

# CITY OF BURIEN, WASHINGTON

## ORDINANCE NO. 559

---

**AN ORDINANCE OF THE CITY OF BURIEN, WASHINGTON, RELATING TO 2011 COMPREHENSIVE PLAN AND ZONING MAP AMENDMENTS, APPROVING AMENDMENT REFERENCE NO. 26 (GROUP HEALTH), AMENDING THE COMPREHENSIVE PLAN TEXT, AMENDING BMC TITLE 19 SECTION 19.15.045.1, ADOPTING FINDINGS, PROVIDING FOR SEVERABILITY, AND ESTABLISHING AN EFFECTIVE DATE.**

---

WHEREAS, the City Council adopted the Comprehensive Plan of the City of Burien on November 17, 1997, as required by the Growth Management Act ("GMA") of 1990, as amended, and also adopted the Comprehensive Plan pursuant to RCW Chapter 35A.63; and

WHEREAS, the City Council adopted Resolution No. 322 on July 11, 2011, which established the docket of possible Comprehensive Plan amendments to be considered as part of the City's annual amendment package; and

WHEREAS, public notice was provided and the City of Burien Planning Commission held public hearings on October 11, 2011 pertaining to proposed amendments to the zoning map, comprehensive plan map and zoning code amendments, and on October 25, 2011 pertaining to proposed amendments to the comprehensive plan text; and

WHEREAS, the City Council has received recommendations from the Planning Commission regarding the proposed amendments; and

WHEREAS, the City Council held public meetings on November 28, 2011 and December 12, 2011 to discuss the proposed amendments; and

WHEREAS, the City of Burien has complied with the requirements of the State Environmental Policy Act and the City Environmental Procedures Code; and

WHEREAS, the City of Burien provided the proposed comprehensive plan amendments to the Washington State Department of Commerce on October 13, 2011 and did not receive any comments by the 60-day comment deadline of December 12, 2011; and



WHEREAS, based on careful consideration of the facts and law, including without limitation, the King County Countywide Planning Polices, public testimony and the records and files on file with the office of the City Clerk including the following:

- Planning Commission meeting minutes of February 8, 2011, February 22, 2011, April 12, 2011, May 10, 2011, September 13, 2011, September 27, 2011, October 11, 2011, October 25, 2011 and November 8, 2011;
- Planning Commission public comments received on September 27, 2011, October 11, 2011, October 25, 2011 and November 8, 2011;
- City Council findings (attached Exhibit B)
  - o 2011 Comprehensive Plan text amendments regarding the Transportation Element and Healthy Communities;
- City Council findings (attached Exhibit C)
  - o Docket Ref. No. 26, Group Health Comprehensive Plan Map Amendment, Rezone Request and zoning code amendment;

the City Council finds that approval of text Amendments to the City of Burien Comprehensive Plan attached hereto as Exhibit A and amendments to the Comprehensive Plan and Zoning Maps attached hereto as Exhibit C comply with the requirements of the Washington State Growth Management Act and the City of Burien Zoning Code;

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF BURIEN, WASHINGTON, DOES ORDAIN AS FOLLOWS:

Section 1: Amendment to the Comprehensive Plan Text. The City Council hereby adopts the changes to the Burien Comprehensive Plan Text, attached as Exhibits A.1 and A.2, and further adopts the findings in support of said changes, attached as Exhibit B, which Exhibits A.1, A.2 and B are incorporated by this reference as if fully set forth herein.

Section 2: Amendments to the Comprehensive Plan and Zoning Maps. The City Council hereby adopts the changes to the Burien Comprehensive Plan and Zoning Maps, attached as Exhibit C, and further adopts the findings in support of said changes, attached as Exhibit C, which Exhibit C is incorporated by this reference as if fully set forth herein.

Section 3: Amendment to BMC Title 19 Section 19.15.045.1, Special Regulations. The City Council hereby amends BMC section 19.15.045.1 to read as follows:

**19.15.045.1: SPECIAL REGULATIONS:**

A. Drive-through facilities are not permitted.

B. Outdoor storage is limited to *accessory* storage of goods sold at retail on the premises. Outdoor storage areas shall be limited to five feet in *height* and shall not be located in any required landscape area.

C. Non-residential vehicle access is prohibited from 2<sup>nd</sup> Avenue SW to and from the Office zone located north of SW 146<sup>th</sup> Street, south of the RM zone that fronts on SW 144<sup>th</sup> Street, is bordered on the west by 2<sup>nd</sup> Avenue SW and the RM zone, and is bordered on the east by the CR zone.



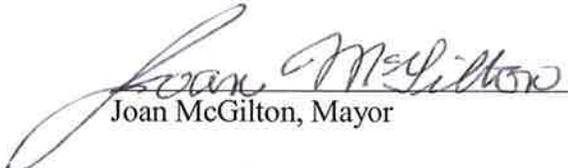
The City Council adopts the findings in support of said amendment, attached as Exhibit C and incorporated by this reference as if fully set forth herein.

Section 4: Severability. Should any section, subsection, paragraph, sentence, clause or phrase of this ordinance, or its application to any person or circumstance, be declared unconstitutional or otherwise invalid for any reason, or should any portion of this ordinance be pre-empted by state or federal law or regulation, such decision or pre-emption shall not affect the validity of the remaining portions of this ordinance or its application to other persons or circumstances.

Section 5: Effective Date. This ordinance, or a summary thereof, shall be published in the official newspaper of the City, and shall take effect and be in full force five (5) days after the date of publication.

**ADOPTED** BY THE CITY COUNCIL AT A REGULAR MEETING THEREOF ON THE 12<sup>TH</sup> DAY OF DECEMBER, 2011, AND SIGNED IN AUTHENTICATION OF ITS PASSAGE THIS 12<sup>TH</sup> DAY OF DECEMBER, 2011.

CITY OF BURIEN

  
Joan McGilton, Mayor

ATTEST/AUTHENTICATED:

  
Monica Lusk, City Clerk

Approved as to form:

  
Craig D. Knutson, City Attorney

Filed with the City Clerk: December 12, 2011

Passed by the City Council: December 12, 2011

Ordinance No. 559

Date of Publication: December 15, 2011



# EXHIBIT A.1

## PROPOSED COMPREHENSIVE PLAN LANGUAGE

### 2.5 TRANSPORTATION ELEMENT

#### **Transportation Vision:**

Promote the development of the City of Burien as a community with a local and regional transportation system that integrates cars, pedestrians, bicycles and transit.

#### **~~Transportation Goal:~~**

~~Develop, maintain and operate a balanced, safe and efficient multimodal transportation system to serve all users.~~

~~Goal TR 1 – Multimodal Transportation System Mobility and Roadway Capacity  
*Develop, maintain and operate a balanced, safe and efficient multimodal transportation system to serve all users*  
~~Provide a transportation system that serves the travel needs of Burien residents, businesses, visitors, through-traffic, and freight transport.~~~~

#### ***Objective TR 1.1 Multimodal Layered Network Concept***

In planning roadway improvements, refer to the City’s adopted layered network concept in the Transportation Master Plan, which designates specific streets as serving different user types, including local vehicle trips, through trips, freight, transit vehicles, bicycles, and pedestrians.

**Pol. TR 1.1.1** Use City’s adopted layered network concept when selecting streetscape features on all future roads projects. To the extent feasible, the conceptual streetscapes and recommended features on each street type shall guide future improvement decisions.

**Pol. TR 1.1.2** Maintain the road system in a safe and usable form for all modes of travel (e.g., pavement maintenance).

#### ***Objective TR 4.31.2***

Encourage multimodal connections where feasible, including strong pedestrian linkages between the transit center/TOD with downtown Burien.

**Pol. ~~MM 3.2~~ TR 1.2.1** The adequate provision of pedestrian and bicycle facilities shall be as important a consideration as adequate streets in the City’s review of development projects for transportation system impacts

**Pol. ~~MM 3.3~~ TR 1.2.2** Provide pedestrians and bicyclists with a system of facilities, incentives, and services that fully support trip-making connections between residential areas, employment centers, shopping, recreational facilities,

Note: Policy numbers may not be consecutive. Through the Comprehensive Plan amendment process, some policies have been deleted from this chapter while existing policy numbers have retained their original sequence. Information on past Comprehensive Plan amendments is available at the City of Burien Community Development Department.

schools, public transit and other public services within the City. The City should develop a safe and convenient environment for walking and bicycling by:

- a. Physically separating pedestrian and vehicle (including bicycles) traffic (this separation can include using traditional sidewalks);
- b. Encouraging separated internal pedestrian circulation systems in new or redeveloping commercial-retail districts;
- c. Providing Americans with Disabilities Act (ADA) approved wheelchair ramps and other aids to enhance safe mobility of the handicapped; and
- d. Giving special considerations to pedestrian and bicyclist opportunities in school, park, sports and commercial areas.

**Pol. TR 1.2.3** Reduce the drive alone trips mode split for downtown Burien by 10% by 2030.

***Objective TR-1.1 TR 1.3***  
***Multi Modal Level of Service***

Establish Level of Service standards that encourage development of a multimodal transportation system  
~~Implement measures that relieve congestion and safety concerns on Burien roadways.~~

**Pol. TR 1.1.11.3.1** The City shall maintain and monitor transportation Level of Service (LOS) standards for Burien roadways, encompassing all modes of travel.

**Pol. TR 1.1.21.3.2** The City adopts the following Level-of-Service standards for vehicles: LOS standard DE for designated vehicle priority roadways ~~First Avenue South~~; LOS standard ED for downtown Burien streets ~~within the urban center boundary, as shown in Figure 2LU-1.11~~, and for the intersection of SW 128th Street and Ambaum Boulevard SW; and LOS C for all other roadway facilities and services.

---

The City will pursue the following actions along designated **transit** priority roadways: provide high level of transit stop amenities, maintain adequate vehicle LOS, provide sidewalks and marked crosswalks at all major transit stops, and encourage transit agencies to provide all day service with minimum 15-minute peak/30-minute midday bus frequencies.

---

The City will pursue the following actions within designated **pedestrian** priority areas: provide sidewalks and/or wide shoulders on both sides of all arterial and collector routes and provide adequate street crossings within 300 feet of identified activity areas. For other areas of the city, provide sidewalks and/or wide shoulders on all arterial routes and adequate crossings at existing or planned marked crosswalks.

The City will pursue the following actions for designated **bicycle** priority streets: provide high-level bicycle treatments on roadway segments considering traffic volumes and speeds, adequate intersection treatments, and undertake actions to minimize stop frequency for bicycles along these routes. For other streets with bikeways, provide appropriate bicycle treatments considering traffic volumes and speeds on designated streets, and adequate intersection treatments.

**Pol. TR ~~1.1.31~~1.3.3** As mandated by state law, the City of Burien adopts an LOS of “D” for SR-509 and SR-518 (highways of statewide significance) and an LOS of “E/mitigated” for the segment of SR-509 from 1<sup>st</sup> Avenue South to Burien City Limits (highway of regional significance), or whichever LOS is currently adopted by the Washington State Department of Transportation.

**Pol. TR 1.3.4** In evaluating street facilities’ level of service, consider all the operations of all modes.

**Pol. TR 1.3.5** In determining whether or not a facility is operating acceptably, review LOS goals by mode for each street typology.

**Objective TR 1.4**

Assure that transportation improvements are concurrent with development to maintain the City’s LOS standards (i.e. concurrency).

**Pol. TR 1.4.1** Require new development to mitigate transportation impacts:

- For impacts to the broader citywide transportation network, these impacts should be mitigated through the payment of impact fees.
- For site-specific impacts, developments should pay the full cost of implementing transportation improvements that address these impacts.

~~**Pol. TR 1.1.4** The City should consider multimodal transportation alternatives and land use coordination when feasible.~~

~~**Pol. TR ~~1.1.51~~1.4.2** The City should consider mobility options (transit use, high-occupancy vehicles, demand management actions, access to transit and nonmotorized transportation modes, consistent with Commute Trip Reduction Act requirements) in relation to level of service standards and to relieve congestion.~~

**Pol. TR ~~1.1.61~~1.4.3** If transportation improvements needed to maintain adopted LOS standards are not able to be funded, ~~the City shall:~~

- Phase development consistent with the land use plan until such time that adequate resources can be identified to provide adequate transportation improvements; or

- Reassess the City’s land use plan to reduce the travel demand placed on the system to the degree necessary to meet adopted transportation LOS standards; or
- Reassess the City’s adopted LOS standards to reflect service levels that can be maintained given known financial resources.

**Pol. TR ~~1.1.7~~1.4.4** ~~C~~Projects shall be considered funded pursuant to Policy TR ~~1.1.6~~1.4.3 only when:

- Incorporated into the adopted City budget, or
- Upon grant agreement, or
- Upon developer agreement, or
- Upon a legally enforceable mechanism, such as a local improvement district, or
- Some combination of the above.

**Pol. TR ~~1.1.8~~1.4.5** ~~E~~The City should encourage employers to establish and maintain a commute trip reduction program that supports and promotes reducing the number of single-occupant vehicle commute trips by encouraging alternative modes of transportation such as riding the bus, vanpool and carpool, biking to work, working from home, or a compressed workweek. (Amended, Ord. 497, 2008)

~~*Discussion:* Changes in commute behavior will result in a reduced number of single-occupancy vehicles and increased compliance with the Commute Trip Reduction Efficiency Act goals which are to improve the transportation system efficiency, conserve energy, and improve air quality. (Amended, Ord. 497, 2008)~~

***Objective TR 1.2.1.5***

Ensure that new development mitigates its impacts on the transportation system.

**Pol. TR ~~1.2.1~~1.5.1** ~~Implement~~The City shall explore the development of a concurrency ordinance.

**Pol. TR ~~1.2.2~~1.5.2** The City shall require that new development shall be allowed only if (1) all transportation facilities are adequate at the time of development and transportation impacts will not negatively impact or reduce LOS elsewhere or (2) a financial commitment is in place to complete the necessary improvements or strategies to accommodate transportation impacts within six years, in order to protect investment in and the efficiency of existing transportation facilities and services and promote compact growth.

**Pol. TR ~~1.2.3~~1.5.3** ~~R~~The City should require developers to conduct traffic studies or analyses to determine development impacts on the transportation system.

**Pol. TR 1.2.41.5.4** ~~R~~The City should require developers to mitigate development impacts through improvements or strategies such as nonmotorized transportation modes, transit, ridesharing or transportation demand management.

**Pol. TR 1.2.51.5.5** ~~R~~The City shall require that new development must be responsible for street improvements adjacent to and internal to the development (e.g. through environmental review).

**Pol. TR 1.2.61.5.6** ~~A~~The City shall assess a transportation impact fee for all new development which is related to and proportionate to the impact caused by new development and is applied to growth related transportation system improvements as articulated in the project list. The City shall provide an annual report for the impact fee account outlining monies collected, earned or received and system improvements that were financed by impact fees. (Amended, Ord. 497, 2008)

## **Goal 2 Roadway Network**

**Provide a roadway network that serves the travel needs of Burien residents, businesses, visitors, through-traffic, and freight transport.**

### **Objective TR 2.1**

Implement the Roadway Facilities identified in the Transportation Master Plan.

**Pol. TR 2.1.1** Promote efficient use of existing rights-of-way through use of signal timing, parking management, and improved intersections.

**Pol. TR 2.1.2** Maintain a system of roadways that form an interconnected network for vehicular circulation.

**Pol. TR 2.1.3** Minimize bypass traffic and safety impacts on neighborhood streets.

**Pol. TR 2.1.4** Maintain and improve convenient access for emergency vehicles.

**Pol. TR 2.1.5** Design and maintain designated truck routes to accommodate truck freight traffic.

### **Objective TR 1.32.2**

Maximize the function of the local circulation system, while recognizing the need for accommodation of through-traffic.

**Pol. TR ~~1.3.12.2.1~~** ~~C~~The City should control the location and spacing of driveways and the design of parking lots to avoid vehicle and pedestrian/bicycle conflicts and maximize traffic flow, especially along principal arterials.

**Pol. TR ~~1.3.22.2.2~~** ~~E~~The City should encourage driveway sharing, where possible.

**Pol. TR ~~1.3.32.2.3~~** ~~E~~The City should emphasize the use of local residential streets for residential traffic, and improvements should enhance safety for vehicles and nonmotorized travel.

***Objective TR ~~1.42.3~~***

Maintain a functional classification system, and coordinate this system with federal/regional/state classification systems and Burien street standards to ensure consistent development and usage of roadways.

**Pol. TR ~~1.4.12.3.1~~** The City's adopted functional classification system shall be as shown on Figure 2-TR~~1.42.3~~.

**Pol. TR ~~1.4.22.3.2~~** When involved with any roadway improvements or transportation funding issues, the City shall also refer to the most recent U.S. Department of Transportation/Washington State Department of Transportation/King County Functional Classification of Public Roads map (Seattle-Everett Urban Area).

***Objective TR ~~1.52.4~~***

Develop street standards that promote safety, multimodal transportation, community character, cost efficiency, coordination with adjacent and planned land uses, and that recognize the balance between local and through travel as well as natural landscape features, topography, drainage, and utility needs.



M:\Information\Requirements\PL\TKT20585\CompPlanMapUpdates\_TKT2058.mxd  
 Last updated: 11/12/2011  
 By: Fernando

***Objective TR 1.62.5***

Design and maintain designated truck routes to accommodate truck freight traffic.

**Pol. TR 1.6.12.5.1** Truck routes in Burien shall be designated as shown on Figure 2-TR1.62.5.

**Goal TR-43 Public Transportation**

***Support a transit system that serves the local and regional needs of Burien.***

***Objective TR 4.13.1***

The City shall coordinate with King County METRO, Sound Transit and other transit service providers to promote and enhance transit use for those living, working and traveling within or to/from Burien.

**Pol. TR 4.1.13.1.1** ~~C~~The City shall coordinate with transit service providers during development of transit plan updates, to ensure that local transit routes provide convenient and efficient service to public services, community centers, parks, medical facilities, schools, day care and after school programs and commercial centers.

**Pol. TR 4.1.23.1.2** ~~C~~The City shall coordinate with transit service providers regarding transit level of service (LOS) standards.

**Pol. TR 4.1.33.1.3** ~~C~~The City shall coordinate with transit service providers to ensure transit stops are safe, attractive, and well-maintained.

**Pol. TR 4.1.43.1.4** ~~P~~The City shall promote the expansion of convenient fixed-route and dial-a-ride transit service, specifically east-west routes connecting Burien with east side cities and routes to central locations.

**Pol. TR 4.1.53.1.5** ~~W~~The City shall work to improve transit system efficiency by incorporating transit-supportive design features into its capital projects and road standards. Examples of transit-supportive design features include signal prioritization and stop-in-lane roadway designs. (Amended, Ord. 497, 2008)

~~**Discussion:** Transit efficiency is an approach King County Metro is promoting through programs such as the 2006 "Transit Now" initiative. The basic premise is to give transit priority on our roadways to improve system efficiency and reliability resulting in resource and time savings that can be reinvested into the system to provide better transit service. (Amended, Ord. 497, 20~~

**Pol. TR 4.1.63.1.6** ~~S~~The City shall support enhanced local and regional transit service and facilities that provide frequent and reliable service between Burien, downtown Seattle, Sea-Tac Airport, employment centers and other designated centers or transit hubs. (Amended, Ord. 497, 2008)~~**Discussion:** This policy reinforces the desire for Burien to be connected to the regional~~

~~transportation network and other activity centers. Frequent and reliable regional transit connections are critical for the health of the Burien business community and supports Burien's urban center designation which encourages compact and efficient land use. The policy also reinforces and recognizes that a high level of connectivity to the regional transit system reduces reliance on the automobile which in turn reduces greenhouse gas emissions and provides more transportation options to all residents, thereby making Burien an attractive place to live, work, shop and play. (Amended, Ord. 497, 2008)~~

***Objective TR 4.23.2***

In coordination with King County METRO, promote the development of the Burien Transit Center as a Transit Oriented Development (TOD) with uses that support Burien's vision for the downtown area and Town Square. (Amended, Ord. 497, 2008)



**Figure 2 - TR2.5 - Primary Truck Routes**

**November 2011**

M:\Format\1\Request\PI\KT 2652\Comp\ParMap\Updated\_1KT2652.mxd  
 Last updated: 11/16/2011  
 By: Fernando

**Objective TR 4.43.3**

Explore the feasibility of a downtown shuttle bus.

**Objective TR 4.53.4**

Coordinate with Sound Transit, ~~Seattle Monorail Project~~, or other agencies to explore the development of commuter/light rail or elevated transportation in Burien.

**Objective TR 4.63.5**

Coordinate with the Washington Department of Transportation regarding the development of an integrated system of High-Occupancy Vehicle (HOV) improvements on SR-509, SR-518, and I-5.

**Objective TR 4.73.6**

Work with state, regional and local jurisdictions to develop land use strategies that will support public transportation.

**Goal MM.34 Pedestrian and Bicycle Facilities**

**Create a safe and convenient environment for walking and bicycling integrated with roads and other transportation facilities.***Discussion:* ~~People should have safe, convenient and attractive places to walk and ride bicycles, as well as take the bus or drive their car. The Vision for well-established neighborhoods, small town character, and a thriving and attractive downtown supports these concepts. The City should ensure the development of a community-wide network of motorized and non-motorized circulation patterns, so that people can travel by different modes of travel between their home, their place of work, play and shopping. However, different parts of the City may be targeted for more of a non-motorized emphasis rather than motorized. Subsequently, those areas targeted for pedestrian activity may also vary in terms of the extent of pedestrian-oriented amenities that are needed or desired, such as sidewalks or lighting. (Amended, Ord. 445, 2005)~~

**Pol. MM 3.1 TR 4.1.1** ~~Implement the Pedestrian and Bicycle Facilities Plan as identified in the Transportation Master Plan adopted by the City Council via ordinance 409. This plan, or as amended, is hereby adopted by reference. A complete copy of the Pedestrian and Bicycle Facilities Plan can be found in its entirety in Chapter 6.0. (Amended, Ord. 445, 2005)~~

**Pol. MM 3.4 TR 4.1.2** Encourage pedestrian walk lights and bicycle activated signal detection at traffic control signals.

