	Page 3-29
Pol. ST 1.8	Page 3-29
Pol. ST 1.9	Page 3-29
Pol. ST 1.10	Page 3-29
Pol. ST 1.11	Page 3-29
Pol. ST 1.12	Page 3-29
Pol. ST 1.13	Page 3-29

## CHAPTER 2.0 PLAN POLICIES

CURRENT COMPREHENSIVE PLAN	DRAFT REFORMATTED COMP. PLAN 7/29/11 Version
Pol. ST 1.14	Page 3-29
Pol. ST 1.15	Page 3-29
Goal ST.2	Page 3-29
Pol. ST 2.1	Page 3-30
Pol. ST 2.2	Page 3-30
Pol. ST 2.3	Page 3-30
Pol. ST 2.4	Page 3-30
Pol. ST 2.5	Page 3-30
Pol. ST 2.6	Page 3-30
Pol. ST 2.7	Page 3-31
Pol. ST 2.8	Page 3-31
Pol. ST 2.9	Page 3-31
Pol. ST 2.10	Page 3-31
Pol. ST 2.11	Page 3-31
Pol. ST 2.12	Page 3-31
Pol. ST 2.13	Page 3-31
Pol. ST 2.14	Page 3-31
Goal ST.3	Page 3-6
Pol. ST 3.1	Page 3-6
Pol. ST 3.2	Page 3-6
Pol. ST 3.3	Page 3-7
<b>2.9. CAPITAL FACILITIES ELEMENT</b>	
Goal CF.1	Page 9-1
Pol. CF 1.1	Page 9-1
Pol. CF 1.2	Page 9-1
Pol. CF 1.3	Page 9-1
Pol. CF 1.4	Page 9-1
Pol. CF 1.5	Page 9-1
Goal CF.2	Page 9-1
Pol. CF 2.1	Page 9-1
Pol. CF 2.2	Page 9-1
Pol. CF 2.3	Page 9-1
Pol. CF 2.4	Page 9-1
Pol. CF 2.5	Page 9-1
Goal CF.3	Page 9-2
Pol. CF 3.1	Page 9-2
Pol. CF 3.2	Page 9-2
Pol. CF 3.3	Page 9-2
Pol. CF 3.4	Page 9-2
Pol. CF 3.5	Page 9-2
Pol. CF 3.6	Page 9-2
Pol. CF 3.7	Page 9-2
Goal CF.4	Page 9-2
Pol. CF 4.1	Page 9-2

## CHAPTER 2.0 PLAN POLICIES

CURRENT COMPREHENSIVE PLAN	DRAFT REFORMATTED COMP. PLAN 7/29/11 Version
Pol. CF 4.2	Page 9-2
Goal CF.5	Page 9-2
Pol. CF 5.1	Page 9-2
Pol. CF 5.2	Page 9-2
Pol. CF 5.3	Page 9-3
Pol. CF 5.4	Page 9-3
Pol. CF 5.5	Page 9-3
Pol. CF 5.6	Page 9-3
Pol. CF 5.7	Page 9-3
Pol. CF 5.8	Page 9-3
Pol. CF 5.9	Page 9-3
Goal CF.6	Page 9-3
Pol. CF 6.1	Page 9-3
Pol. CF 6.2	Page 9-3
Pol. CF 6.3	Page 9-3
Pol. CF 6.4	Page 9-3
Pol. CF 6.5	Page 9-3
Pol. CF 6.6	Page 9-3
Pol. CF 6.7	Page 9-4
Goal CF.7	Page 9-4
Pol. CF 7.1	Page 9-4
Pol. CF 7.2	Page 9-4
Pol. CF 7.3	Page 9-4
Pol. CF 7.4	Page 9-4
Pol. CF 7.5	Page 9-4
Pol. CF 7.6	Page 9-4
Pol. CF 7.7	Page 9-4
Pol. CF 7.8	Page 9-5
Pol. CF 7.9	Page 9-5
<b>2.10. ESSENTIAL PUBLIC FACILITIES ELEMENT</b>	
Discussion	Page 2-12
Goal EPF.1	Page 2-12
Pol. EPF 1.1	Page 2-12
Goal EPF.2	Page 2-12
Pol. EPF 2.1	Page 2-13
Pol. EPF 2.2	Page 2-13
Pol. EPF 2.3	Page 2-13
Pol. EPF 2.4	Page 2-13
Pol. EPF 2.5	Page 2-13
Pol. EPF 2.6	Page 2-13
Pol. EPF 2.7	Page 2-13
Pol. EPF 2.8	Page 2-13
Pol. EPF 2.9	Page 2-13
Pol. EPF 2.10	Page 2-13