**Pol. MM 3.5 TR 4.1.3** ~~Work with the Highline School District to implement the “safest routes to school” map, found in the Pedestrian a Bicycle Facilities Plan, to assure that safety and accident prevention for pedestrian and bicycle travel to school receives the highest consideration. The City, community groups with knowledge of local conditions (such as the PTA), and the Highline School District should work together in the design and construction of~~

~~transportation facilities in and adjacent to school zones.~~ The safest routes to school should include transportation facilities that:

- a. Provide pedestrian pathways on streets connecting to, or within, the school zone, and pedestrian facilities that are physically separated from vehicle and bicycle traffic;
- b. Locate appropriate signs to alert motorists entering school zones;
- c. Install adequate lighting along roadways and pathways;
- d. Use appropriate traffic-calming devices in school zones;
- e. Establish crosswalks in areas of good sign visibility, lighting and proximity to connecting modes; and
- f. Promote safe and convenient pedestrian and non-motorized access to bus transportation. (Amended, Ord. 445, 2005)

~~Pol. MM 3.6~~ TR 4.1.4 Encourage Bbicycle and pedestrian travel should be encourages within the City by:

- a. Providing and promoting the development of pedestrian and bicycle paths between neighborhoods and other activity centers, such as schools, parks, transit and downtown;
- b. Encouraging the location of bicycle racks at appropriate destination points, such as outside of commercial businesses, City Hall, parks, schools, and transit facilities;
- c. Minimizing potential conflicts between pedestrian, bicycle and automobile traffic by providing signage at intersections of trails and paths with roadways; and
- d. Accommodating bicycles and pedestrians safely in the management and design of the City street network.

~~Pol. MM 3.7~~ TR 4.1.5 Require Nnew development and redevelopment shall be required to incorporate pedestrian supportive measures such as:

- a. Providing secure and attractive pedestrian spaces;
- b. Providing adequate sidewalks, bikeways, pathways and crosswalks;
- c. Minimizing walking distances between buildings and street, sidewalks and transit stops;
- d. Clustering building near each other, near streets, sidewalks and transit stops;
- e. Preserving the connectivity of the pedestrian, bicycle and street system;
- f. Reducing vehicle speeds, walkway crossing distances and improving visual character of neighborhood streets (through measures such as reduced street widths); and
- g. Designing transit access into large developments, considering bus lanes, stops and shelters as part of the project.

Where the pedestrian facilities are required and additional facilities are needed to complete a system of facilities, actual construction of the required pedestrian facilities may be delayed through agreement that they would be constructed along with adjacent facilities at a later date.

~~Pol. MM 3.8 (Deleted, Ordinance No. 445, December 20~~

~~Pol. MM 3.9~~ TR 4.1.6 ~~Prioritize~~ ~~The~~ development and maintenance of a pedestrian oriented commercial area corresponding to Old Burien and the downtown area, ~~should have priority.~~ The goals and policies of the land use and community character elements establish the character of development in these areas. (Amended, Ord. 272, 1999, Ord. 445, 2005)

~~Pol. MM 3.10 (Deleted, Ordinance No. 445, December 200~~

~~Pol. MM 3.11~~ TR 4.1.7 ~~The~~ ~~d~~Design and management of the street network shall seek to improve the attractiveness of existing street corridors to pedestrians, and shall incorporate high standards of design when developing new streets, including sidewalk construction where appropriate. Implement ~~L~~landscaping measures ~~should be implemented~~ to enhance the walking experience. To the extent feasible without impairing street capacity, safety, or structural integrity, preserve existing trees along street rights-of-way ~~should be preserved.~~

~~Pol. MM 3.12~~ TR 4.1.8 ~~The City should~~ ~~o~~Optimize the ability of pedestrians to travel on arterial and non-arterial roadways in residential areas and emphasize personal safety and connectivity to other activity areas. Pedestrian facilities should be:

- a. Required along principal and minor arterials, where there is a need for enhanced pedestrian safety because of the larger traffic volumes and higher densities of development;
- b. Encouraged along neighborhood arterials, where appropriate and feasible;
- c. Required along roadways serving multifamily areas, and encouraged to link these areas to other activity centers and pedestrian oriented areas within the City;
- d. Encouraged along roadways within a one-half mile radius of schools, to provide safe pedestrian connections to residential areas for children; and
- e. Encouraged along collector streets in higher density single family neighborhoods.

~~*Discussion:* Pedestrian facilities can range from sidewalks with curb, gutter, lighting, planting strip and landscaping, to a plain asphalt path or striped right of way, or alternatives in between. The need for pedestrian facilities will vary throughout the City. Some local residential areas may not need or desire pedestrian facilities. In other areas of the City, sidewalks may be more appropriate than asphalt paths, for example, in higher density neighborhoods or in close proximity to downtown. (Amended, Ord. 445, 2005)~~

**Pol. MM-3.13TR 4.1.9** Whenever the City contemplates reconstruction or major maintenance work on a City street not having sidewalks, fully explore the ability to provide sidewalks ~~at that time should be fully explored,~~ and implemented if consistent with the plan. This may include the identification of potential funding sources; aggressive promotion of a LID to finance the sidewalk portion of the work; and the consideration of sidewalks as an “alternate” in construction bid documents. Install ~~Ssidewalks shall be installed~~ on both sides abutting multifamily and commercial development and where planned single-family residential densities are greater than five units per acre. (Amended, Ord. 445, 2005)

**Pol. TR 4.1.10** Plan and construct pedestrian crossings consistent with the City’s adopted crosswalk policy. These guidelines provide guidance on the appropriate types of crossing treatments to install based on roadway characteristics like vehicle volumes, speeds, and the number of lanes. The guidelines also include design suggestions for selecting pedestrian-oriented geometric roadway treatments, signing and striping of pedestrian crossings, and beacon and signal treatments.

**Goal TR-59 -Parking**

**Establish coordinated parking strategies that achieve the City’s overall goals for economic activity, transportation and circulation, existing and future land use, and downtown design.**

**Objective TR 5.1**

Provide a balanced source of parking in Burien, including both on-street and off-street (on-site) parking that together meets parking requirements. Off-street (on-site) parking should continue to be the primary source of parking supply for mixed uses and commercial corridors in Burien.

**Pol. TR 9.1.15.1.1** ~~The City should r~~Require that property owners be responsible for providing adequate parking and for managing parking demand on-site to avoid spillover parking on neighboring properties or streets.

**Pol. TR 9.1.25.1.2** ~~The City should r~~Reduce the impact of parking lots in the downtown area by encouraging the redevelopment of parking lots where excess parking exists for current and future uses, discouraging the development of new parking lots adjacent to existing parking lots, and incorporating landscaping, defined edges, and safe connected pedestrian circulation within lots and between lots and streets, storefronts, and transit.

**Objective TR 9.25.2**

Ensure adequate parking in commercial areas that supports economic growth and is consistent with design and pedestrian circulation goals.

- | **Pol. TR ~~9.2.15.2.1~~** ~~The City should e~~Continue to implement and maintain short-term on-street parking limitations in the downtown area to allow access to businesses (e.g. 2-hour limits) as well as reduce traffic speed and provide a buffer between traffic and pedestrians.
- | **Pol. TR ~~9.2.25.2.2~~** ~~The City should p~~Promote shared parking, carpool use, and bicycle/pedestrian/transit use by allowing developers reductions in on-site parking requirements if such measures are used.
- | **Pol. TR ~~9.2.35.2.3~~** ~~The City should i~~Implement parking strategies that maximize the ability for the greatest number of people to use the downtown and accommodate “person trips” as opposed to “vehicle trips”.
- | **Pol. TR ~~9.2.45.2.4~~** ~~The City should p~~Protect on-street parking in residential neighborhoods near downtown first for residents and secondarily for customers and visitors.
- | **Pol. TR ~~9.2.55.2.5~~** ~~The City should e~~Establish and maintain a consistent parking enforcement program. A successful parking enforcement program is consistent and should be coupled with an education program that includes the use of maps to direct patrons to available parking.
- | **Pol. TR ~~9.2.65.2.6~~** ~~The City should d~~Develop and install clear, user-friendly way-finding signage to direct the public to parking facilities.
- | **Pol. TR ~~9.2.75.2.7~~** Make City-owned remote parking lots ~~should be made~~ available to the general public.
- | **Pol. TR ~~9.2.85.2.8~~** ~~The City should e~~Consider a residential parking permit program for areas adjacent the downtown to avoid and minimize spill-over parking demand generated by nearby commercial land uses.
- | **Pol. TR ~~9.2.95.2.9~~** ~~The City should e~~Consider the use of parking meters as a parking management tool in high-demand locations.
- | **Pol. TR ~~9.2.105.2.10~~** Where feasible, bus stops should be located in areas that do not conflict with public on-street parking or the ability to provide on-street parking in the future.

| **Goal TR ~~62~~ –Safety**  
**Provide a transportation system that maintains adequate levels of safety for all users and all modes of transportation.**

| ***Objective TR ~~2.16.1~~***  
 Address safety issues in an organized, prioritized manner.

**Pol. TR 2.1.16.1.1** ~~C~~The City should conduct an annual review of accidents and accident locations in Burien, and place high priority on those locations with relatively higher numbers of vehicle or pedestrian/bicycle accidents.

***Objective TR 2.26.2***

Place high priority on the access needs of public safety vehicles.

***Objective TR 2.36.3***

Coordinate transportation improvements and plans with the Burien Fire Department and Burien Police Services.

**Goal ~~TL.7~~ Parks and Open Spaces<sup>3</sup>**

**Use the transportation network to help implement a comprehensive system of parks and open spaces that responds to the recreational, cultural, environmental and aesthetic needs and desires of the City's residents.**

**Pol. ~~TL 3.1~~ TR 7.1.1** Recognize the important recreational and transportation roles played by local and regional trail systems.

**Pol. ~~TL 3.2~~ TR 7.1.2** Support the development of a system of community paths and neighborhood trails that promote pedestrian movement and link the City's major activity center, such as parks, schools, open spaces, recreation facilities, neighborhoods and the downtown.

**Pol. ~~TL 3.3~~ TR 7.1.3** The vacation or sale of street ends, other public right of ways and tax title properties that abut shoreline areas shall be prohibited except as provided for in RCW 35.79.035 (Streets-Vacation). The City should protect these areas for public access and public viewpoints.

~~Prohibit the vacation of street ends and other public right-of-ways that abut shoreline areas. Preserve these areas for public access and public viewpoints.~~

**Goal ~~TR 87~~ Environment**

**Provide a transportation system that balances transportation services and needs with environmental considerations and the protection of distinct natural features.**

***Objective TR 7.18.1***

Support a transportation system that encourages energy conservation via the promotion of roadway connectivity, use of alternative transportation modes, development that minimizes reliance on vehicles, and street improvement standards.

**Pol. TR 7.1.18.1.1** ~~P~~The City should promote transit, bicycle and pedestrian travel.

**Pol. TR 7.1.28.1.2** ~~S~~The City should support current federal, state and regional policies aimed at reducing vehicle-related air pollution, including transportation demand strategies.

**Pol. TR 7.1.38.1.3** ~~C~~The City should coordinate with the Puget Sound Regional Council, Puget Sound Clean Air Agency, Washington State Department of Transportation, transit agencies and other jurisdictions to develop transportation control measures and air quality programs when warranted.

***Objective TR 7.28.2***

Promote a transportation system that minimizes impacts on natural drainage patterns and protects water quality.

**Pol. TR 7.2.18.2.1** ~~E~~The City should explore street improvement standards that incorporate surface water management strategies such as the minimization of impervious surfaces and landscaping that works to reduce runoff, consistent with the City's Stormwater Management Plan.

***Objective TR 7.38.3***

Ensure that transportation facilities and services are sited, designed and buffered to fit in with their surroundings, including screening of noise, light and glare impacts.

**Goal 9 Health and Wellness**

**Ensure that transportation plans and policies support active living, healthful food access and safe use of the transportation system, including access to schools.**

***Objective TR 9.1***

Develop a health and safety index to place emphasis on active living and healthful food access components when considering transportation project funding priorities.

**Pol. TR 9.1.1** Use uniform and consistent health and safety definitions in developing all plans and policies.

**Goal 8-10 Transportation Finance**

**Provide reasonable and effective funding mechanisms for prioritized transportation improvements.**

***Objective TR 8.110.1***

Prepare a six-year financial Transportation Capital Improvement Program and update it annually. The Transportation Capital Improvement Program shall include cost estimates and estimated project timing.

***Objective TR 8.210.2***

Allocate resources in the Transportation Capital Improvement Program according to the following ranked priorities: (1) safety and public health, (2) preservation and maintenance of existing facilities, (3) growth-supportive improvements, (4) new road construction.

**Objective TR 8.310.3**

Pursue the development of financial mechanisms that ensure new development contributes to the mitigation of transportation impacts related to growth. (Amended, Ord. 497, 2008)

**Objective TR 8.410.4**

Provide funding mechanisms that allow neighborhoods to rebuild their existing roadways to roadway standards.

**Objective TR 1.110.5**

Implement measures that relieve congestion and safety concerns on Burien roadways.

**Objective TR 10.6**

Transportation funding shall emphasize investments in facilities and services that support compact, pedestrian- and transit-oriented densities, alternative travel options, along connecting corridors.

**Goal TR3 11 Coordination**

**Ensure that transportation plans and policies are consistent with other Burien plans and policies as well as the plans and policies of other jurisdictions, and promote coordination of joint transportation projects or projects with positive impacts on the Burien transportation system.**

**Objective TR 6.111.1**

Coordinate with transit service providers to ensure accessibility to all transit facilities and services.

**Objective TR 3.111.2**

Pursue the coordination and development of joint projects with adjacent jurisdictions, the state, transit providers and the Port of Seattle, particularly where such partnerships will increase the likelihood of obtaining funding or enhance the livability of the community.

**Pol. TR 3.1.111.2.1** ~~The City should c~~Continue to coordinate with the State regarding the SR 518 Route Development Plan, the SR 509 extension to Interstate 5, and level of service on state routes.

**Pol. TR 3.1.211.2.2** ~~The City should c~~Coordinate with local jurisdictions, King County and the State to program and construct improvements that will maintain LOS standards on Burien roadways and state routes within Burien.

**Pol. TR 3.1.311.2.3** ~~The City should e~~Continue to coordinate with local jurisdictions, King County and the State regarding pedestrian and bicycle route linkages. (Amended, Ord. 445, 2005)

**Pol. TR 3.1.411.2.4** ~~The City shall e~~Coordinate with the City of SeaTac and the Port of Seattle regarding roadway improvements related to land use changes in the Northeast Redevelopment Area (NERA) including Des Moines Memorial Drive and 8<sup>th</sup> Avenue South.

***Objective TR 3.211.3***

Coordinate transportation plans, goals, policies, implementation strategies and facilities with other City plans, policies, goals and objectives.

**Pol. TR 3.2.1** ~~The City should consider the impacts of land use decisions on adjacent roadways, as well as the impacts of roadway improvements on proposed land uses.~~

***Objective TR 3.3***

~~Implementation of the Burien Vision and the City's land use plan shall be a primary consideration when planning, developing, maintaining and administering that City's traffic modeling and transportation system.~~

**Goal TR 6—Accessibility for All Users**

~~*Develop, maintain and operate a safe and efficient multimodal transportation system to serve all people, special needs populations, and community activities.*~~



## **EXHIBIT A.2**

# **PROPOSED COMPREHENSIVE PLAN LANGUAGE**

(Communities Putting Prevention to Work, Healthy Eating Active Living)

*(Introduction paragraph 2 page 2-1)*

A sustainable community is a place where people want to settle and live. It is also a community where members have an environment that promotes public health and vitality of the community and where quality residential neighborhoods and commercial areas attract and retain long-term businesses and shoppers. In a sustainable community, the pattern and quality of development is more important than the amount of growth. In older, more developed communities like Burien, the framework and tradition for a compact and efficient community is well established - the plan builds on this asset.

Goal HC .1 *(insert after Pol. RM 1.6, page 2-63)*

Burien promotes and supports the health of all community members through healthy and active planning for physical activity and nutrition.

Policy HC 1.1

Develop public, private and non-profit partnerships to support the goal of healthy eating and active living, including education, awareness, enforcement and development partnerships.

### **Parks and Open Spaces Element**

Goal PRO.6 *(insert after Pol. PRO 5.9, page 2-106)*

Maintain, create and implement a comprehensive system of parks and open spaces that respond to the recreational, cultural, environmental and aesthetic needs and desires of the City's community members.

Policy PRO 6.1

Provide parks design, programming and planning to promote healthy eating and active living.

### **Capital Facilities Element**

Goal CF.8 *(insert after Pol. CF 7.9, page 2-123)*

Develop and implement an effective strategy that includes public health and safety to balance land use with capital facility development.

Policy CF 8.1

Site and design public facilities to protect and promote public health, particularly in areas housing vulnerable populations.

### **Economic Element**

Goal ED.11 *(insert after Goal ED.10, page 2-130)*

Create an environment that will strengthen the health of employees and economic vitality of businesses within the City of Burien.

## Section 1.4 Glossary of Terms

**Complete Streets:** Roadways designed and operated to enable safe, attractive, and comfortable access and travel for all users, including, but not limited to, pedestrians, bicyclists, motorists and transit riders of all ages and abilities. Specific aspects of a complete street are dependent on the context in which the roadway is located (urban, rural, heavy traffic volume, numerous pedestrian destinations, etc.), and may include: sidewalks, bike lanes (or wide paved shoulders), special bus lanes, comfortable and accessible transit stops, frequent crossing opportunities, median islands, accessible pedestrian signals, curb extensions, and more.

**Low Impact Development:** A stormwater management strategy that emphasizes conservation and use of existing natural site features integrated with distributed, small-scale stormwater controls to closely mimic natural hydrologic patterns in residential, commercial, and industrial settings.

**Vulnerable population:** Those population segments identified to be especially at risk in a public health emergency as defined by Seattle King County Public Health.

**Public Health:** Public Health is the science and art of protecting and improving the health of communities through education, promotion of healthy lifestyles and research for disease and injury prevention.

**Health:** Health is a state of complete physical, mental, and social well-being and not merely the absence of disease or infirmity.

## **EXHIBIT B**

CITY OF BURIEN  
Dept. of Community Development  
400 SW 152<sup>nd</sup> Street, Suite 300  
Burien, WA 98166  
(206) 248-5510

### 2011 Comprehensive Plan Text Amendments

**APPLICANT(S):** City of Burien

**LOCATION:** Comprehensive Plan Text Amendments/Citywide

**REQUEST:**

Amend the Transportation Element and adopt new “healthy eating active living” policies.

**TAX PARCEL NUMBER(S):** Not applicable

## **FINDINGS**

### **REVIEW OF CRITERIA FOR COMPREHENSIVE PLAN AMENDMENT**

Zoning Code section 19.65.095.4 contains the criteria for review of a proposed Comprehensive Plan amendment. To be approved, the proposed amendment must meet all of the following criteria:

***A. The request has been filed in a timely manner.***

The request to amend the Comprehensive Plan was made prior to June 1, 2011, as required in BMC 19.65.095.

***B. There is a public need for the proposed amendment.***

The public need for the amendments is to update and modernize existing transportation-related goals and policies and to adopt new HEAL goals and policies that will support community health.

***C. The proposed amendment is the best means for meeting the identified public need.***

The proposed amendments are the first step in revising Burien’s TMP, which is being worked on concurrently. The proposed HEAL goals and policies are needed as a foundation for possible future actions the City might take to support community health.

***D. The proposed amendment is consistent with the overall intent of the goals and policies of the Burien Comprehensive Plan, Growth Management Act and Countywide Planning Policies; and***

The proposed amendments will ensure consistency with the Growth Management Act and Countywide Planning Policies. The GMA requires consideration of urban planning approaches that increase physical activity. The GMA and King County Countywide Planning Policies both contain various requirements related to multi-modal transportation, including adoption of level-of-service standards.

***E. The proposed amendment will result in a net benefit to the community.***

The proposed amendments will provide guidance for a multi-modal transportation system which recognizes the need for transportation options in the community. It also recognizes the benefits of healthy eating and active living by proposing supporting goals and policies. Both of these will benefit the community.

***F. The revised Comprehensive Plan will be internally consistent.***

The proposed amendments will be consistent with the remaining portions of the Comprehensive Plan.

***G. The capability of the land can support the projected land use.***

Not applicable. The proposed amendments do not propose specific land uses nor affect specific parcels of land.

***H. Adequate public facility capacity to support the projected land use exists or can be provided by the property owner(s) requesting the amendment, or can be cost-effectively provided by the City or other public agency.***

Not applicable. The proposed amendments do not propose specific land uses.

***I. The proposed amendment will be compatible with nearby uses.***

Not applicable. The proposed amendments do not propose specific land uses nor affect specific parcels of land.

***J. The proposed amendment would not result in the loss of capacity to meet other needed land uses, such as housing.***

Not applicable. The proposed amendments do not propose specific land uses nor affect specific parcels of land.

***K. For a Comprehensive Plan map change, the applicable designation criteria are met and either of the following is met:***

***i. Conditions have so markedly changed since the property was given its present Comprehensive Plan designation that the current designation is no longer appropriate;***

***ii. The map change will correct a Comprehensive Plan designation that was inappropriate when established.***

Not Applicable. No change is proposed for the Comprehensive Plan map.



## **CITY OF BURIEN, WASHINGTON**

Department of Community Development  
400 SW 152<sup>nd</sup> Street, Suite 300, Burien, Washington 98166  
Phone: (206) 241-4647 Fax: (206) 248-5539

### **EXHIBIT C**

## **Comprehensive Plan, Zoning Map and Zoning Code Amendments PLA 11-0883**

- APPLICANT:** William Biggs, Group Health Cooperative (Harold Moniz, Collins Woerman Architects, Applicant Representatives)
- LOCATION:** 140, 158 & 204 SW 146<sup>th</sup> Street and 14416, 14424, 14430 & 14441 2<sup>nd</sup> Avenue SW.  
(See Attachments 1a & 1b, Address Map and Aerial Photo)
- CURRENT LAND USE:** Group Health Clinic (140 SW 146<sup>th</sup> St) and Five Single-Family Residences on remaining parcels
- TAX PARCEL #'s:** 192304-9149, 192304-9181, 192304-9182, 192304-9248, 192304-9302, 192304-9381 & 192304-9200
- REQUEST:**
- 1) Change the Comprehensive Plan Designation from High Density Multi-Family Neighborhood to Office.
  - 2) Change the Zoning Designation from Residential Multi-Family 24 (RM 24) to Office (O).
  - 3) (Added by planning staff): Amend the Zoning Code, BMC 19.15.045.1, Special Regulations, to include a provision that prohibits non-residential vehicle access from 2<sup>nd</sup> Avenue SW to any lot in the Office zone in this specific location.

### **PLANNING COMMISSION AND STAFF RECOMMENDATIONS:**

- 1) Amend Comprehensive Plan Designation from High Density Multi-Family Neighborhood to Office.
- 2) Amend Zoning Designation from Residential Multi-Family 24 (RM 24) to Office (O).
- 3) Amend the Zoning Code, BMC 19.15.045.1, Special Regulations, prohibiting non-residential vehicle access from 2<sup>nd</sup> Avenue SW to any lot in the Office zone in this specific location.

## FINDINGS & CONCLUSIONS

### BACKGROUND

The approximately 25,000 sq. ft. Group Health Burien Clinic has operated at its current one-parcel site since 1964. It has had the current multi-family residential Comprehensive Plan and Zoning designations since City incorporation in 1993. Prior to 1993, under King County jurisdiction, the Comprehensive Plan designation was *Community Facilities* and the Zoning designation was *RM 900, Maximum Density Multiple Dwelling – Restricted Service Classification*, which allowed *office* uses. The current land use is classified as “*office-medical care*”, which makes this use legally non-conforming.

The six additional parcels included in the proposal contain single-family dwellings. They have the same Comprehensive and Zoning designations as the Group Health site but are conforming to the current Comprehensive Plan and Zoning designations. These Comprehensive Plan and Zoning designations extend to the west along SW 146<sup>th</sup> Street one more parcel and to the north of the Group Health site to SW 144<sup>th</sup> Street and 2<sup>nd</sup> Avenue SW (see Attachments 2a and 3a).

Group Health would like to update and expand this facility to increase internal floor area and parking areas. Due to the size of the new clinic (approximately 35,000 sq. ft. plus accompanying parking) additional land area is needed. The applicant is requesting to change the current Comprehensive Plan and zoning designations for these seven parcels (the site) to Office in order to allow expansion of the clinic (see Attachments 2b and 3b). The applicant has discussed a preliminary site plan / development scenario that includes a new and expanded clinic in the site’s southwest corner, surface parking on the remainder of the site and three ingress and egress points on SW 146<sup>th</sup> Street.

The current Group Health parcel is fully developed with a cluster of clinic buildings and surface parking with sole vehicle and pedestrian access from SW 146<sup>th</sup> Street. To the east of this parcel the zoning changes to Regional Commercial (CR) and contains predominately automobile related uses. The vacant parcel to the north of the Group Health parcel fronts on SW 144<sup>th</sup> Street and is also zoned RM, but is not a part of this rezone proposal. The six other parcels included in this request are developed with single-family residences, although zoned RM. The RM zone extends one more parcel to the west of these along SW 146<sup>th</sup> Street. To the west and north of the RM zone the zoning is Residential Single-Family 7,200 (RS 7200). To the south across SW 146<sup>th</sup> Street from the RM and RC zones the zoning is Special Planning Area 3 (SPA 3) – Gateway (see Table 1 next page).

The topography of the site (all seven parcels) can be described as a slight depression where the clinic is sited and then rising gently to the west, north and east up to 20 feet over the site’s approximately 400-foot east to west width and 500-foot north to south length.

**Comprehensive Plan and Zoning Designations and Uses  
For Surrounding Lots to Group Health Site  
Table - 1**

<b>Direction</b>	<b>Comp. Plan Designation</b>	<b>Zone</b>	<b>Current Uses</b>
North	High Density Multi-Family Neighborhood	RM-24 (Multi-Family Residential)	Undeveloped lot abutting and Single Family Residential across SW 144 <sup>th</sup> Street
South	Business	Special Planning Area 3 (SPA 3) – Gateway	Burien Plaza Shopping Center (Safeway, etc)
East	Business	CR (Regional Commercial)	Convenience auto services.
West	High Density Multi-Family Neighborhood	RM-24 (Multi-Family Residential)	20-unit condominium

**REVIEW OF CRITERIA FOR A COMPREHENSIVE PLAN AMENDMENT**

Burien Municipal Code section 19.65.095.4 contains criteria for review of a proposed Comprehensive Plan amendment. To be approved, the proposed amendment must meet *all* of the following criteria A-K.

***A. The request has been filed in a timely manner.***

The request was made by the applicant and received by the City of Burien on May 30, 2011, before the June 1<sup>st</sup> deadline in BMC 19.65.095.

***B. There is a public need for the proposed amendment.***

Group Health’s application states that the existing Burien facility currently provides primary medical care services for 14,000 patients from West Seattle to Interstate 5 and south to Des Moines. Although it has been remodeled to accommodate changes in their business today it does not today allow for efficient delivery of services or provide sufficient access for those with mobility issues. Further, Group Health states that because of the area limitations of this property they have searched for alternative

locations in the immediate area, but have been unsuccessful. Consequently, to continue to provide convenient service to this geographical area it is necessary for the property to be rezoned to allow for the desired expansion.

There is a continued public need for the medical services Group Health has been providing in Burien. Based on the stated area increase needed for the provision of services and the appropriateness of the current clinic location as demonstrated by its historic viability and service to the community, consideration of a Comprehensive Plan amendment is warranted.

***C. The proposed amendment is the best means for meeting the identified public need.***

The current Comprehensive Plan designation and associated Zoning Code development regulations limit the amount of expansion allowed for a non-conforming use and prohibit the establishment of a non-conforming use on the additional six lots. The proposed Office Comprehensive Plan designation would allow the existing *office-medical care* use to be considered conforming and thereby allowed to expand to meet the identified need of improving and expanding a vital facility.

***D. The proposed amendment is consistent with the overall intent of the goals and policies of the Burien Comprehensive Plan, Growth Management Act and Countywide Planning Policies; and***

The proposed amendment is consistent with the overall intent of the relevant goals and policies of the Comprehensive Plan and, by extension, GMA and CPP's. This proposal will allow for the redevelopment of a new medical clinic building and redesigned site that will conform to current City zoning development regulations. The increased building area will allow for both an increased employment and business capacity and will also draw more users to the clinic and the surrounding commercial areas.

Pol. LU 1.5 states the City should "strive to expand its economic base by attracting the types of economic activities which best meet the needs and desires of the community, while protecting well-established residential areas from encroachment by non-residential uses". The retention and expansion of the clinic will support a desired element of the City's economic base. The Comprehensive Plan's Economic Development Element, Goal ED 4, "Use Economic Clusters as a Strategy for Focused Economic Growth", Pol. ED 4.1, calls for the continued promotion of the City as a medical service and wellness center. The retention and expansion of the clinic directly supports this goal. Also, making clinic expansion possible is consistent with Pol. ED 3.3, Business Retention, which places a high priority on retaining and supporting existing businesses.

The proposed Office designation would not constitute a non-residential encroachment into an established residential neighborhood. The existing facility borders a commercial zone to the east and has street frontage across from the SPA 3 commercial zone to the south (Attachment 3a). It serves as a buffer between the commercial zone and the single-family zone to the west. The six parcels that are also a part of this proposal contain single-family structures in a RM zone, and due to their redevelopment potential should be considered in transition rather than established. Two parcels front on SW 146<sup>th</sup> Street and are also across from the SPA 3 commercial zone and abut a RM zoned parcel to

the west, which contains two multi-family structures. Three of these parcels are separated from the RS 7,200 zone to the west by 2<sup>nd</sup> Avenue South. One parcel abuts the RS zone to its north but also is bordered by an RM parcel to the west and the other parcels proposed for Office comprehensive plan designation to its south and east. The orientation of the proposed site toward SW 146<sup>th</sup> Street and its location bordering the south and east sides of 2<sup>nd</sup> Avenue SW would make it an effective buffer, not an encroachment, between the commercial zones and the RS zone.

**E. *The proposed amendment will result in a net benefit to the community.***

Group Health's application states that "approval of the amendment will allow GHC to continue serving the community with quality healthcare into the future. The new facility will accommodate the growth in projected needs within the greater area and improve customer service, add new technology and provide improved access to the elderly and patients with mobility issues".

The amendment would allow the expansion and continued operation of the clinic in this location and in Burien. In addition to the benefits to the clinic and its clients, the clinic expansion and operation would benefit the Burien community in other ways. It responds to the Comprehensive Plan goals of further developing "wellness cluster" businesses that contribute to economic development and employment growth across all skill levels (see further discussion in Criterion "K" below).

*Office* uses, specifically the existing *medical care* use, can also provide an appropriate transition between higher intensity commercial zones and residential zones. As noted above, the current facility has been in operation since before Burien incorporation. The experience of the operation of this *office* use in this RM zone during this time has been a positive one for the community. The clinic operates during regular business hours and not at night and serves as a buffer between the commercial uses to the south and east and the residential areas to the west and north (see further discussion in Criterion "I" below).

Based on the above facts and findings elsewhere in this report, the proposed amendment would be a net benefit to the community.

**F. *The revised Comprehensive Plan will be internally consistent.***

The proposed amendment will not create an internal inconsistency in the Comprehensive Plan.

**G. *The capability of the land can support the projected land use.***

As described in "Background" at the beginning of this report, the site topography can be described as a slight depression where the clinic is sited that then rises gently to the west, north and east up to 20 feet over the site's approximately 400-foot east to west width and 500-foot north to south length. The site has 426 feet of frontage along and at the same grade as SW 146<sup>th</sup> Street. These conditions are suitable for the proposed Office Comprehensive Plan designation, and the general land uses that would be allowed with the related Office zoning designation. Southwest 146<sup>th</sup> Street is an arterial street that

connects to 1<sup>st</sup> Avenue South approximately 280 feet to the east. Access to State Route 509 is just beyond that intersection. Sufficient road capacity exists to support allowed "Office" land uses.

***H. Adequate public facility capacity to support the projected land use exists or can be provided by the property owner(s) requesting the amendment, or can be cost-effectively provided by the City or other public agency.***

Public utilities and infrastructure exist to serve the existing 28,000 square foot medical office and six single-family residences and are adequate to serve the planned clinic expansion. There are no anticipated public facility improvements for which the City or other public agency would be required to provide. The applicant would be responsible for any public improvements required as part of future development review of the proposal.

***I. The proposed amendment will be compatible with nearby uses.***

Comprehensive Plan Goal OF.1 states that the Office designation is an area where "impacts of this (Office) use on the surrounding residential neighborhoods can be minimized". This is reiterated in the Purpose and Intent section of the Office zone. The general development standards of the Office zone and the additional transition standards of 19.17.015 were created to achieve this compatibility with the adjacent residential uses.

As described in "Background" and Table 1 above, the nearby land uses are: to the east, predominately automobile related between the site and 1<sup>st</sup> Avenue South and in a Regional Commercial (CR) zone; to the south across SW 146<sup>th</sup> Street retail and eating and drinking establishments in the Burien Plaza shopping center in Special Planning Area 3 (SPA-3); to the west and north abutting the site, an eight-unit multi-family building and a vacant parcel respectively, both zoned Multi-Family 24 (RM) and; beyond the RM parcels, single-family residences in a Single-Family Residential (RS) zone.

Compatibility between allowed uses under an Office Comprehensive Plan designation and the existing and allowed uses in the Business Comprehensive Plan designation and CR zone is likely. All uses allowed in the Office zone are allowed in the CR zone, with the exception of *senior citizen accessory dwelling units, community residential facilities and hospitals*. The similar uses between these two zones and the additional uses allowed in the CR zone are compatible and would not cause inherent conflicts.

Compatibility between allowed uses under an Office Comprehensive Plan designation and the High Density Multi-Family Comprehensive Plan designation and the existing and allowed uses in the RM residential zone is likely. All uses allowed in the Office zone are allowed in the RM zone except: *office (stand alone), day care centers (vs. family day care, which is allowed in both zones), funeral homes and hospitals*. Although both Office and RM allow *mixed use*, the non-residential portion of a mixed-use structure is limited to *office* use in RM, whereas the Office zone allows *convenience retail and eating and drinking establishments* (neither is otherwise allowed in a non-mixed use building in an Office zone). Both zones allow mixed use structures to exceed the base height limits if a minimum of 25% of the required parking is located underground or within the structure (Office: from 45-feet to 65-feet,

RM: from 35-feet to 60-feet). The broad range of allowed uses in these two zones assure their adjacency is likely to be compatible.

In addition, the Zoning Code contains transition area standards that are intended to create a buffer between a more intense non-residential zone and a residential zone or a RM zone and a RS zone (BMC 19.17.015). The transition standards apply to a lot within 100 feet of a residential zone, or less dense residential zone. Examples of these standards are:

- Office zones allow a building maximum height of 45-feet (with an allowance for certain mixed-use structures to be 65-feet) that is lowered to 35 feet when in a transition area;
- Required 20-foot landscape buffers,
- Building modulation requirements; and
- Driveway /mechanical equipment / truck loading / refuse collection location standards.

The application of these standards will further assure compatibility between the proposed Office zone and the adjacent RM and RS zones.

Compatibility between allowed uses under an Office Comprehensive Plan designation and existing RS zone is possible. But impacts on the character of the RS zone could occur. 2nd Avenue SW is a “dead-end” street and terminates four lots south of SW 144<sup>th</sup> Street. The current character along this short section of street is one of a single-family neighborhood. The street provides access to five lots along its west side and three along its east side. One lot at the end of the street and on the west side and the three on the east side are a part of the Comprehensive Plan / Zoning Map Amendment requests. There is no vehicle turnaround.

The majority of the traffic using 2<sup>nd</sup> Avenue SW is headed toward the existing single-family developed lots. Four of these lots (2, 3, 4 and 6) have a High Density Multi-Family Comprehensive Plan designation and RM zoning designation, and hence increased residential traffic volumes and other possible impacts from higher density have been anticipated for the RS zone. However, the Office zone allows a wider range and scale of non-residential uses than the RM zone and that if accessed from 2<sup>nd</sup> Avenue SW could create unacceptable noise and traffic impacts on the RS zoned lots. In addition, these impacts would also occur if these lots were developed separate from the proposed Group Health development and street access was therefore only possible from 2<sup>nd</sup> Avenue SW. In this case four separate developments with allowed Office uses would have sole vehicle access from 2<sup>nd</sup> Avenue SW and subject the adjacent single-family neighborhood to higher intensity traffic impacts.

One of the designation criteria for the Office Comprehensive Plan designation is: The area should be located on or near arterials with adequate vehicular capacity. The overall site has frontage on SW 146<sup>th</sup> Street, an arterial. However, if lots 2, 3, 4 and 6 are developed separately from the current Group Health property, these lots would only have access from 2<sup>nd</sup> Ave. SW, which is not an arterial (see Attachment 1).

Therefore, staff recommends inclusion of a special regulation to the Zoning Code (Office Zone, 19.15.045) to accompany the proposed Comprehensive Plan and Zoning Map designations. The special

regulation would prohibit non-residential vehicle access to or from this newly designated Office zone from 2<sup>nd</sup> Avenue SW. (See Zoning Code Amendment discussion at the end of this document.)

Based on the above facts and analysis, staff finds that the proposed amendment will be compatible with existing and anticipated nearby uses.

***J. The proposed amendment would not result in the loss of capacity to meet other needed land uses, such as housing.***

No loss of capacity to meet non-residential uses would result from this proposal. The Office zone allows the same uses as the RM zone except for single-family, townhouse and apartment structures. However, a possible loss in surplus residential capacity could occur if no residential units were constructed on the subject site, as discussed below.

Burien is responsible to plan for an additional 1,867 housing units (both single-family and multi-family/mixed-use) from 2002-2022 pursuant to the adopted King County Countywide Planning Policies (Comprehensive Plan December 2003, pg 4-49). The related Buildable Lands Report that estimates and monitors capacity to achieve designated targets estimated Burien's overall household unit capacity as 2,178 units, which results in a surplus of 626 units. Of these 2,178 units 686 units were estimated to be multi-family and 473 were multi-family in mixed use buildings (total 1,159 multi-family/mixed-use).

Household target and capacity data was updated in the 2007 King County Buildable Lands Report. New residential construction between 2002 and 2006 resulted in a lowered household target, now 1,337 housing units (both single-family and multi-family/mixed-use). Overall household unit capacity was also updated and is now 2,021 units, resulting in a surplus of 684 units. Of this 2,021 unit capacity an estimated 1,293 units are in multi-family/mixed-use zones.

The Comprehensive Plan Buildable Lands data reported that the achieved multi-family density, as opposed to the zoned density, was 15.2 units per acre. Consequently the maximum loss of multi-family/mixed-use capacity from the proposed Comprehensive Plan amendment is estimated to be 63 units, that is, if no residential units were ever constructed on the site ( $4.13 \text{ acre site} \times 15.2 \text{ UA} = 63 \text{ units}$ ). This would reduce the current residential unit surplus of 684 units to 619 surplus units. In contrast, if the maximum allowed density (24 units per acre) were possible to achieve, the current residential unit surplus of 684 units would be reduced by 100 units to 584 units.

Therefore, whether one uses zoned density or achieved density, the City would still have adequate capacity to achieve its residential growth target and would still have surplus multi-family capacity. Hence, no loss of capacity to meet our planned housing target would result from the proposed amendment.

**K. For a Comprehensive Plan map change, the applicable designation criteria are met and either of the following is met:**

- i. Conditions have so markedly changed since the property was given its present Comprehensive Plan designation that the current designation is no longer appropriate; or,**
- ii. The map change will correct a Comprehensive Plan designation that was inappropriate when established.**

The proposed Comprehensive Plan map change will correct a designation that was inappropriate when established and also responds to changed surrounding and market conditions, as discussed below.

**Background:** The subject site comprehensive plan designation was Community Facilities and the zoning designation was “RM 900; Maximum Density Multiple Dwelling – Restricted Service Classification” when the City of Burien incorporated in 1993 (see Attachment 4). These designations, which were in effect when the current Group Health facility was constructed in 1964 / 65, allowed *medical-dental buildings and clinics*, in addition to *multi-family dwellings* at 48 units per acre, *hospitals, motels and hotels* (see Attachment 5, 1965 King County Zoning Code, Chapter 24.16, RM-900). At the time of incorporation the City adopted the then current County zoning code until the City could establish its own zoning code following Comprehensive Plan creation in 1997.

**Criteria ii, Inappropriate Designation:** Policy OF 1.1, of the Office Comprehensive Plan designation, states “The office land use designation should recognize existing office uses...”. That this did not occur at the time of incorporation seems to be the result of the carryover of the county’s RM zoning designation into the City’s RM zoning designation, which was based on the County code.

The current Zoning Code RM designation allows most of the same group residential and resident support uses as the Office designation but excludes “completely” non-residential uses, such as stand-alone office, funeral homes and hospitals (see discussion comparison in *Criterion “I”, Compatibility with Nearby Uses* above).

The medical clinic has had minimal or no impacts on the surrounding residential neighborhood. For example, it does not have emergency services with the accompanying siren noise; does not generate 24-hour activity; City records indicate no Citizen Action Reports (complaints) have been filed; and it does not create traffic impacts on the surrounding residential neighborhood since its ingress and egress is from SW 146<sup>th</sup>, a designated arterial with direct connections to Ambaum Blvd, 1<sup>st</sup> Avenue South and SR 509. Given this experience and the site’s conformity to the two Office zone designation criteria: location on or near an arterial and at the edge of any residential uses (see *Criterion “I”, Compatibility with Nearby Uses* above), the current designations are now inappropriate. That the current designations also place this demonstrated compatible use in the category of “non-conforming”, along with the limitations on its continued growth, also indicate the inappropriateness of the current designations.

Criteria i "Change in Existing Conditions: Local conditions have also changed: City policies and regulations now place an emphasis on developing the health care industry; market demand for multi-family use in this location has not occurred; and development regulations whose goal is to assure compatibility between non-residential and residential uses have been established.

Comprehensive Plan language established in 2007 recognized the importance of the established array of health care facilities and businesses and supporting, promoting and further developing Burien's "wellness clusters" (Comprehensive Plan Economic Development Element, Discussion and Policy ED 4.1). These goals and policies recognize the potential of the established health care industry for further economic development and employment growth. The expansion of the Burien Group Health Clinic is in keeping with these goals.

Since the current Comprehensive Plan and Zoning designations were established there has been no change of land use on the seven lots comprising the site. Six of the lots are still developed with single-family residences constructed between 1928 and 1963, even though two of them abut an existing multi-family property and front an arterial street that would provide easy access for a multi-family development. The Group Health property has not reverted to a multi-family or other residentially related use. This is an indication that the current designations do not match current market conditions.

The desire of Group Health to remain at this location and expand onto six more lots is an indicator of the appropriateness of this site for the Office Comprehensive Plan and Zoning designations. It is also an indication of the continued growth of the health care sector. In this way, given the expected compatibility of the proposed designations with the surrounding existing uses, the expansion of the currently *medical office* use would acknowledge and respond to changed conditions.

Finally, the Zoning Code contains Transition Standards (BMC 19.17.015), whose purpose is to assure compatibility between zones with both different densities and use intensities (see Criterion "I", *Compatibility with Nearby Uses* above). These types of standards did not exist in the County's development regulations for the RM 900 zone. The required application of these standards today will assure compatibility between uses in the current adjacent High Density Multi-Family Neighborhood / Moderate Density Residential Neighborhood and the proposed Office designations.

Based on the above analysis the original Comprehensive Plan *High Density Multi-Family Neighborhood* designation was inappropriate and site and surrounding conditions have markedly changed such that the *High Density Multi-Family Neighborhood* designation is no longer appropriate.

#### **Planning Commission and Staff Recommendations for Proposed Comprehensive Plan Amendment.**

The criteria to change to an Office Comprehensive Plan designation have been met. The Planning Commission and staff recommend approval.

## REZONE REQUEST

**REVIEW OF CRITERIA FOR A REZONE:** The City of Burien Zoning Code (BMC 19.65.090) contains the criteria for review of a proposed rezone. To be approved, the proposed rezone must meet *all* of the following criteria.

***A. The rezone is consistent with the Comprehensive Plan.***

A change of the current RM zoning designation to Office is consistent with the accompanying Comprehensive Plan re-designation from High Density Multi-Family Residential Neighborhood to Office.

***B. The rezone bears a substantial relation to the public health, safety or welfare.***

The proposed Office zoning designation will allow the expansion of a major health care provider in the community and broader Highline area. The applicant has stated that factors driving the need for an expansion are: a demographically driven increase in demand for health care services, the need for better clinic accessibility for the mobility impaired and the need for clinic modernization. The retention of the clinic in Burien would allow it to continue to directly serve the public health needs of Burien and the area.