## CHAPTER 2.0 PLAN POLICIES

CURRENT COMPREHENSIVE PLAN	DRAFT REFORMATTED COMP. PLAN 7/29/11 Version
<b>2.11. ECONOMIC DEVELOPMENT ELEMENT</b>	
Mission	Needs to be added
Discussion	Needs to be added
Goal ED.1	Page 4-1
Pol. ED 1.1	Page 4-1
Pol. ED 1.2	Page 4-1
Pol. ED 1.3	Page 4-1
Pol. ED 1.4	Page 4-1
Goal ED.2	Page 3-31
Pol. ED 2.1	Page 3-31
Pol. ED 2.2	Page 3-9
Pol. ED 2.3	Page 7-1
Goal ED.3	Page 4-1
Pol. ED 3.1	Page 4-1
Pol. ED 3.2	Page 4-1
Pol. ED 3.3	Page 4-1
Pol. ED 3.4	Page 7-1
Pol. ED 3.5	Page 4-1
Pol. ED 3.6	Page 4-1
Goal ED.4	Page 4-1
Pol. ED 4.1	Page 4-1
Pol. ED 4.2	Page 4-1
Pol. ED 4.3	Page 4-2
Goal ED.5	Page 4-2
Pol. ED 5.1	Page 3-31
Pol. ED 5.2	Page 4-2
Goal ED.6	Page 4-3
Pol. ED 6.1	Page 4-4
Pol. ED 6.2	Page 4-4
Goal ED.7	Page 8-1
Pol. ED 7.1	Page 8-1
Goal ED.8	Page 8-2
Pol. ED 8.1	Page 8-2
Pol. ED 8.2	Page 8-2
Goal ED.9	Page 2-1
Pol. ED 9.1	Page 2-1
Pol. ED 9.2	Page 2-1
Pol. ED 9.3	Page 2-1
Goal ED.10	Page 8-1
Pol. ED 10.1	Page 8-1
<b>2.12. NEIGHBORHOOD PLAN ELEMENT</b>	
Discussion	Page 2-9

## CHAPTER 2.0 PLAN POLICIES

CURRENT COMPREHENSIVE PLAN	DRAFT REFORMATTED COMP. PLAN 7/29/11 Version
<b>2.13. SUSTAINABILITY ELEMENT</b>	
Goal SU.1	Page 8-1
Pol. SU 1.1	Page 8-1
Pol. SU 1.2	Page 8-1
Goal SU.2	Page 2-1
Pol. SU 2.1	Page 2-1
Pol. SU 2.2	Page 2-1
Goal SU.3	Page 3-31
Pol. SU 3.1	Page 3-31
Pol. SU 3.2	Page 3-31
Goal SU.4	Page 3-1
Pol. SU 4.1	Page 3-1
Pol. SU 4.2	Page 3-1
Goal SU.5	Page 2-2
Pol. SU 5.1	Page 2-2
Pol. SU 5.2	Page 2-2

## CHAPTER 2.0 PLAN POLICIES

### KEY TO GOAL AND POLICY ABBREVIATIONS

AN (Annexation)  
BU (Business)  
CA (Culture and Arts)  
CC (Community Character)  
CF (Capital Facilities)  
DB (Downtown Burien)  
ED (Economic Development)  
EPF (Essential Public Facilities)  
EQ (environmental Quality)  
EV (Environment)  
HS (Housing)  
HT (Historic Preservation)  
IN (Industrial)  
LU (Land Use)  
MM (Multi-Modal)  
NO (Noise)  
NP (Neighborhood Preservation)  
NQ (Neighborhood Quality)  
OF (Office)  
OS (Open Space)  
PF (Public Facilities)  
PH (Phasing)  
PI (Plan Implementation)  
PO (Park & Open Space)  
PRO (Park, Recreation and Open Space)  
RC (Residential Commercial)  
RE (Residential)  
RM (Regulatory Measures)  
SA (Shoreline Access)  
SC (Streetscapes)  
SE (Special Planning Area)  
ST (Storm Water)  
SU (Sustainability)  
TL (??)  
TR (Transportation)  
UT (Utilities)  
VQ (Visual Quality)