The health, safety or welfare of the surrounding residential uses will not be compromised by the rezone. Please see the discussion and analysis above in "I, Compatibility with Nearby Uses" and the discussion and analysis below in "C".

Community / public welfare would also be served by the rezone to Office. The Comprehensive Plan identifies "wellness clusters" as an important economic sector (Comprehensive Plan, Chapter 2.11, Economic Development Element, pgs. 2-127 & 128). The clinic's ability to expand in size and consequently expand its patient base and number of employees will have a direct and positive impact on the community's economic welfare.

***C. The rezone will not be materially detrimental to uses or property in the immediate vicinity of the property.***

No material detriment to the uses or property in the immediate vicinity of the rezone site are expected or will occur as a result of this proposal. As analyzed in "I" *Compatibility with Nearby Uses* above, the Office zone is compatible with the CR, SPA 3 and RM zones, i.e. no material detriment is expected.

Land use compatibility can also be achieved between the Office and RS residential zones. The allowed uses in an Office zone are similar to those in the RM zone. The application of the transition standards of BMC 19.17.015 further assures compatibility. As previously noted, planning staff is recommending a Zoning Code amendment to address a unique right of way configuration abutting the proposal site (see

"I", Compatibility with Nearby Uses, above). This special regulation will assure no material detriment will occur from Office and RS zone proximity.

**D. *The rezone has merit and value for the community as a whole.***

This rezone proposal was initiated by Group Health Cooperative because it addresses their business operational needs as described in the applicant's submittal. However, the amendment's merit is the value it will bring to the wider community. The proposed rezone is in keeping with the community's vision for business and economic development as expressed in the Comprehensive Plan goal and policies for economic / wellness clusters (Economic Development Element 2.11, pages 2-127-128). As discussed above, aligning the zoning designation for the Group Health site and rezoning the additional six lots, gives this long established wellness business certainty about the ability to remain in the community and to expand.

**Planning Commission and Staff Recommendations for Rezone Request.**

The proposed rezone request meets the above criteria. The Planning Commission and staff recommend approval.

## ZONING CODE AMENDMENT

### REVIEW OF CRITERIA FOR A ZONING CODE AMENDMENT

The City of Burien Zoning Code (BMC 19.65.100) contains the criteria for review of a proposed zoning code amendment. To be approved, the proposed rezone must meet *all* of the criteria.

*Background and Discussion.* The change of Comprehensive Plan and Zoning Map designations to Office, while in response to the planned expansion of Group Health, does not guarantee that the site will be used for an *office – medical care* use. The Group Health expansion proposes to have all vehicle access from SW 146<sup>th</sup> Street. This does also not guarantee future and separate non-residential development of the lots fronting on 2<sup>nd</sup> Avenue SW would use SW 146<sup>th</sup> St for vehicle access.

The Burien Municipal Code does not provide for a "contract rezone" whereby a change of zoning designation is contingent upon the completion of a specific project and related project conditions, such as access from SW 146<sup>th</sup> Street. However, a specific project related condition can be added to the Code as a *Special Regulation* that is binding to a particular lot, group of lots or location. Two examples are BMC 19.15.040.1.D, CR Zone Special Regulations, and BMC 19.15.035.2.7, CC Zone Special Regulation. To prevent the expected traffic impacts from non-residential vehicle use of 2<sup>nd</sup> Avenue SW to the character of the RS 7200 staff recommends the following *Special Regulation* to the Office zone:

*Proposed Amendment:* A new Special Regulation "C" in BMC 19.15.045.1 that reads: "Non-residential vehicle access is prohibited from 2<sup>nd</sup> Avenue SW to and from the Office zone located north of SW 146<sup>th</sup> Street, south of the RM zone that fronts on SW 144<sup>th</sup> Street, is bordered on the west by 2<sup>nd</sup> Avenue SW and the RM zone, and is bordered on the east by the CR zone."

**Criteria** BMC 19.65.100.4 contains the following criteria for amending the zoning code.

***A. The amendment is consistent with the Comprehensive Plan.***

The Comprehensive Plan and Zoning designation analysis above established the proposed Office designations are consistent with relevant Comprehensive Plan Element goals and policies. Further, this amendment is consistent with the Comprehensive Plan Land Use policy to assure infill development is compatible with surrounding neighborhood character (Land Use Element 2.2 Policy LU 1.6, pg. 2-6) and the Land Use goal to minimize impacts of Office uses on the surrounding residential neighborhoods (Goal OF. 1, pg. 2-16).

***B. The amendment bears a substantial relation to the public health, safety and welfare.***

***C. The amendment is in the best interest of the community as a whole.***

The purpose and intent of the proposed amendment is to avoid non-residential traffic impacts from the proposed Office zone on the adjacent and single-family residential zone. Because the overall site has substantial frontage on SW 146<sup>th</sup> Street, an arterial connected to the larger surrounding arterial and highway system, the amendment will not result in the diversion of traffic into surrounding residential neighborhoods or cause traffic impacts on other areas of the community. As such, the proposed amendment bears a substantial relation to the public health, safety and welfare, and is in the best interest of the community as a whole.

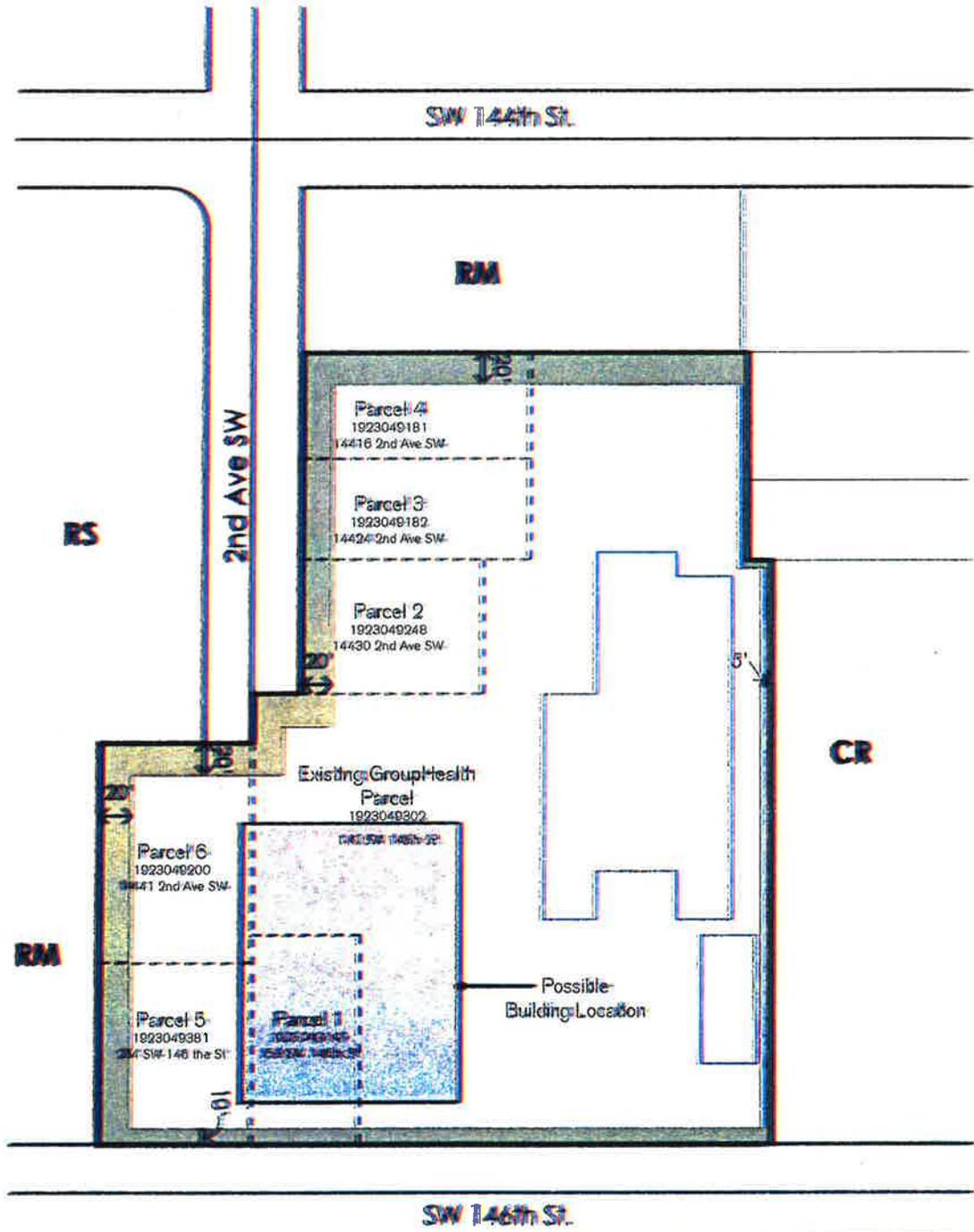
**Planning Commission and Staff Recommendations for the Proposed Zoning Amendment.**

The proposed amendment to BMC 19.15.045.1 meets the above criteria. The Planning Commission and staff recommend approval.

**ATTACHMENTS**

1. (a) Proposed Site Plan  
(b) Vicinity Photo
2. (a) Current Comprehensive Plan Land Use Designations  
(b) Proposed Comprehensive Plan Land Use Designation
3. (a) Current Zoning Designations  
(b) Proposed Zoning Designations
4. 1983 King County Comprehensive Plan Map
5. 1965 King County Zoning Code 24.16, RM-900
6. Group Health Application Packet
7. Planning Commission Exhibits (B-G) Public Comments (Note: Exhibit A was the original staff recommendation to the Commission.)
8. Revised of City of Burien Comprehensive Plan map.
9. Revised of City of Burien Zoning map.

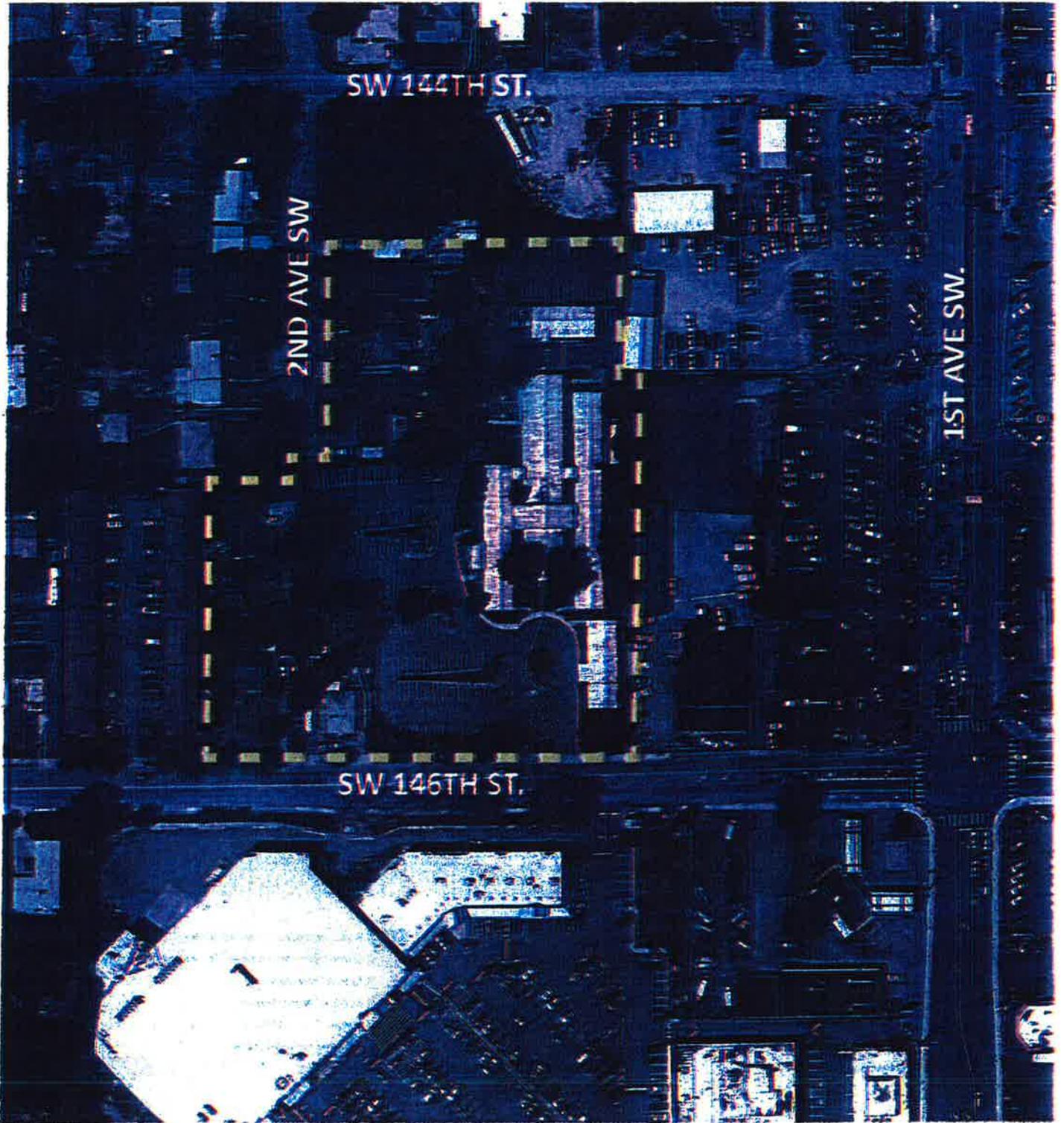




**SPA-3**

**PROPOSED SITE PLAN**



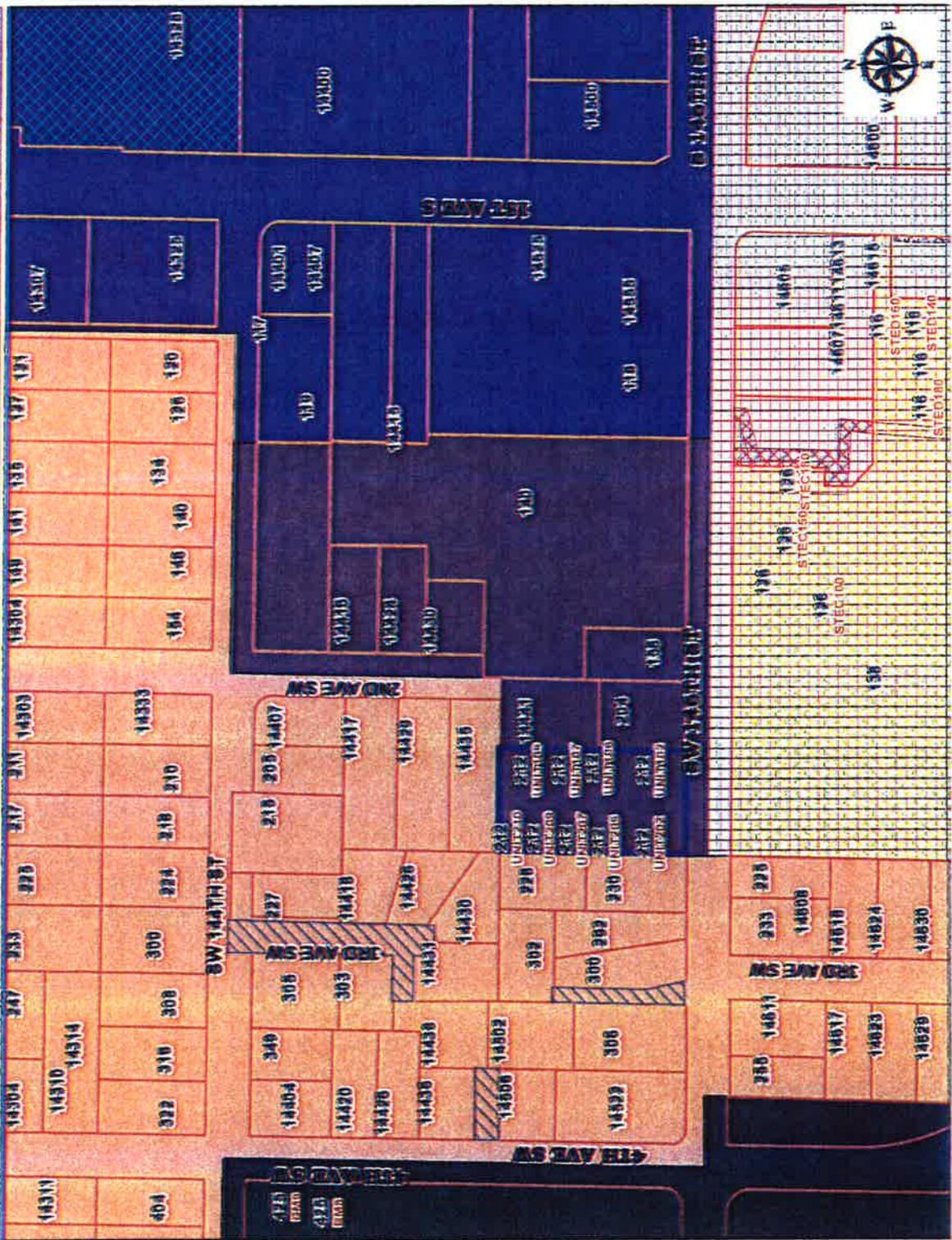


**AERIAL PHOTO**





# Current Comprehensive Plan Designations for Group Health and Surroundings



THE CITY OF BURIEB DISCLAIMS ANY WARRANTY OF FITNESS OF USE FOR PARTICULAR PURPOSE, EXPRESS OR IMPLIED, WITH RESPECT TO THIS PRODUCT.

This map was automatically generated using a Burien web mapping application powered by Geotitles.

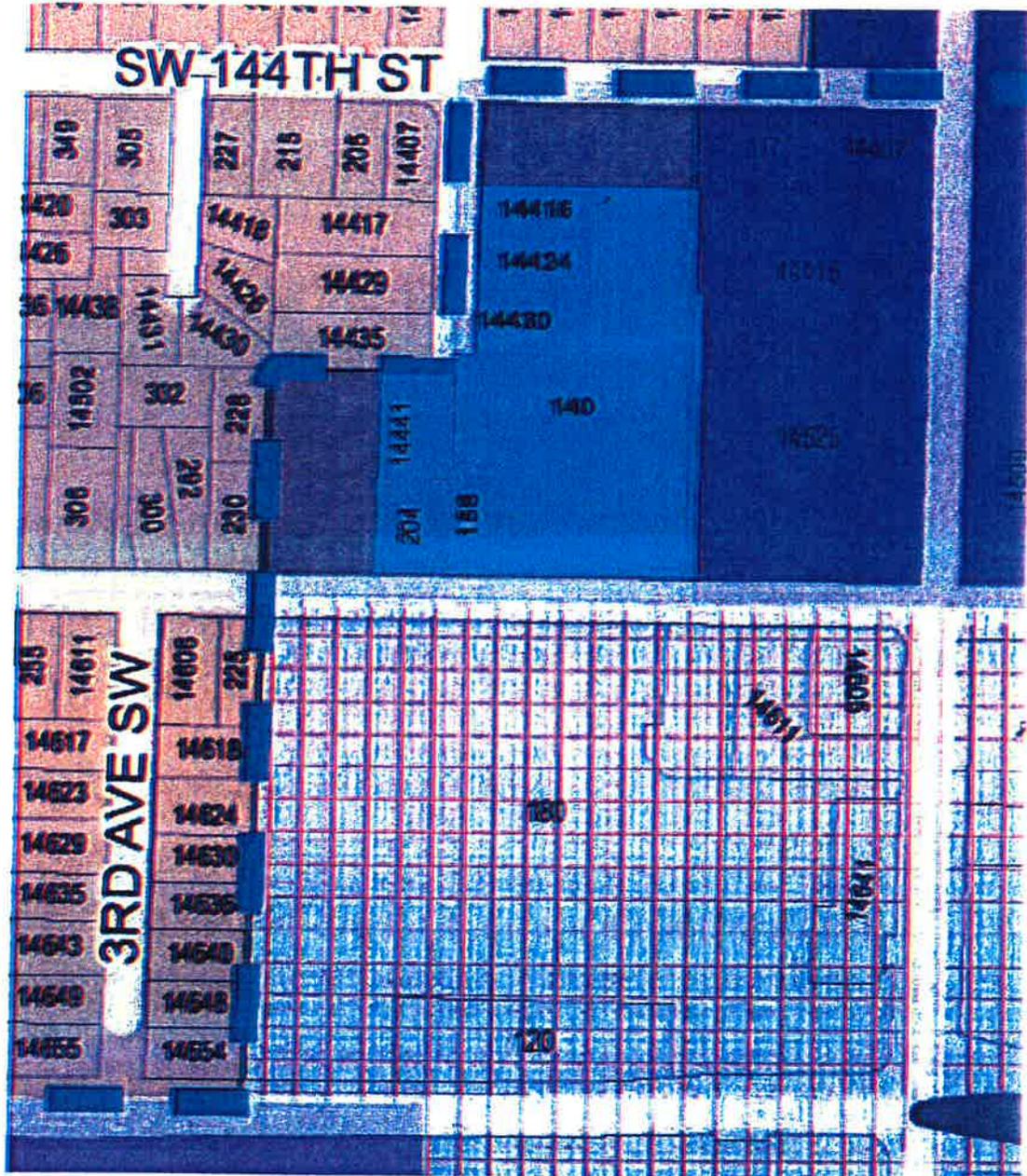
## Legend

- Aggregates**
- Parcel
  - Tract
  - Condo/Townhome
- Encumbrances**
- Easement
  - Agreement
  - Critical Area
  - Drainage Covenant
  - Other
  - Blind Encumbrances
- Comprehensive Land Use Plan**
- Low Density Residential Neighborhood
  - Moderate Density Residential Neighborhood
  - Low Density Multi-Family Neighborhood
  - High Density Multi-Family Neighborhood
  - Interpretation Commercial
  - Neighborhood Commercial
  - Downtown Commercial
  - Community Commercial
  - Regional Commercial
  - Office
  - Professional/Residential
  - Industrial
  - Airport Industrial with Auto Retail/Cor
  - Airport Industrial
  - Public Park/Schools/Recreation/Open
  - Quasi-Public Park/Schools/Recreation
  - Special Planning Area 1
  - Special Planning Area 2
  - Special Planning Area 3

Created On: 2/20/2011 3:05:40 PM

## Notes





- |   |   |  |
|---|---|--|
| Low Density Residential Neighborhood    | Regional Commercial                                 | Public Plaza/Schools/Recreation/Open Space       |
| Medium Density Residential Neighborhood | Community Commercial                                | Guest-Public Plaza/Schools/Recreation/Open Space |
| Low Density Multi-Family Neighborhood   | Office  | Special Planning Area 1                          |
| High Density Multi-Family Neighborhood  | Professional/Residential                            | Special Planning Area 2                          |
| Intersection Commercial                 | Industrial  | Special Planning Area 3                          |
| Neighborhood Commercial                 | Airport Industrial                                  | RIE Special Planning Area                        |
| Downtown Commercial                     | Airport Industrial with Automatic Commercial Retail | Urban Center                                     |

**REVISED COMPREHENSIVE PLAN MAP**











# highline

## Community Plan

KING COUNTY  
PLANNING  
DIVISION  
DEC. 1983

### Land Use

	<b>SINGLE FAMILY</b> 7 to 31 Units Per Acre.	SE, RS 1500
	<b>SINGLE FAMILY</b> 4 to 6 Units Per Acre.	RS 7200
	<b>LOW/MEDIUM DENSITY MULTI-FAMILY HOUSING</b> 7 to 18 Units Per Acre.	RD 3600, RM 2400
	<b>HIGH/MAXIMUM DENSITY MULTI-FAMILY HOUSING</b> 18 to 32 Units Per Acre. Multi-story or high-rise structures could achieve up to 40 units per gross acre through large Planned Unit Developments.	RM 1800, RM 900
	<b>RESIDENTIAL/RETAIL MIXED USE</b> Mixed Use is characterized by integrating significant medium to high density residential and retail and/or office components within a common development.	BR-C, BR-N
	<b>OFFICE</b> Potential uses include hospitals, clinics and private clubs.	RM 900
	<b>NEIGHBORHOOD AND COMMUNITY BUSINESS</b> The typical neighborhood and community applications would utilize a 1/2 to 700 acre retail shopping area serving 2,000 to 700,000 residents within a 3/4 mile radius. Stores include food, drug, variety, furniture and apparel, Barber/beauty, laundry, auto service stations, restaurants, taverns, recreation, offices, hotels and motels and commercial businesses are also allowed.	BN, BC
	<b>HIGHWAY ORIENTED COMMERCIAL</b> Business areas of a heavier, mixed or general commercial variety as well as retail uses dependent on quick and easy auto access. Fast food franchises, motels, auto and truck sales and service, light fabrication and some offices are included in this classification.	BC, CG
	<b>AIR TERMINAL RELATED BUSINESS</b> These businesses are particularly related to serving air passengers or the air travel industry and are both public and private. Uses included are hotels, rental car facilities, airline ticketing facilities, restaurants, offices, parking facilities, baggage processing and other activities related to terminal operations.	BC, CG
	<b>AIRPORT FACILITY</b> Airport facilities include those related to the operation of aircraft or of the airport. Included are air cargo processing and handling facilities and offices, flight kitchens, airport maintenance and storage areas, fuel storage, waste treatment and general and corporate aviation.	
	<b>LIGHT MANUFACTURING</b> This includes processing, light warehousing and handling small produce manufacturing, and research and technological processes.	M-P, M-L
	<b>INDUSTRY</b> Heavy industrial uses include large-scale manufacturing and assembling, fabrication and processing, bulk handling and shipping, large warehousing and storage and heavy trucking.	M-H
	<b>AIRPORT OPEN USE</b> Pavement buffer and landscape restoration areas around Sea-Tac Airport. Also included are some private properties within the noise-impact area open space systems.	
	<b>PARK AND RECREATION</b> Public activity, (including swimming and walking) leisure parks, public school athletic fields, golf courses and private recreation parks.	
	<b>COMMUNITY FACILITIES</b> Libraries, cultural facilities, governmental offices, community centers, police and fire stations, courts, post offices, hospitals, churches and cemeteries.	



ATTACHMENT 4







**MAXIMUM DENSITY MULTIPLE DWELLING—  
RESTRICTED SERVICE CLASSIFICATION**

**Sections:**

- 24.16.010 Purpose of classification.
- 24.16.020 Permitted uses.
- 24.16.030 Lot area.
- 24.16.040 Lot area per dwelling unit.
- 24.16.050 Lot width.
- 24.16.060 Front yard.
- 24.16.070 Side yards.
- 24.16.080 Height.
- 24.16.090 Permissible floor area.
- 24.16.100 Permissible lot coverage.
- 24.16.110 Placement of buildings.

**24.16.010 Purpose of classification.** The principal objective and purpose to be served by this *classification* and its application is to establish areas permitting the maximum population density and which also permits *uses* other than *residential*, such as medical, dental and social services and shelter, all for human beings. The *uses* permitted in this *classification* relate conveniently and consistently in terms of traffic generated, demands upon public service facilities and impact upon each other. A related consideration is to make it possible to more efficiently and economically design and install all physical public service facilities in terms of size and capacity to adequately and permanently meet needs resulting from a defined intensity of land-use. (Res. 25789 § 800; April 29, 1963).

**24.16.020 Permitted uses.** In an RM-900 *zone* the following *uses* only are permitted and as hereinafter specifically provided and allowed by this chapter, subject to the off-street parking requirements and general provisions and exceptions set forth in this title beginning with Chapter 24.46.

(1) Any *use* permitted in an RM-1800 *zone*, provided all such *uses* shall conform to the conditions set forth in the *zone* in which they are *first permitted* except that for *dwellings, rest homes, nursing homes, and convalescent homes, the yards, open spaces and lot coverage* permitted by this *classification* shall apply, ~~and day nurseries shall conform to the conditions set forth in the RM-2400 classification pertaining to such use, except that they need not be in a dwelling unit.~~ *See amendment*

(2) *Accessory uses, buildings and structures* as set forth in the RS *classification* except that where more than one *dwelling unit* is located on the premises *private garages* shall be limited to accommodating not more than two cars for each *dwelling unit* and a *boat house* shall be limited to accommodating not more than one private noncommercial pleasure craft for each *dwelling unit* on the premises.

(3) *Apartment hotels.*

→(4) *Hospitals*, except mental and alcoholic, provided:

(a) all *buildings and structures* shall maintain a distance of not less than forty-five feet from the property front line and not less than twenty feet from any R classified property;

(b) a solid wall or view-obscuring *fence* or hedge not less than five feet nor more than six feet in height shall be established and maintained

*No landscaping or fencing requirement for parking lots for Apts.*

on any exterior boundary line which is a common property line with R classified property, when such R classified property is used for *residential* purposes; provided, that on any portion of such common property line constituting the depth of the required *front yard* on the R classified property such *fence*, wall or hedge shall not be less than thirty-six inches nor more than forty-two inches in height.

(5) *Hotels*, provided:

(a) restaurants, cocktail lounges and specialty shops are permitted accessory uses provided the floor area devoted to such uses shall not exceed twenty percent of the total floor area and entry to such uses shall be from within the main building;

(b) all *buildings* and *structures* shall maintain a distance of not less than twenty feet from any *lot* in an R zone;

(c) a solid wall or view-obscuring *fence* or hedge not less than five feet nor more than six feet in height shall be *erected* and maintained on any exterior boundary line which is a common property line with R classified property when such R classified property is used only for *residential* purposes, except that on any portion of such common property line constituting the depth of the required *front yard* on the R classified property such *fence*, wall or hedge shall not be less than thirty-six inches nor more than forty-two inches in height.

(6) *Motels*, provided:

(a) restaurants, cocktail lounges and specialty shops are permitted accessory uses provided the floor area devoted to such uses shall not exceed twenty percent of the total floor area and entry to such uses shall be from within the main building;

(b) all *buildings* and *structures* shall maintain a distance of not less than twenty feet from any *lot* in an R zone;

(c) a solid wall or view-obscuring *fence* or hedge not less than five feet nor more than six feet in height shall be established and maintained on any exterior boundary line which is a common property line with R classified property when such R classified property is used only for *residential* purposes, except that on any portion of such common property line constituting the depth of the required *front yard* on the R classified property such *fence*, wall or hedge shall not be less than thirty-six inches nor more than forty-two inches in height.

(7) Private *clubs* and fraternal societies, except those the chief activity of which is a service customarily carried on as a *business*, provided:

(a) all *buildings* and *structures* shall maintain a distance not less than twenty feet from any *lot* in an R zone;

(b) a solid wall or view-obscuring *fence* or hedge not less than five feet nor more than six feet in height shall be *erected* and maintained on any exterior boundary line which is a common property line with R classi-

fied property when such R classified property is used for *residential* purposes, except that on that portion of such common property line constituting the depth of the required *front yard* on the R classified property such wall, *fence* or hedge shall be not less than thirty-six inches nor more than forty-two inches in height.

→ (8) *Professional offices and medical-dental buildings and clinics* as defined in this title, provided:

(a) all *buildings and structures* shall maintain a distance not less than twenty feet from any *lot* in an R zone; *See amendment*

(b) a solid wall or view-obscuring *fence* or hedge not less than five feet nor more than six feet in height shall be *erected* and maintained on an exterior boundary line which is a common property line with R classified property when such R classified property is used for *residential* purposes, except that on that portion of such common property line constituting the depth of the required *front yard* on the R classified property such wall, *fence* or hedge shall be not less than thirty-six inches nor more than forty-two inches in height.

*Retirement Home*  
 10 (9) *Sanitariums*, provided:

(a) all *buildings and structures* shall maintain a distance not less than twenty feet from any *lot* in an R zone;

(b) a solid wall or view-obscuring *fence* or hedge not less than five feet or more than six feet in height shall be *erected* and maintained on any exterior boundary line which is a common property line with R classified property when such R classified property is used for *residential* purposes, except that on that portion of such common property line constituting the depth of the required *front yard* on the R classified property such wall, *fence* or hedge shall be not less than thirty-six inches or more than forty-two inches in height.

// (10) *Signs*, as follows: *See amendment*

(a) one identification *sign* not exceeding two square feet in area containing the name of the occupant of the premises;

(b) one single-faced identification *sign* not exceeding sixteen square feet in area for *multiple dwellings* and other permitted *uses*, provided such *sign* shall not be located in any required *yard* or *open space* on the premises, and if the *sign* is lighted it shall be stationary and nonflashing;

(c) one double-faced *sign* or two single-faced *signs*, not exceeding six square feet of area per face, pertaining only to the sale, lease or hire of only the particular *building*, property or premises upon which displayed.

12 (11) *Trailer parks* provided:

(a) the minimum site area for a *trailer park* shall be not less than three acres;

(b) there shall be at least two thousand square feet of site area per trailer space;





## Table of Contents

	PG#
RE-ZONE APPLICATION.....	3
PERMISSION LETTERS.....	4-6
MAPS.....	7-9
PROPOSED SITE PLAN.....	10
COMP PLAN AMENDMENT AND REZONE CRITERIA.....	11-20
COMP PLAN POLICY ANALYSIS.....	21-29
BMC 19.65.095.4.I COMPATIBILITY ANALYSIS.....	30-34



# Burien

Washington, USA

## Comprehensive Plan Amendment Request (Includes rezones)

400 SW 157<sup>th</sup> Street, Suite 300 Burien, WA 98146  
Phone: (206) 241-4647 • FAX: (206) 248-5539  
www.burienwa.gov

Amendment Type	Reference Number
Map Amendment	(if applicable)
Rezone	
Quantitative Rezone	

APPLICANT INFORMATION		
Name: <b>William Riggs</b>	Company: <b>Group Health Cooperative</b>	Daytime Phone: <b>(206) 988-7577</b>
Mailing Address: <b>12501 E Marginal Way S, Tukwila, WA 98168</b>		Fax Number:
Contact person (if different):		Daytime Phone:
Property owner (if different): <b>Group Health Cooperative</b>		Daytime Phone:
Mailing Address: <b>320 Westlake Avenue North, Seattle, WA 98109</b>		Fax Number:

SITE INFORMATION (if applicable)	
Site Address: <b>140 SW 145th Street</b>	Parcel Number: <b>1023049302</b>
Existing Zoning District: <b>Residential Multi-Family (RM-34)</b>	Existing Comprehensive Plan designation: <b>Family Neighborhood</b>
Requested Zoning: <b>OFFICE (O)</b>	Requested Plan designation: <b>OFFICE</b>
Number of Acres: <b>3.56 acres</b>	Current Land Use: <b>Medical Office and Single Family Residential</b>
Critical areas present: <input type="checkbox"/> Wetlands <input type="checkbox"/> Streams <input type="checkbox"/> Critical Aquifer <input type="checkbox"/> Landslide Hazard Area <input type="checkbox"/> Fish & Wildlife	
Brief description of proposal (attach additional sheets if necessary):	
<p>Request for a Comprehensive Plan Map Amendment and Rezone to construct a new 34,000 square foot medical office facility. The new facility will replace an existing outdated 26,000 square foot facility which has reached it's capacity to effectively service the subscriber base in Burien and the surrounding communities. The new facility will allow Group Health Cooperative to continue to provide primary care services to its growing patient base in the region.</p>	

### SIGNATURE

I, William Riggs, declare that I am the owner of the property involved in this application, and that the foregoing statements and answers herein contained and the information herewith submitted are in all respects true and correct to the best of my knowledge and belief. I designate Collins Norman Architects to act as my agent with respect to this application. I agree to reimburse the City of Burien for the costs of professional engineers and other consultants hired by the City to review and inspect this proposal when the City is unable to do so with existing in house staff.

Date: 5/26/11

Signature: 

May 25, 2011

City of Burien  
Community Development Department  
400 SW 152<sup>nd</sup> Street, Suite 300  
Burien, WA 98166

We, Jim and Judy Landon, declare that we are the owners of the property located at 14424 2nd SW Burien, WA 98166 and legally identified as Parcel #: 1923049182. We hereby designate Group Health Cooperative to act as our agent with respect to a Comprehensive Plan Amendment Request and Rezone Application for the above mentioned property.

Sincerely,

*Jim Landon*      *Judith E Landon*

Property Owners

Date 5/26/11      5/26/11

City of Burien  
Community Development Department  
400 SW 152<sup>nd</sup> Street, Suite 300  
Burien, WA 98166

I, Dwayne Knight (property owner name), declare that I am the owner of the property located at 158 SW 146<sup>th</sup> St (street address) and legally identified as Parcel #: 1923049149. I hereby designate Group Health Cooperative to act as my agent with respect to a Comprehensive Plan Amendment Request and Rezone Application for the above mentioned property.

Sincerely,

Property Owner

Date 5-26-11

*Dwayne Knight*

May 25, 2011

City of Burien  
Community Development Department  
400 SW 152<sup>nd</sup> Street, Suite 300  
Burien, WA 98146

I, Archie E. Smith Cook (property owner name), declare that I am the owner of the property located at 11130 2nd Ave SW (street address) and legally identified as Parcel #: 1523045248. I hereby designate Group Health Cooperative to act as my agent with respect to a Comprehensive Plan Amendment Request and Rezone Application for the above mentioned property.

Sincerely,

Property Owner  
Date

*WAK 5/26/11*  
*Archie E. Smith Cook* 5/26/11

05/27/2011 00:01 FAX 2062923033

002

FAX  
206/292/6033  
STEVE PEROVICH

IN REPLY TO: FAX 206-292-3033

May 25 2011 10:00am 7002/002

May 25, 2011

City of Burien  
Community Development Department  
400 SW 152<sup>nd</sup> Street, Suite 300  
Burien, WA 98146

I, Archie E. Smith Cook (property owner name), declare that I am the owner of the property located at 11130 2nd Ave SW (street address) and legally identified as Parcel #: 1523045248. I hereby designate Group Health Cooperative to act as my agent with respect to a Comprehensive Plan Amendment Request and Rezone Application for the above mentioned property.

Sincerely,

Property Owner  
Date

*Archie E. Smith Cook*  
*May 27, 2011*

May 25, 2011

City of Burien  
Community Development Department  
400 SW 152<sup>nd</sup> Street, Suite 300  
Burien, WA 98166

I, Larry A. Wyatt (property owner name), declare that I am the owner of the property located at 204 SW 146TH (street address) and legally identified as Parcel #: 1923049381. I hereby designate Group Health Cooperative to act as my agent with respect to a Comprehensive Plan Amendment Request and Rezone Application for the above mentioned property.

Sincerely,

Larry A. Wyatt  
Property Owner  
Date

Form 23 Exhibit C - Permission Letter

July 18, 2011

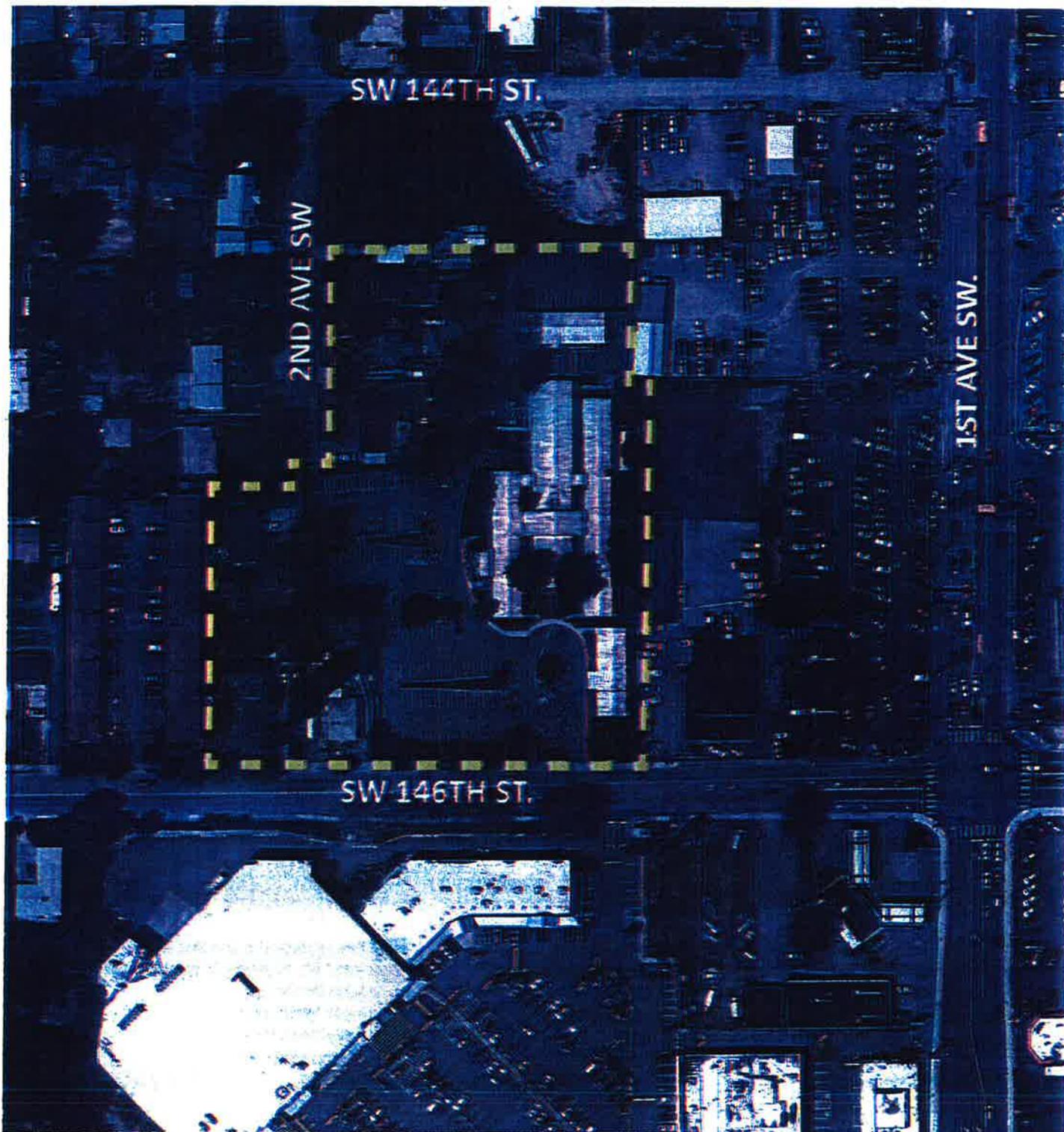
City of Burien  
Community Development Department  
400 SW 152<sup>nd</sup> Street, Suite 300  
Burien, WA 98166

To Whom It May Concern:

We, George and Sharilyn Nozzer, declare that we are the owners of the property located at 14441 1<sup>st</sup> Avenue SW, Burien, WA and legally identified as Parcel #: 1923049200. We hereby designate Group Health Cooperative to act as our agent with respect to a Comprehensive Plan Amendment Request and Rezone Application for the above mentioned property.

Sincerely,

George Nozzer: George Nozzer  
Date: 7-18-11  
Sharilyn Nozzer: Sharilyn Nozzer  
Date: 7-18-11



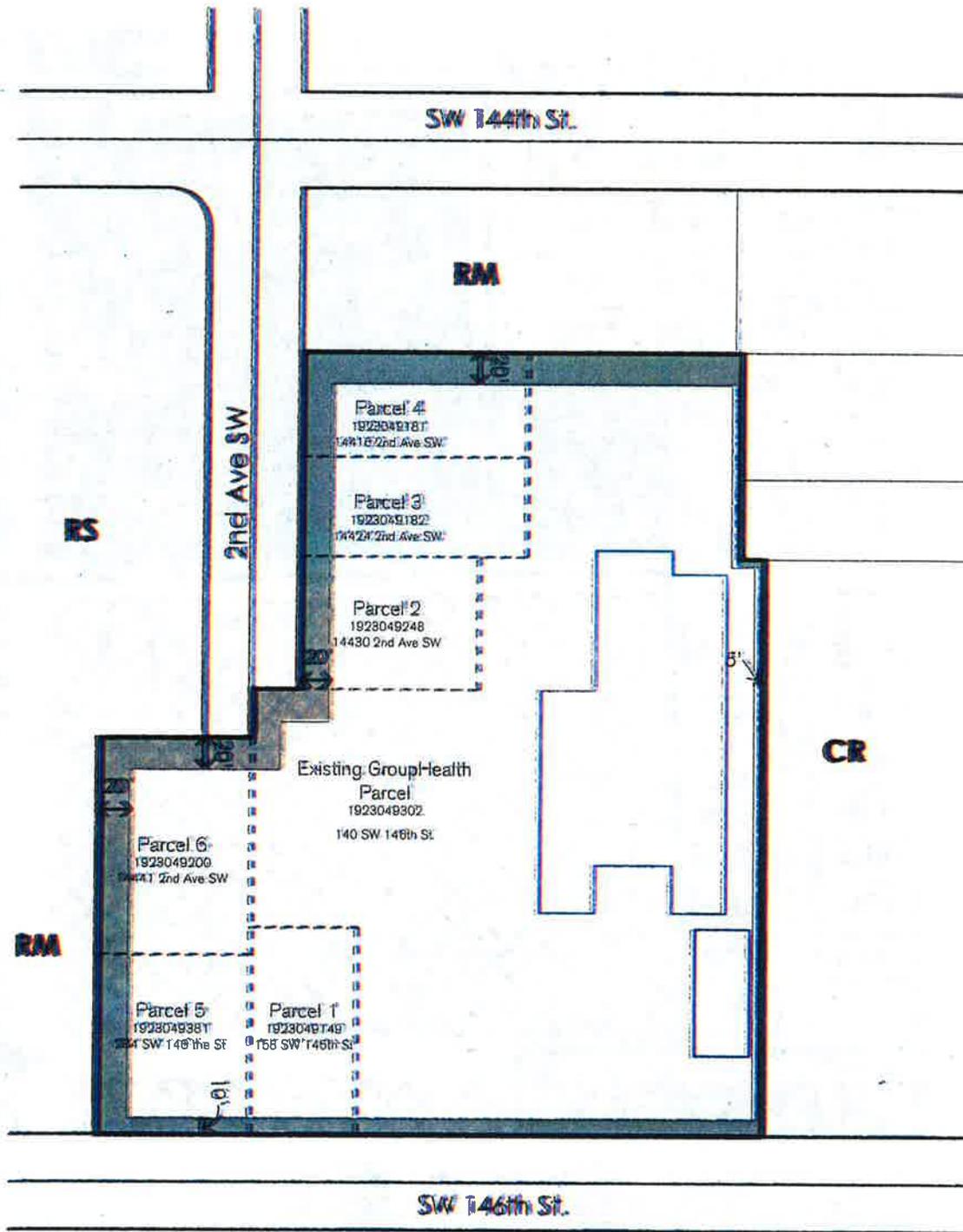
**AERIAL PHOTO**





- |                                  |                         |                          |            |                     |
|----------------------------------|-------------------------|--------------------------|------------|---------------------|
| Residential Single-Family-A      | Neighborhood Center     | Professional/Residential | Industrial | Boundary or Barrier |
| Residential Single-Family-12,000 | Intersection Commercial | Industrial               |            |                     |
| Residential Single-Family-7,200  | Downtown Commercial     | Airport Industrial 1     |            |                     |
| Residential Multi-Family-12      | Regional Commercial     | Airport Industrial 2     |            |                     |
| Residential Multi-Family-18      | Community Commercial 1  | Special Planning Area 1  |            |                     |
| Residential Multi-Family-24      | Community Commercial 2  | Special Planning Area 2  |            |                     |
| Residential Multi-Family-48      | Office                  | Special Planning Area 3  |            |                     |

## REVISED ZONING MAP



**SPA-3**

**PROPOSED SITE PLAN**

**COMP PLAN AMENDMENT AND  
REZONE CRITERIA**

## **BMC 19.65.095.4 Comprehensive Plan Amendment Criteria**

The City may approve or approve with modifications a Comprehensive Plan amendment if:

**A. The request has been filed in a timely manner.**

*A complete application was submitted to the City of Burien on May 30, 2013.*

**B. There is a public need for the proposed amendment.**

*Group Health Cooperative (GHC) provides primary medical care services from this facility. Specialty care services are consolidated in Seattle, Bellevue, Tacoma and Olympia. The existing Burien facility is a non-conforming use and currently serves more than 14,000 subscribers from West Seattle to Des Moines, west of Interstate 5. GHC is projecting a future growth of approximately 30,000 subscribers that this facility will service.*

*The existing facility has been extensively remodelled and satellite facilities added over the years to accommodate changes in patient care delivery, medical technology, accessibility requirements, and delivery needs. The existing facility does not meet the GHC brand and image standards which make it difficult to compete in this market. Only half of the enrollees who live in this service area actually choose Burien Medical Center as their clinic. The existing facility is outdated and has a very inefficient layout for the services GHC provides and the way they provide them today. One entire wing is designed for procedures and treatments, services which are no longer done in the facility or are now done within the exam rooms.*

*The new facility will be designed to accommodate the future growth in healthcare services within GHC's service area. The new facility will improve customer service, provide more efficient delivery of patient care, improve access to the elderly and patients with mobility issues and allow GHC to economically provide health care services.*

**C. The proposed amendment is the best means for meeting the identified public need.**

*GHC conducted a site evaluation process and considered several locations, within Burien and outside of Burien. Sites located outside of Burien were determined to be unfeasible either economically or by site location criteria. GHC evaluated several sites in Burien, including a site in the downtown. The downtown Burien location was desirable, however the economics of building more space than GHC needed made this unfeasible. Other sites within Burien were also determined to be unfeasible economically, did not meet GHC's site criteria and were not pursued.*

*The current facility is an established and centralized location for the service area described above. The property is currently owned by GHC and the existing subscriber base is familiar with the facility and location. The existing site is the most cost effective to redevelop with a new facility, it can continue operating while the new facility is constructed, the use has been historically established and there are no significant impacts to adjacent property owners.*

*Redevelopment of the existing site without the six additional parcels would require demolition of the existing facility. GHC would have to lease space in another building and relocate their services for the duration of construction. In addition, without additional parcels, parking would need to be structured, either in a separate parking facility or under the new building. Either structured parking scenario would substantially increase the cost of parking and result in an economically unfeasible project.*



*GHC has acquired six additional parcels to ensure their future facility and parking needs are accommodated. The acquisition of the adjacent parcels allows GHC to continue operating the existing facility while constructing the new facility.*

*Even if it were desirable, the current facility cannot be expanded to the size GHC needs due to the non-conforming use designation. In addition, since other properties are being added to the property to expand the size of the site, this option is also precluded. The best, and most cost effective, option for redevelopment of the GHC facility and the continued provision of health care services in this area is a Comprehensive Plan Amendment and Rezone of the GHC property, including the six additional parcels.*

**D. The proposed amendment is consistent with the overall intent of the goals and policies of the Burien Comprehensive Plan, Growth Management Act and Countywide Planning Policies. (SAME AS "A", PAGE 13)**

The Washington Growth Management Act (RCW 36.70A.020, Planning Goals) lists these selected goals:

1. **Urban growth.** Encourage development in urban areas where adequate public facilities and services exist or can be provided in an efficient manner.
2. **Reduce sprawl.** Reduce the inappropriate conversion of undeveloped land into sprawling, low-density development.
3. **Transportation.** Encourage efficient multimodal transportation systems that are based on regional priorities and coordinated with county and city comprehensive plans.
4. **Economic development.** Encourage economic development throughout the state that is consistent with adopted comprehensive plans, promote economic opportunity for all citizens of this state, especially for unemployed and for disadvantaged persons, promote the retention and expansion of existing businesses and recruitment of new businesses, recognize regional differences impacting economic development opportunities, and encourage growth in areas experiencing insufficient economic growth, all within the capacities of the state's natural resources, public services, and public facilities.
5. **Public facilities and services.** Ensure that those public facilities and services necessary to support development shall be adequate to serve the development at the time the development is available for occupancy and use without decreasing current service levels below locally established minimum standards.

The King County Comprehensive Plan Policies are organized into ten (10) topic areas. They are:

- 1) The Framework Policies
- 2) Critical Areas
- 3) Land Use Pattern
- 4) Transportation
- 5) Community Character and Open Space
- 6) Affordable Housing
- 7) Contiguous and Orderly Development and Provision of Urban Services to such Development
- 8) Siting Public Capital Facilities of a Countywide or Statewide Nature
- 9) Economic Development
- 10) Regional Finance and Governance

*The overall intent and goals of these documents is to encourage development in urban areas*



*where adequate public facilities and services exist, reduce sprawl, create efficient multimodal transportation systems, ensure public expenditures for services and infrastructure are prudent, and provide necessary human and health services for communities.*

*The proposed Comprehensive Plan Amendment and Rezone to Office (O) will correct a non-conforming use and allow the necessary and needed renovation of an existing, aging healthcare clinic that serves a well-established subscriber base. The expansion will assist GHC in meeting their goals to provide good customer service and provide the best quality healthcare possible into the future. The redevelopment will locate necessary healthcare services within the urban center boundary and Burien's downtown. This location will maximize existing and future multimodal transportation investments and reduce vehicular trips over other locations outside of Burien. Adequate public facilities and services exist at the current site and are cost-efficient for the redevelopment. Redevelopment will allow the expansion of an existing business and use and assist in maintaining a vibrant community with essential services.*

*A complete analysis of applicable Burien Comprehensive Plan Policies is provided on pages 21-29.*

**E. The proposed amendment will result in a net benefit to the community.**

*Approval of the amendment will allow GHC to continue serving the community with quality healthcare into the future. The new facility will accommodate future growth in projected needs within the service area, improve customer service, provide the latest in medical technology, improve access to the elderly and patients with mobility issues, and allow GHC to provide their healthcare services in a cost-efficient manner.*

*If the amendment is not approved, GHC may need to relocate this facility or consider other options to provide services to their existing subscriber base. If the existing GHC facility has to relocate, this could create an undue economic burden on the clinic, raise healthcare costs, and result in longer commute times for subscribers needing treatment.*

**F. The revised Comprehensive Plan will be internally consistent.**

*The existing GHC site (2.71 acres) has operated as a non-conforming use since the original Comprehensive Plan map was adopted. If approved, the Comprehensive Plan map will be amended to reflect a new land use designation for the 4.13 acre project area. The project area is within the designated Urban Center Boundary (Figure 3). Urban centers are characterized by compact, mixed-use developments that are transit-supportive, have a pedestrian emphasis, superior urban design and limit single-occupancy vehicles. The subject site is on the edge of the urban center boundary, with convenient access to SR 509 and 1<sup>st</sup> Avenue South. This medical office location is ideal since it is very close to the transit center and downtown while also being accessible to those patients that are too ill or unable to drive alone to the facility. The proposed project will not be mixed-use, however this office use will help establish a mixed use neighborhood, with retail, other auto-oriented commercial and residential uses integrated in the general area. The design of the facility will include the requirements from the Zoning Code Chapter 19.17.015, Transition Standards which requires building facade and roofline modulation and additional landscape visual screening. The proposed land use designation is consistent with the characteristics of an urban center development. A complete response to applicable Comprehensive Plan Policies is provided on pages 21-29.*

*There are no impacts to the Capital Facilities Plan resulting from the proposed Comprehensive*



*Plan Amendment and Rezone.*

**G. The capability of the land can support the projected land use.**

*GHC has acquired six adjacent parcels to provide the projected needs for a new facility and parking. The expanded site has good vehicular access from SW 146<sup>th</sup> Street and is located within walking distance from downtown and transit facilities. Public utilities are readily available and have sufficient capacity to service the proposed use. All of the properties under application have been previously developed, either with single family homes or the existing GHC facility. There are no critical areas on the subject properties and significant tree preservation requirements will be met. There does not appear to be any physical constraints to development on the subject sites. The proposed project will conform to all applicable City codes and regulations.*

*The existing GHC property and six additional parcels are all zoned Residential Multi-Family 24 (RM-24). The zoning code has similar requirements for development for the RM-24 and Office (O) zones regarding building heights and setbacks. In addition, Zoning Code Chapter 19.17.005, Transition Standards, provides additional development standards for areas adjacent to residential zoned properties.*

**M. Adequate public facility capacity to support the projected land use exists, or can be provided by the property owner(s) requesting the amendment, or, can be cost-effectively provided by the City or other public agency.**

*Public utilities and infrastructure are available and service the existing 20,000 square foot medical offices. The additional expansion should not significantly impact the capacity of public utilities and infrastructure already serving the site. Specific impacts will be reviewed by the City during the SEPA review and application for permits and approvals and appropriate mitigation and impact fees determined. The site development will meet City codes and regulations for private and public utilities and infrastructure.*

**L. The proposed amendment will be compatible with nearby uses.**

*GHC is planning a 44,000 square foot medical office facility to replace the existing 20,000 square foot facility. GHC has acquired six adjacent parcels to accommodate the proposed office expansion and associated parking. The additional parcels will also allow the existing facility to operate while the new office building is constructed.*

*To the east of the GHC property, are Regional Commercial (CR) zoned properties directly adjacent to 1<sup>st</sup> Avenue South. These properties are characterized by automobile intensive uses with direct access from 1<sup>st</sup> Avenue South, have smaller, single story buildings and most of the site is paved with little or no landscaping. A five (5) foot landscaping buffer is required along this border.*

*To the south, a large retail shopping center exists across SW 146<sup>th</sup> Street. This area is zoned Special Planning Area 3 (SPA-3) and there is an adopted Gateway Design Report that is applicable in this area. These properties are separated from the proposed rezone by SW 146<sup>th</sup> Street, a sixty (60) foot public right-of-way. The large commercial building is oriented to the southeast, with the back of the building facing the proposed rezone. The access for truck loading/unloading is along SW 146<sup>th</sup> Street with some landscaping buffering these activities. The proposed rezone to Office (O) will provide a required ten (10) foot landscaped buffer along the SW 146<sup>th</sup> Street frontage for the GHC parcel.*

To the north, a vacant parcel that has been graded for parking on the eastern half separates the GHC property from SW 144<sup>th</sup> Street. This parcel is approximately 0.7 acres in size with larger trees and shrubs on the western half and is zoned Residential Multifamily 24 (RM-24). If the Comprehensive Plan Amendment and Rezone to Office (O) is approved, then Zoning Code Chapter 19.17.015, Transition Standards, will apply and the height of any buildings will be limited to thirty-five (35) feet. A twenty (20) foot landscaped buffer (Type I, full visual screen) will also be required along the common property line.

To the west of the proposed project, four (4) single family houses are separated from the proposed site by 2<sup>nd</sup> Avenue SW, a public street. This street has a sixty (60) foot right-of-way and the pavement width is approximately twenty-five (25) feet. The remaining thirty-five (35) feet of right-of-way is used for stormwater drainage and other utilities, landscaping and driveway cuts. These four (4) single family houses are zoned Residential Single Family (RS-7200). To the west of Parcels 5 and 6 is a twenty (20) unit condominium complex built in 1978. The complex has two (2), two-story buildings along the east and west property lines with the parking lot and common courtyard in the middle. The eastern building wall is less than eight (8) feet from the east property line. This property is approximately 0.8 acres in size and is zoned Residential Multifamily 24 (RM-24). If the Comprehensive Plan Amendment and Rezone to Office (O) is approved, then Zoning Code Chapter 19.17.015, Transition Standards, will apply and the height of the building will be limited to thirty-five (35) feet. A twenty (20) foot landscaped buffer (Type I, visual barrier) will also be required along the north and west property lines (Figure 1). If the Comprehensive Plan Amendment and Rezone to Office (O) is not approved, then it could be possible to construct a mixed-use building (office and housing) that is sixty (60) feet high with an interior landscaped buffer (Type III, see-through screen) of five (5) feet on parcels 1 and 5. The balance of the subject property (existing GHC parcel and parcels 2, 3, 4 and 6) would have to meet the Transition Standards.

**J. The proposed amendment would not result in the loss of capacity to meet other needed land uses, such as housing.**

The proposed Comprehensive Plan Amendment and Rezone site is 4.13 acres in size. Under the current zoning (RM-24), this allows a maximum of 99 dwelling units to be constructed. The Buildable Lands Report calculated the average density of development as 15.2 units per acre in all the multi-family zones. This indicates that 63 units could be built at the subject property on average. The Comprehensive Plan notes that approximately 6.7% of the land (267 acres) is for Multi-family uses, this would decrease the total amount of land available by 1.3 percent (from 267 acres to approximately 263 acres). The Buildable Lands Report calculates that Burien has capacity for approximately 2,178 new housing units within its current land supply where residential development is permitted by zoning. Under agreements with King County's Growth Management Planning Council, the City of Burien is responsible for a household target of an additional 1,552 new housing units. This results in a residential capacity surplus of 626 units, which will be diminished by 63 – 99 units as a result of the rezone.

**K. For a Comprehensive Plan map change, the applicable designation criteria are met and either of the following is met:**

- i. **Conditions have so markedly changed since the property was given its present Comprehensive Plan designation that the current designation is no longer**

- appropriate; or,
- ii. **The map change will correct a Comprehensive Plan designation that was inappropriate when established.**

*When the Comprehensive Plan and zoning was adopted, the existing GHC medical office facility and land use became a legal non-conforming use. The code allows expansion of the legal non-conforming use under certain circumstances. Since GHC acquired additional properties to meet their program requirements, the administrative non-conforming use expansion process is not applicable. The proposed rezone to Office (O) provides a better transition from the automobile dominated uses to the east than locating high density multi-family uses directly abutting the Regional Commercial (CR) zone. The addition of the six adjacent lots will allow expansion of the facility, meet parking requirements economically and allow the operation of the current facility to continue while the new facility is being constructed.*



## **BMC 19.65.090.3 Rezone Criteria**

**The City may approve or approve with modifications an application for a rezone of property if:**

**A. The rezone is consistent with the Comprehensive Plan.**

One of the key objectives of the plan is to create a sustainable community. A sustainable community is a place where people want to settle and live, and where quality residential neighborhoods and commercial areas attract and retain long-term businesses and shoppers. In a sustainable community, the pattern and quality of development is more important than the amount of growth. In older, more developed communities like Burien, the framework and tradition for a compact and efficient community is well established - the plan builds on this asset.

Policies in this chapter seek to develop a sustainable community by:

- maintaining and enhancing the viability of our neighborhoods, including protecting our existing housing stock;
- enhancing the downtown area, including reusing existing structures, facilities, and infrastructure and modifying them according to our current needs and technology; and
- balancing community needs for capital facilities and services with the ability to finance them.

Collectively, these policies emphasize a pattern of development that reinforces Burien's small town character and supports the character of existing neighborhoods as seen in Figure 2-LU2. In our neighborhoods, development will be designed to retain the neighborhood's character, as that character is defined by each neighborhood under its Neighborhood Plan. Potential residential densities may also be restricted in areas with environmental constraints (such as aquifer recharge areas, landslide hazard areas, seismic hazard areas, wetlands, stream buffers, shorelines and flood hazard areas) or inadequate infrastructure, including inadequate levels of service for public services (Figure 2-EV1).

These policies promote new commercial development and residential development in the downtown area and encourage the type of development that will make downtown an attractive and vibrant place to work, shop, live and recreate. The plan envisions a downtown with the types of activities and uses that will enhance the distinctiveness and vitality of downtown while preserving its small town character. Special attention will be given to the scale and design of buildings to achieve this vision. An important part of these policies is promoting economic development in the downtown by encouraging mixed-use development. Pedestrian activity and transit access is also encouraged and emphasized in these areas.

*The proposed Comprehensive Plan Amendment and Rezone will allow GHC to redevelop an existing, outdated facility and continue serving the community and their subscriber base. The new facility will support the compact and mixed use philosophy of the downtown, transit and pedestrian friendly infrastructure, and provide better transition and protection of the adjacent residential neighborhoods to the commercial uses along 1<sup>st</sup> Avenue South. The proposed new facility will provide needed health care services that GHC has been providing for 50 years in the community and continue to support the livability and viability of Burien for all its residents.*

**B. The rezone bears a substantial relation to the public health, safety or welfare.**

*The existing Burien facility currently serves 14,000 patients from West Seattle to Interstate 5 and south to Des Moines. The subscriber base within this service area is expected to increase by*

10,000 in the future. GHC's facility plays a key role in maintaining a livable and vibrant community by providing necessary primary health care services. The existing site is conveniently located for both pedestrians and transit being near the downtown and has excellent access from SR 509 and 1<sup>st</sup> Avenue South for vehicular traffic, which assists in maintaining the convenience for users. If the facility is relocated away from the urban center to a more remote location, then vehicular trips may be the only option. This may disproportionately impact seniors, low-income people and others who may utilize public transit more. Increased vehicular trips contribute to climate change, increase our dependence on foreign oil, weaken our mass transit investments and increase traffic congestion. Other remote locations will decrease the presence of GHC's contributions to public health and education and weaken the fabric of the community. The proposed office zoning will provide a better transition and compatibility between the auto dominated uses along 1<sup>st</sup> Avenue South and the residential zoned properties to the east. This Comprehensive Plan Amendment and Rezone will allow GHC to provide better and more efficient health care services in this strategic and optimal location.

**C. The rezone will not be materially detrimental to uses or property in the immediate vicinity of the property.**

GHC is planning a 44,000 square foot medical office facility to replace the existing 20,000 square foot facility. GHC has acquired six adjacent parcels to accommodate the proposed office expansion and associated parking. The additional parcels will also allow the existing facility to operate while the new office building is constructed.

To the east of the GHC property, are Regional Commercial (CR) zoned properties directly adjacent to 1<sup>st</sup> Avenue South. These properties are characterized by automobile intensive uses with direct access from 1<sup>st</sup> Avenue South, have smaller, single story buildings and most of the site is paved with little or no landscaping. A five (5) foot landscaping buffer is required along this border. The proposed rezone to office will not be materially detrimental to adjacent uses or properties to the east.

To the south, a large retail shopping center exists across SW 146<sup>th</sup> Street. This area is zoned Special Planning Area 3 (SPA-3) and there is an adopted Gateway Design Report that is applicable in this area. These properties are separated from the proposed rezone by SW 146<sup>th</sup> Street, a sixty (60) foot public right-of-way. The large commercial building is oriented to the southeast, with the back of the building facing the proposed rezone. The access for truck loading/unloading is along SW 146<sup>th</sup> Street with some landscaping buffering these activities. The proposed rezone to office (O) will provide a required ten (10) foot landscaped buffer along the SW 146<sup>th</sup> Street frontage for the GHC parcel. The proposed rezone to Office (O) will not be materially detrimental to adjacent uses or properties to the south.

To the north, a vacant parcel that has been graded for parking on the eastern half separates the GHC property from SW 144<sup>th</sup> Street. This parcel is approximately 0.7 acres in size with larger trees and shrubs on the western half and is zoned Residential Multifamily 24 (RM-24). If the Comprehensive Plan Amendment and Rezone to Office (O) is approved, then Zoning Code Chapter 19.17.015, Transition Standards, will apply and the height of any buildings will be limited to thirty-five (35) feet. A twenty (20) foot landscaped buffer (Type I, full visual screen) will also be required along the common property line. If the Comprehensive Plan Amendment and Rezone to Office (O) is not approved, then the zoning code could potentially allow a sixty

*(60) foot mixed use building with a five (5) foot landscaped buffer (Type III, see-through screen) along the common property line. The proposed rezone to Office (O) will reduce the potential height impacts from sixty (60) feet to thirty-five (35) feet and increase the type and width of the landscape buffer between the properties. The proposed rezone to Office (O) will not be materially detrimental to adjacent uses or properties to the north.*

*To the west of the proposed project, four (4) single family houses are separated from the proposed site by 2<sup>nd</sup> Avenue SW, a public street. This street has a sixty (60) foot right-of-way and the pavement width is approximately twenty-five (25) feet. The remaining thirty-five (35) feet of right-of-way is used for stormwater drainage and other utilities, landscaping and driveway cuts. These four (4) single family houses are zoned Residential Single Family (RS-7200). To the west of Parcels 5 and 6 is a twenty (20) unit condominium complex built in 1978. The complex has two (2) two-story buildings along the east and west property lines with the parking lot and common courtyard in the middle. The eastern building wall is less than eight (8) feet from the east property line. This property is approximately 0.8 acres in size and is zoned Residential Multifamily 24 (RM-24). If the Comprehensive Plan Amendment and Rezone to Office (O) is approved, then Zoning Code Chapter 19.37.005, Transition Standards, will apply and the height of the building will be limited to thirty-five (35) feet. A twenty (20) foot landscaped buffer (Type I, visual barrier) will also be required along the north and west property lines (Figure 1). If the Comprehensive Plan Amendment and Rezone to Office (O) is not approved, then it could be possible to construct a mixed use building (office and housing) that is sixty (60) feet high with an interior landscaped buffer (Type III, see-through screen) of five (5) feet on parcels 3 and 5. The balance of the subject property (existing GHC parcel and parcels 2, 3, 4 and 6) would have to meet the Transition Standards. The proposed rezone to Office (O) will not be materially detrimental to adjacent uses or properties to the west.*

**D. The rezone has merit and value for the community as a whole.**

*Approval of the proposed Comprehensive Plan Amendment and Rezone will allow GHC to continue serving the community with quality healthcare into the future. The new facility will accommodate the future growth in the projected subscriber base and improve customer service, add new technology, provide improved access to the elderly and patients with mobility issues and allow GHC to provide services in a cost efficient manner. The existing site is conveniently located for both pedestrians and transit being near the downtown and has excellent access from SR 509 and 1<sup>st</sup> Avenue South for vehicular traffic, which assists in maintaining the convenience for users. If the facility is relocated away from the urban center to a more remote location, then vehicular trips may be the only option. This may disproportionately impact seniors, low-income people and others who may utilize public transit more. Increased vehicular trips contribute to climate change, increase our dependence on foreign oil, weaken our mass transit investments and increase traffic congestion. Other remote locations will decrease the presence of GHC's contributions to public health and education and weaken the fabric of the community. The proposed office zoning will provide a better transition and compatibility between the auto dominated uses along 1<sup>st</sup> Avenue South and the residential zoned properties to the east.*

**COMPREHENSIVE PLAN POLICY  
ANALYSIS**

## Comprehensive Plan Policy Analysis

### Land Use Element

**Goal LU.1:** *Establish a development pattern that is true to the vision for Burien by supporting the neighborhoods and preserving the character of the well-established neighborhoods as defined by the Neighborhood Plans, enhancing the attractiveness and vitality of the downtown core, and preserving the City's small town character.*

**Policy LU 1.1:** *The Future Land Use Map adopted in this plan establishes the future distribution, extent and location of generalized land uses within Burien. Uses of land in Burien should reflect the intent of the goals and policies as well as the land use map.*

*The Comprehensive Plan Map amendment and Rezone request will change an existing, legal, non-conforming use to a conforming use. Several Comprehensive Plan Policies support the change in zoning to Office (O) and would make the Future Land Use Map more congruent with the Comprehensive Plan.*

**Policy LU 1.2:** *Land use in Burien should remain primarily residential, with the majority of non-residential development concentrated in the downtown core, in appropriate areas along First Avenue South and Ambaum Boulevard SW, and in specified areas in the northeast.*

*The Comprehensive Plan Map amendment and Rezone request will change 4.33 acres from Residential Multi-Family (RM-24) to Office (O) zoning. This request will remove between 63 and 99 residential units from the overall housing supply which has an overall excess of 626 residential units. The proposed site is within the Urban Center boundary designated by the City. The site is adjacent to Regional Commercial (CR) zoning along 1<sup>st</sup> Avenue South and is close to the downtown core. The proposed rezone to Office (O) provides a better transition from the automobile dominated uses to the east than locating high density multi-family uses directly abutting the Regional Commercial (CR) zone. The Comprehensive Plan Map amendment and Rezone request will allow the existing, legal, non-conforming use to expand and construct new, modern and efficient facilities. Approval of this request will resolve the conformity issues with the current zoning and use of the site.*

**Policy LU 1.11:** *The City of Burien designates downtown Burien and its surrounding residential and employment areas as an urban center in accordance with the King County Countywide Planning Policies. The boundaries of the urban center are shown on Figure 2-LU.11.*

*The subject site is within the Urban Center boundary as adopted by the City of Burien on Comprehensive Plan Figure 2LU-1.11. Urban centers are characterized by compact, mixed-use developments that are transit-supportive, have a pedestrian emphasis, superior urban design and limit single-occupancy vehicles. The subject site is on the edge of the urban center boundary, with convenient access to SR 509 and 1<sup>st</sup> Avenue South. This medical office location is ideal since it is very close to the transit center and downtown while also being accessible to those patients that are too ill or unable to drive alone to the facility. The proposed project will not be mixed-use, however this office use will help establish a mixed use neighborhood, with retail, other auto-oriented commercial and residential uses integrated in the general area. The design of the facility will include the requirements from Zoning Code Chapter 19.17.015, Transition Standards, which requires building facade and roofline modulation and additional landscape visual screening for properties adjacent to residential zoning.*

### Residential Neighborhoods

**Goal RE.1:** Provide a variety of attractive, well-designed housing choices that reinforce the character of the neighborhoods and meet the needs of existing and future City residents.

**Policy RE 1.7:** The Low and High Density Multifamily Neighborhood designations should provide for the location of stable and attractive multifamily development near transit, employment, shopping and recreation facilities. A conditional use that is allowed states: In areas located adjacent to an arterial, well designed office development that fits in with the character of surrounding residential development, subject to an administrative conditional use permit process.

*The proposed project site is located adjacent to an arterial (1<sup>st</sup> Avenue South). Zoning Code Chapter 19.17.015, Transition Standards, provides additional requirements for building design elements and increased landscaping for the subject property. This will contribute to a well-designed office development that fits in with the character of surrounding residential development. Adjacent single family residences are buffered by 2<sup>nd</sup> Avenue SW right-of-way and no access is proposed from the new development onto 2<sup>nd</sup> Avenue SW.*

#### **Office Uses**

**Goal OF.1:** Provide areas where low to moderate density office development can be concentrated, and where impacts of this use on the surrounding residential neighborhoods can be minimized.

**Policy OF 1.1:** The Office land use designation should recognize existing office uses and encourage the expansion of office uses in appropriate areas, based on the criteria below.

**Designation Criteria:** Properties designated for Office use must generally reflect the following criteria:

1. The area should be located on or near arterials with adequate vehicular capacity.
2. The area should be located along the edges of residential areas and not penetrate them.

*The original building was built in 1964 and has been operating as a medical office in the past. The existing medical office facility is currently a legal, non-conforming use. The rezone to Office (O) provides a better transition to the automobile intensive uses to the east than locating high density multi-family uses directly abutting the Regional Commercial (RC) zone. The rezone to Office (O) is supported by:*

1. *The subject property will be accessed from a designated collector arterial (SW 146<sup>th</sup> Street), which has adequate capacity to service the planned facility; and,*
2. *Six additional Residential Multi-Family (RM) zoned lots are included in this request along with the GHC parcel. The eastern edge of the GHC parcel abuts Regional Commercial (RC) zoned properties. The northern and western edge of the site abuts Residential Multifamily (RM-2A) and Residential Single Family (RS-7200) zoned properties. The subject site is on the edge of the residential zoned areas and adjacent to the Regional Commercial (RC) zoning. The proposed rezone request does not penetrate into residential areas.*

*This Policy directs the City to recognize existing office uses, which the GHC facility is, when it meets the criteria. Since the proposal meets the criteria and was an existing use, the Comprehensive Plan supports the request. The proposed Comprehensive Plan Amendment and Rezone will increase the internal consistency of the Comprehensive Plan by realizing Policy OF 1.1.*

#### **Community Character**

**Goal CC.1:** Create a balanced community by controlling and directing growth in a manner which enhances, rather than detracts from community quality and values.

**Policy CC 1.1:** In its land use management decisions, the City shall seek to direct the rate and pattern of future growth, and support the type of developments that will further the goals of the Burien Vision and the comprehensive plan.

*The Burien City Council adopted a visioning statement on July 23, 2003 which states: A vibrant and creative community, where the residents embrace diversity, celebrate arts and culture, promote vitality, and treasure the environment. Accompanying the vision statement are seven core values/concepts; Community, Diversity, Environment, Prosperity, Education & Youth, Health & Safety, and Governance.*

*The vision contains further guidance within the seven core values/concepts:*

**Community – Stable:** Burien strives for stability by encouraging provision of basic services for all its residents.

**Diversity – Multi-centered:** Burien cultivates a thriving array of business and community centers.

**Environment – Livable:** Burien makes sustainable land, energy, water, and transportation choices.

**Prosperity – Local:** Burien values local services and supports local businesses.

**Prosperity – Expansive:** Burien encourages businesses in order to expand its economic base.

**Education & Youth – Learning:** Burien actively promotes early childhood education and life-long learning.

**Health & Safety – Healthy:** Burien promotes community vitality with health and wellness services for all ages.

**Governance – Collaborative:** Burien fosters partnerships with others in pursuit of common objectives.

*The proposed Comprehensive Plan Amendment and Rezone will correct an existing, non-conforming land use and allow GHC to construct a new, modern and efficient health care facility. The proposed facility will provide needed health care services and promote public health education for a regional subscriber base, including Burien residents. The proposed facility will contribute to a thriving downtown and community center. Approval of the Comprehensive Plan Amendment and Rezone will reduce land, energy, water and transportation impacts due to the site's convenient proximity to downtown and transit/pedestrian opportunities. Approval of the Comprehensive Plan Amendment and Rezone will maintain and strengthen GHC's 50 year partnership with the City of Burien and local community.*

#### **Public Facilities**

**Goal PF.1:** *Ensure that development is served by adequate levels of public facilities and services that are necessary for development.*

**Policy PF 1.2:** *The City will allow new development to occur only when and where adequate facilities exist or will be provided concurrently (as defined or funded and to be constructed within six years of development) with new development.*

*The existing GHC facility is approximately 20,000 square feet in size. The facility is currently served by adequate public facilities and services. The proposed expansion will increase the size to a total of 44,000 square feet. Minor traffic impacts may result from the expansion and the project will need to provide the appropriate mitigation. Other public facilities and services are adequate for the planned expansion.*

#### **Land Use Plan Implementation**

**Goal PL.1:** *Implement the goals and policies of the land use plan through a variety of means and mechanisms which are coordinated and consistent.*

**Policy PL 1.5:** *In deciding applications for amendments to the comprehensive plan, the City should consider the following:*

- a. Consistency with the comprehensive plan policies and the designation criteria;
- b. Capability of the land;
- c. Capacity of public facilities and services and whether public facilities and services can be provided cost effectively (if publicly funded) at the intensity allowed by the designation;

- d. Whether the proposed use is compatible with nearby uses;
- e. The need for the land uses which would be allowed by the comprehensive plan change, and whether the change would result in the loss of the capacity to provide other needed land uses, such as housing; and
- f. Whether there has been a change in circumstances that makes the proposed plan designation appropriate or whether the plan designation was the result of technical error.

*Conformance with this policy is contained in the criteria for approval for a Comprehensive Plan Amendment, BMC 19.65.095.4 Criteria as noted in the Comprehensive Plan Amendment and Rezone application.*

**Neighborhood Quality**

**Goal NQ.1: Reinforce and enhance the City's neighborhoods.**

**Policy NQ 1.A:** Prevention and alleviation of traffic impacts on residential neighborhoods shall be a high priority within the City. The adverse impacts on residential neighborhoods should be minimized by discouraging the use of local streets by non-local traffic and providing alternative routes.

*The proposed site borders on two street frontages, a dead end residential street (2<sup>nd</sup> Avenue SW) and SW 146<sup>th</sup> Street, a designated collector arterial. Primary access for the facility will be from SW 146<sup>th</sup> Street. No access from the project is planned for 2<sup>nd</sup> Avenue SW. If the City determines that an emergency only access is required through the property, then one could be provided that meets the Fire Department standards.*

**Neighborhood Preservation**

**Goal NP.1: Continue to provide the residents of the City with stable and quiet residential neighborhoods by maintaining an adequate residential tax base and assuring that:**

- Residential neighborhoods are protected from undue adverse impacts associated with incompatible land uses or transportation facilities, including, but not limited to, noise, air and water pollution, glare, excessive traffic and inadequate on-street parking;
- Residential neighborhoods are identified and protected from detrimental exterior noise levels; and,
- Residential streets are protected from heavy commercial traffic that inhibits the free flow of traffic or that exceeds prescribed weight limits.

**Policy NP 1.1:** The City's residential neighborhoods are those defined on the comprehensive plan map as single family or multifamily areas. These areas are worthy of protection from inappropriate commercial development and other incompatible land uses and activities that are considered inconsistent with their residential character.

*The original building was built in 1964 and has been operating as a medical office in the past. The current facility is a legal, nonconforming use which only allows limited opportunities for redevelopment. GHC purchased six adjacent residential zoned lots to allow expansion of the facility, meet parking requirements and to allow the operation of the current facility to continue while the new facility is being constructed. The facility will be open during normal business hours, so evening and weekend impacts to adjacent properties would be minimal. All vehicular and pedestrian access from the project will be onto SW 146<sup>th</sup> Street. There are no significant adverse noise, odor, air and water pollution, and glare impacts. Parking and building lighting impacts will be minimized by using pedestrian scale lighting and dark sky*

compliant fixtures. The proposed project will conform to Zoning Code Chapter 19.17.015, Transition Standards, which requires a twenty (20) foot Type I (visual screen) landscape buffer, limits building height and building facade and roofline modulation. The proposed rezone to Office (O) will provide a better transition from the automobile dominated uses to the east than locating high density multi-family uses directly abutting the Regional Commercial (CR) zone.

**Policy NP 1.A:** The City shall establish and adopt restrictions on the use of surface streets in residential neighborhoods to ensure that commercial traffic does not damage residential roads or subject residential neighborhoods to congestion, noise or increased surface street traffic.

*The proposed site borders on two street frontages, a dead end residential street (2<sup>nd</sup> Avenue SW) and SW 146<sup>th</sup> Street, a designated collector arterial. Primary access for the facility will be from SW 146<sup>th</sup> Street. No access from the project is planned for 2<sup>nd</sup> Avenue SW. If the City determines that an emergency only access is required through the property, then one could be provided that meets the Fire Department standards.*

#### **Streetscapes**

**Goal SC.1:** Develop a fully integrated local street system which accommodates various transportation modes depending upon individual neighborhood characteristics, and creates streetscapes that enhance neighborhood quality and help develop a strong sense of community.

#### **Neighborhoods**

**Policy SC 1.13:** The City should emphasize the use of local streets for local access and residential traffic in order to minimize traffic noise, congestion, and other hazards to residential uses and pedestrians. Through access can be discouraged by a variety of methods, including installing traffic calming devices, provided there is strong support and involvement from the immediate neighborhood and community.

*The proposed site borders on two street frontages, a dead end residential street (2<sup>nd</sup> Avenue SW) and SW 146<sup>th</sup> Street, a designated collector arterial. All vehicular and pedestrian access for the facility will be from SW 146<sup>th</sup> Street. No vehicular or pedestrian access from the project is planned for 2<sup>nd</sup> Avenue SW.*

#### **Regulatory Measures**

**Goal RM.1:** Provide flexibility in the regulation of land use and development, and accent performance standards that address the specific impacts of development.

**Policy RM 1.5c:** New commercial, mixed use or industrial development should be designed for compatibility with abutting residential neighborhoods. The landscaping code shall also require adequate and attractive buffering of adjacent residential uses from any adverse impacts.

*The proposed rezone to Office (O) will provide a better transition from the automobile dominated uses to the east than locating high density multi-family uses directly abutting the Regional Commercial (CR) zone. If the Comprehensive Plan Amendment and Rezone is approved, then Zoning Code Chapter 19.17.015, Transition Standards, will apply to the whole site. Building height will be limited to thirty-five (35) feet and a twenty (20) foot landscaped visual screen (Type I, visual barrier) buffer will be required along the north and west property lines (Figure 1). Building facades and rooflines that are oriented to residential zones will be required to provide modulation. Mechanical equipment, truck loading and refuse collection areas are required to be located as far away as possible from the zone receiving transition.*

**TRANSPORTATION ELEMENT Transportation Vision:**

Promote the development of the City of Burien as a community with a local and regional transportation system that integrates cars, pedestrians, bicycles and transit.

**Transportation Goal:** Develop, maintain and operate a balanced, safe and efficient multimodal transportation system to serve all users.

**Goal TR 1 Mobility and Roadway Capacity:** Provide a transportation system that serves the travel needs of Burien residents, businesses, visitors, through-traffic, and freight transport.

**Policy TR 1.2.2:** The City shall require that new development shall be allowed only if (1) all transportation facilities are adequate at the time of development and transportation impacts will not negatively impact or reduce LOS elsewhere or (2) a financial commitment is in place to complete the necessary improvements or strategies to accommodate transportation impacts within six years, in order to protect investment in and the efficiency of existing transportation facilities and services and promote compact growth.

*The proposed site borders on two street frontages, a dead end residential street (2<sup>nd</sup> Avenue SW) and SW 146<sup>th</sup> Street, a designated collector arterial. Vehicular and pedestrian access for the facility will be from SW 146<sup>th</sup> Street. There is no vehicular or pedestrian access to 2<sup>nd</sup> Avenue SW. GHC will engage the services of a transportation planning and engineering firm to conduct a traffic impact study for the building permit application and SEPA review. Preliminary assessments by a traffic engineer indicate that any potential traffic impacts are anticipated to not significantly impact adjacent roadways and LOS in the general vicinity. Any traffic impacts will be mitigated through transportation and physical improvements, payment of impact fees and conformance with Public Works codes and regulations. GHC will work with the City to determine the specific impacts and mitigation requirements.*

**Policy TR 1.2.3:** The City should require developers to conduct traffic studies or analyses to determine development impacts on the transportation system.

*The proposed site borders on two street frontages, a dead end residential street (2<sup>nd</sup> Avenue SW) and SW 146<sup>th</sup> Street, a designated collector arterial. Vehicular and pedestrian access for the facility will be from SW 146<sup>th</sup> Street. There is no vehicular or pedestrian access to 2<sup>nd</sup> Avenue SW. GHC will engage the services of a transportation planning and engineering firm to conduct a traffic impact study for the building permit application and SEPA review. Preliminary assessments by a traffic engineer indicate that any potential traffic impacts are anticipated to not significantly impact adjacent roadways and LOS in the general vicinity. Any traffic impacts will be mitigated through transportation and physical improvements, payment of impact fees and conformance with Public Works codes and regulations. GHC will work with the City to determine the specific impacts and mitigation requirements.*

**Policy TR 3.2.1:** The City should consider the impacts of land use decisions on adjacent roadways, as well as the impacts of roadway improvements on proposed land uses.

*The proposed site borders on two street frontages, a dead end residential street (2<sup>nd</sup> Avenue SW) and SW 146<sup>th</sup> Street, a designated collector arterial. Vehicular and pedestrian access for the facility will be from SW 146<sup>th</sup> Street. There is no vehicular or pedestrian access to 2<sup>nd</sup> Avenue SW. GHC will engage the*

services of a transportation planning and engineering firm to conduct a traffic impact study for the building permit application and SEPA review. Preliminary assessments by a traffic engineer indicate that any potential traffic impacts are anticipated to not significantly impact adjacent roadways and LOS in the general vicinity. Any traffic impacts will be mitigated through transportation and physical improvements, payment of impact fees and conformance with Public Works codes and regulations. GHC will work with the City to determine the specific impacts and mitigation requirements.

**Goal TR.9 Parking:** Establish coordinated parking strategies that achieve the City's overall goals for economic activity, transportation and circulation, existing and future land use, and downtown design.

**Policy TR.9.1.1:** The City should require that property owners be responsible for providing adequate parking and for managing parking demand on-site to avoid spillover parking on neighboring properties or streets.

GHC has planned for adequate parking by acquiring six (6) additional lots that are adjacent to their existing site. On-site parking will be provided for the facility and no off-site parking impacts are anticipated. GHC does not intend to provide vehicular or pedestrian access for their facility from 2<sup>nd</sup> Avenue SW, eliminating any potential parking or traffic impacts on that street.

#### **CAPITAL FACILITIES ELEMENT**

**Goal CF.4:** Actively influence the future character of the City by managing land use change and by developing City facilities and services in a manner that directs and controls land use patterns and intensities.

**Policy CF.4.1:** Development shall be allowed only when and where all public facilities are adequate and only when and where such development can be adequately served by essential public services without reducing levels of service elsewhere.

The existing GHC facility is approximately 20,000 square feet in size. The facility is currently served by adequate public facilities and services. The proposed expansion will increase the size to a total of 44,000 square feet. Minor traffic impacts may result from the expansion and the project will need to provide the appropriate mitigation. Other public facilities and services are adequate for the planned expansion.

**Goal CF.6:** Ensure that development does not out-pace the City's ability to provide and maintain adequate public facilities and services.

**Policy CF.6.1:** Land Use decisions, including comprehensive plan amendments, shall be based on a finding that any proposed development can be supported by adequate public facilities consistent with this plan.

The existing GHC facility is approximately 20,000 square feet in size. The facility is currently served by adequate public facilities and services. The proposed expansion will increase the size to a total of 44,000 square feet. Minor traffic impacts may result from the expansion and the project will need to provide the appropriate mitigation. Other public facilities and services are adequate for the planned expansion.

#### **2.11 ECONOMIC DEVELOPMENT ELEMENT**

**Overall Mission Statement:** Ensure Burien is the best place to work, live, learn, shop and visit.

**Goal ED. 2: Embrace Burien's unique "livability".**

**Policy ED.2.1:** Favor development projects that build and sustain a livable community with plenty of

amenities.

*GHC has been operating a health care facility at this location for over forty (40) years. Health care institutions contribute to vibrant and livable communities and become part of the fabric. The Comprehensive Plan Amendment and Rezone will allow GHC to improve their presence and contribution to the health and welfare of the Burien community.*

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

**Policy ED. 3.3: A high priority should be placed on business retention and new business recruitment.**

*The Comprehensive Plan Map amendment and Rezone request will change an existing, legal, non-conforming use to a conforming use. The new facility will accommodate future growth in projected needs within the service area, improve customer service, provide the latest in medical technology, improve access to the elderly and patients with mobility issues, and allow GHC to provide their healthcare services in a cost efficient manner.*

**Policy ED. 3.3: A high priority should be placed on business retention and new business recruitment.**

*The Comprehensive Plan Map amendment and Rezone request will change an existing, legal, non-conforming use to a conforming use. The new facility will accommodate future growth in projected needs within the service area, improve customer service, provide the latest in medical technology, improve access to the elderly and patients with mobility issues, and allow GHC to provide their healthcare services in a cost efficient manner.*

**Goal ED. 4: Use Economic Clusters as a strategy for focused economic growth.**

**Policy ED 4.1: Continue to promote Burien as a medical service and wellness center.**

*The Comprehensive Plan Map amendment and Rezone request will change an existing, legal, non-conforming use to a conforming use. The new facility will accommodate future growth in projected needs within the service area, improve customer service, provide the latest in medical technology, improve access to the elderly and patients with mobility issues, and allow GHC to provide their healthcare services in a cost efficient manner.*

**BMC 19.65.095.4.I**  
**COMPATIBILITY ANALYSIS**

## Attachment A

North, adjacent to the GHC property, is a vacant lot that is zoned Residential Multi-Family (RM-24).



Approximately half of the vacant property to the east has been graded and gravel placed in these areas. Several large trees and dense vegetation cover the westerly half of the property.

Parking for the proposed facility will be located adjacent to this property. The zoning code requires a minimum twenty (20) foot wide Type I landscaping buffer in order to create a visual barrier.

West, adjacent to the GHC property, is a twenty (20) unit condominium project with an interior courtyard for parking and community space. The lot is zoned Multi-Family (RM-24).



An existing chain link fence is along the common eastern property line. Private patios with approximately seven (7) feet in depth are along the fence.

The GHC project will provide a required twenty (20) foot wide buffer with Type I (visual barrier) landscaping buffer.





Also to the west, separated by the sixty (60) foot 2nd Avenue SW public right-of-way, are four single-family residences on lots that are zoned Residential Single-Family (RS-7200). These are one and two story buildings, typically set back from the edge of 2<sup>nd</sup> Avenue SW right-of-way. All have mature trees and residential scaled landscaping.



The building will not be located across from these properties, except for the most southerly of the single-family residences. This house has several large and mature trees and is set back significantly from the property line. The three northerly single-family residences along the 2<sup>nd</sup> Avenue SW right-of-way will have parking located across with a minimum twenty (20) foot wide Type II (visual barrier) landscaping buffer.



South, separated by the sixty (60) foot wide SW 146<sup>th</sup> Street public right-of-way, are several lots that are zoned Special Planning Area 3: Gateway (SPA-3).



This is a large, local shopping center with Safeway, Rite Aid, Starbucks, Radio Shack and a number of other typical retail stores. A large parking lot is in the center of the shopping center. The back of the Safeway building with truck loading and unloading is situated along SW 146<sup>th</sup> Street. As the road grade of the SW 146 St rises to the west, it provides screening to the loading area of facility. Some landscaping exists along this edge for buffering.



This property is located across the SW 146<sup>th</sup> Street right-of-way. There is some existing landscaping on-site that screens this property. The proposed GHC building is setback from the street right-of-way ten (10) feet. The zoning code also requires a ten (10) foot wide Type III landscaping strip along all public rights-of-way.

East, adjacent to the GHC property, are four (4) lots that are zoned Regional Commercial (CR).



These properties are characterized by single story industrial and showroom style buildings and are used by automobile sales and repair shops. The buildings are oriented with front doors to the 1<sup>st</sup> Avenue SW right-of-way. Some existing fencing has barbed wire for security purposes. Paving and impervious surfaces cover most of the land with minimal landscaping.



Parking for the GHC facility is proposed along the eastern property line. The zoning code requires a minimum five (5) foot wide Type IV landscaping buffer.



Zoning (District Comparison)	Building Height	Front Setback	Interior Setback	Building Coverage	Impervious Surface Coverage
<b>Residential Single Family (RS-7200)</b> West lots, across 2nd Avenue S	35'	20'	5'	35%	70%
<b>Residential Multi-Family (RM-24)</b> West lots, adjacent to GHC property North lot, adjacent to GHC property	35' - 60'	10'	5'	70%	85%
<b>Special Planning Area 3 (SPA-3)</b> South, across from SW 146th Street	3 stories	5'	0'	85%	90%
<b>Regional Commercial (CR)</b> East, adjacent to GHC property	35' - 45'	10'	0'	85%	90%
<b>Office (O)</b> Proposed Rezone	35'	10'	0'	70%	85%

Note: Required landscaped buffers not included in setbacks per 19.37.015

Burien Planning Commission  
October 11, 2011

To the Burien Planning Commission:

Tonight I am here to speak on behalf of the 137<sup>y</sup> citizens that signed the petition for the change to the Comprehensive Land Use Map and Rezone for Lake Burien-the Lake Burien Neighborhood. My testimony at this hearing as the spokesperson for this group establishes this group and its petitioners as persons of standing at this Public Hearing on this issue at hand.

During the last update of the Comprehensive Plan, the Lake Burien Neighborhood was told that if even one potential housing unit-even though no units housing units were currently constructed on the vacant land-was lost in a request for a change to the Comprehensive Plan or a rezone request, the request for the change to the Comprehensive Plan or the rezone request would not meet the City's Amendment criteria. The Group Health request involves the loss of 63 to 100 units from the Growth Management numbers.

Furthermore, the Lake Burien Neighborhood was told that another neighborhood had to agree to accept those units before any request could be considered. We see no documentation or commitments from other neighborhoods to take up these lost units from this Group Health Project.

Additionally, the Lake Burien Neighborhood was told that with the loss of residential housing units and a rezone, as citizens we would have to wait until there was a major revision to the Comprehensive Plan to have such a request considered. City Staff is recommending in their findings that the Group Health Request be allowed without having to wait until a major revision to the land use component of the Comprehensive Plan has occurred.

The Lake Burien Neighborhood Amendment request met the criteria set out by the Growth Management Act as well as the PSRC 2040 Vision for why the change to the Plan Map and a rezone should be granted due to critical areas protection and water quality protection. Since last year, the Growth Management Numbers have not changed nor has the number of excess building units identified in the City's Buildable Lands Report.

Therefore we are requesting to know why the Group Health Project is not being held to the same standard as the Lake Burien Neighborhood was held to in their request regarding the loss of these units-63 to 100 units-in the City's findings. The process and criteria that the Lake Burien Neighborhood had to meet appears to be different and prejudicial as compared to the criteria that the Group Health request has to meet. The Group Health request is not being held to the same rules and rigid standard the Lake Burien Neighborhood was required to meet.

For that reason, the Lake Burien Neighborhood is requesting that the Group Health request be denied.

Sincerely,  
Chestine Edgar and the Lake Burien Neighborhood



EXHIBIT "C"

FILE

**Art Pederson**

---

**From:** Carol Lumb [lumbcarol@hotmail.com]  
**Sent:** Tuesday, October 11, 2011 12:10 AM  
**To:** Art Pederson  
**Subject:** Group Health Comprehensive Plan and Zoning Map Amendments

PLA 11-0883  
CP 2011-1

Dear Art:

I am unable to attend the October 11, 2011 public hearing on PLA 11-0883 and am writing to support Group Health's request to change the Comprehensive Plan designation on its property and five single family parcels from High Density Multi-family Neighborhood to Office and to change the zoning designation from multi-family to office.

I believe the proposed request is consistent with the City's comprehensive plan, compatible with surrounding land uses and will allow Group Health to continue providing needed health services to residents in the area by allowing expansion of the facility. It is a great benefit to Burien residents that this health care facility is located in the City.

Thank you for the opportunity to provide comments.

Sincerely,

Carol Lumb  
1958 SW 164th Street  
Burien, WA 98166



Burien Planning Commission  
October 11, 2011

To the Burien Planning Commission:

In the City of Burien's application to amend the Comprehensive Plan, criteria J requires that:

*"The proposed amendment would not result in the loss of capacity to meet other needed land uses, such as housing."*

### Example 1

City Staff findings concluded:

*"The proposed amendment would result in the loss of capacity to meet other needed land uses such as housing, as the applicant acknowledges in the application. Measures cited by the applicant, such as transfer of development rights, are not currently included in the Comprehensive Plan and could not be used to mitigate this impact. The shifting of responsibility for meeting housing capacity requirements cannot be accomplished through the proposed amendment."*

### Example 2

City Staff findings concluded:

*"Therefore, whether one uses zoned density or achieved density, the City would still have adequate capacity to achieve its residential growth target and*

would still have surplus multi-family capacity. Hence, no loss of capacity to meet our planned housing target would result from the proposed amendment."

In the first example, the City finding was based on the potential loss of 40 housing units.

In the second example, the City finding is based on the potential loss 63 to 100 housing units.

In both examples, the City of Burien reported to the State that their Buildable Lands Report documented an excess of 600 housing units above their required Growth Management

Numbers. 1st ex: loss < 40 units → denied  
2nd ex: loss 60-100 units → approved

Questions:

Why is the City not consistently applying their publically documented criteria?

Is there another set of criteria hidden from the public that the City chooses to use at their convenience?

How should Burien citizens to respond to apparent capricious decisions by the city?

Because of the City of Burien's inconsistency in the application of documented criteria, I am requesting that the Group Health request be denied.

Bob Edgar  
12674 Shorewood Dr SW  
Burien, 98146

EXHIBIT "E"

RECEIVED 9/27/11  
#2011-1

To the Burien Planning Commission  
September 27, 2011

To the Burien Planning Commission;

During the last update of the Comprehensive Plan the Lake Burien Neighborhood was told that if even one housing was lost in a request for a change to the Comprehensive Plan or a rezone request, the request for the change to the Comprehensive Plan or the rezone request would not meet the criteria. The Group Health request involves the loss of 63 to 99 units from the Growth Management numbers.

Furthermore, the Lake Burien Neighborhood was told that another neighborhood had to agree to accept those units before any request could be considered. We see no documentation or commitments from other neighborhoods to take up these lost units from this Group Health Project.

The Lake Burien Neighborhood request met the criteria set out by the Growth Management Act as well as the PSRC 2040 Vision for why the change to the Plan Map and a rezone should be granted-critical areas protection and water quality protection. Since last year the Growth Management Numbers have not changed nor the number of extra units the City has for its Buildable Lands Report.

Therefore we are requesting to know why the Group Health Project is not being held to the same standard as the Lake Burien Neighborhood was held to in their request regarding the loss of these units-63 to 99 units- in the City's findings.

Sincerely,  
Chestine Edgar *CE*  
The Lake Burien Neighborhood

*H. Adequate public facility capacity to support the projected land use exists, or, can be provided by the property owner(s) requesting the amendment, or, can be cost-effectively provided by the City or other public agency.*

Adequate public facility capacity exists to support the existing comprehensive plan map designation as well as the requested amendment.

*I. The proposed amendment will be compatible with nearby uses.*

The proposed amendment will be compatible with the properties located on a small portion of the north boundary and a small portion of the west boundary of the subject area. The proposed amendment will not necessarily be compatible with properties located on a portion of the west boundary that are designated Multi-Family and Neighborhood Commercial and on a portion on the east boundary that are designated Special Planning Area 2 and Multi-Family.

*J. The proposed amendment would not result in the loss of capacity to meet other needed land uses, such as housing.*

The proposed amendment would result in the loss of capacity to meet other needed land uses such as housing, as the applicant acknowledges in the application. Measures cited by the applicant, such as transfer of development rights, are not currently included in the Comprehensive Plan and could not be used to mitigate this impact. The shifting of responsibility for meeting housing capacity requirements cannot be accomplished through the proposed amendment.

*K. For a Comprehensive Plan map change, the applicable designation criteria are met and either of the following is met:*

- i. Conditions have so markedly changed since the property was given its present Comprehensive Plan designation that the current designation is no longer appropriate; or,*
- ii. The map change will correct a Comprehensive Plan designation that was inappropriate when established.*

The applicant has not demonstrated that conditions have so markedly changed since the previous designation that the current designation is no longer appropriate or that the map change is required to correct a designation that was inappropriate when established. The existing designation as Moderate Density Residential Neighborhood was established as a result of a public planning process and has been in place since Burien's incorporation in 1993 (except for a short time in 1997).

#### REVIEW OF CRITERIA FOR REZONE

Zoning Code section 19.65.090.3 contains the criteria for review of a proposed rezone. To be approved, the proposed amendment **must meet all of the following criteria** (shown in bold italics, followed by staff response):

*A. The rezone is consistent with the Comprehensive Plan.*

Public Comment regarding CP/Z/ZC Amendments 2011-1, PLA 11-0883

Received October 21, 2011

From: Karin Kohler (formerly, Kerns), Burien 146 Condominiums, 212 SW 146th Street, Secretary/Treasurer, phone 206 246 6007

Please note: In the review of the packet, City of Burien, Comprehensive Plan, page 6, 1...."to the west and north abutting the site, an eight-unit multi family building...(if this is in reference to Burien 146 that building is a 10 unit building, two building make-up Burien 146); also Attachments 2a and 3 a - only 9 of 20 units of Burien 146 are listed. Not all owners received the public hearing notice. Copies were however distributed by the HOA to all.

As suggested by the City of Burien Planning Commissioners, communication between Group Health and neighbors has been initiated. The owners at Burien 146 do not have any further comments for the zoning amendment. We are satisfied with responses we have received.

Concerns that we have addressed and are awaiting answers from Group Health are not related to the zoning.

We look forward to working with Group Health throughout the phases.

Thank you to all for allowing us to address our concerns for our health and safety.



October 25, 2011  
To the Burien Planning Commission  
Re-Public Hearing Agenda Items

It is very hard to tell from the agenda which all of the items that are up for public hearing tonight

**Comments on Transportation Master Plan**-I sit on this committee and I don't recall as a member of the committee that I have seen, discussed or reviewed all of the changes that are shown in red as changes to the Comp Plan. It seems that the committee should have had time to discuss these and provide input.  
2. The Proposed Plan that I have seen here has some sections that are confusing in that the maps are not shown in color or clearly display the multimodal transportation system that was discussed in the committee. Without that graphic it is had to figure out what is being discussed in this part of the Comp Plan-page 1  
3. Pol MMxx-page 2, there was no discussion in the committee about setting target goals so I am wondering where the reduction numbers came from.  
4. page 2-the committee never discussed colored level intersections treatment and as they as currently discussed in the document, they make no sense to the reader.  
5. page 3 TRxxx New makes no sense.  
6. Through out the document it is unclear what the City will do and what the City shall do. Without those terms it becomes unclear what the city will enforce and will not enforce in this plan  
7. Maps were unclear and difficult to read and understand.  
8. Major portions of the Comp Plan have been omitted-such as Parking and Transportation Finance. Does this mean that these items have been abandoned. If that is the case I am opposed to abandoning them. I do not recall discussing abandoning these areas of the Comp Plan in the committee. Chestine Edgar

**Comments on the Group Health Comp Plan Amendment/Rezone/Map Change**

The Lake Burien Neighborhood is oppose to this Comp Plan Amendment because it does not meet all of the Criteria set forth in the City Ordinance as explained by the City Staff in 2010-per the discussion on Criteria for changes to the Comp Plan.  
It does not meet Criteria L, J and Kii. The conditions have not so markedly changed that it requires a map change. Additonally, if Group Health felt that it had been put on the Comp Plan Map in error in 1993 or 1999, it should have appealed that change within 60 days of the change for it to have been considered a valid error. As a result, the issue of a rezone should be denied also.- Chestine Edgar and the Lake Burien Neighborhood.

**Comments on the Public Health Policies-Comp Plan language.**

Again throughout the document it is unclear what the City will do and what the City shall do. There are a lot of fluff terms but no a lot of action items. What will the city enforce and provide funding for and what are only suggestions-this is not clear.

**Overall Comment on meeting content**

There were too many documents on too many topics-to thoroughly review them in one meeting and not enough time in advance to see the documents and thoroughly read them.  
This is the Comp Plan and it needs to be studied in greater detail to have educated public comments and discourse on the documents and to produce a quality comp Plan. Chestine Edgar

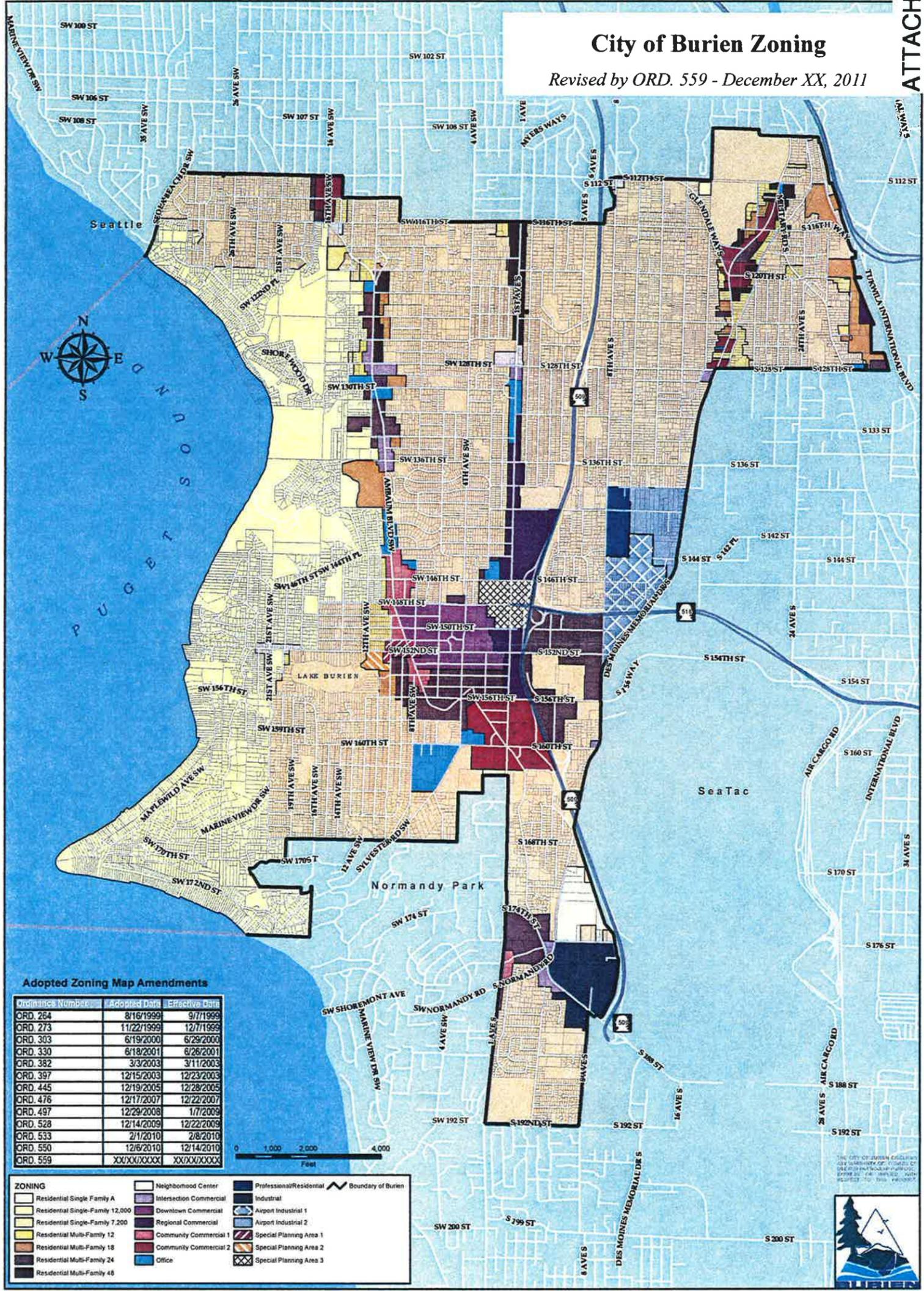
"G"





# City of Burien Zoning

Revised by ORD. 559 - December XX, 2011



**Adopted Zoning Map Amendments**

Ordinance Number	Adopted Date	Effective Date
ORD. 264	8/16/1999	9/7/1999
ORD. 273	11/22/1999	12/7/1999
ORD. 303	6/19/2000	6/29/2000
ORD. 330	6/18/2001	6/26/2001
ORD. 382	3/3/2003	3/11/2003
ORD. 397	12/15/2003	12/23/2003
ORD. 445	12/19/2005	12/28/2005
ORD. 476	12/17/2007	12/22/2007
ORD. 497	12/29/2008	1/7/2009
ORD. 528	12/14/2009	12/22/2009
ORD. 533	2/1/2010	2/8/2010
ORD. 550	12/6/2010	12/14/2010
ORD. 559	XX/XX/XXXX	XX/XX/XXXX

**ZONING**

Residential Single-Family A	Neighborhood Center	Professional/Residential	Boundary of Burien
Residential Single-Family 12,000	Intersection Commercial	Industrial	
Residential Single-Family 7,200	Downtown Commercial	Airport Industrial 1	
Residential Multi-Family 12	Regional Commercial	Airport Industrial 2	
Residential Multi-Family 18	Community Commercial 1	Special Planning Area 1	
Residential Multi-Family 24	Community Commercial 2	Special Planning Area 2	
Residential Multi-Family 48	Office	Special Planning Area 3	

Friday, November 18, 2011  
 \\Fs01\RECORDS\GIS\Master Map Projects\Zoning\_CPLU\_11v17.mxd

