



Burien
WASHINGTON

PLANNING COMMISSION AGENDA
October 9, 2012, 7:00 p.m.
Multipurpose Room/Council Chamber
Burien City Hall, 400 SW 152nd Street
Burien, Washington 98166

**This meeting can be watched live on Burien Cable Channel 21 or
streaming live and archived video on www.burienmedia.org**

1. ROLL CALL

2. AGENDA CONFIRMATION

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

4. APPROVAL OF MINUTES September 25, 2012

5. OLD BUSINESS a. Discussion and possible action on 2012 Comprehensive Plan Land Use Element Amendments: Land Use, Residential, Business, Industrial, Special Planning Areas, Plan Phasing, Natural Environment, Historic Preservation, Community Character, Plan Implementation and Map Updates.

6. NEW BUSINESS a. None

7. PLANNING COMMISSION COMMUNICATIONS

8. DIRECTOR'S REPORT

9. ADJOURNMENT

Future Agendas (Tentative) October 23, 2012
• To be determined

Planning Commissioners

Greg Duff
Brooks Stanfield

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

Joey Martinez
John Upthegrove

City of Burien

BURIEN PLANNING COMMISSION
September 25, 2012
7:00 p.m.
Multipurpose Room/Council Chambers
MINUTES

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

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

CALL TO ORDER

Chair Jim Clingan called the September 25, 2012, meeting of the Burien Planning Commission to order at 7 p.m.

ROLL CALL

Present: Jim Clingan, Greg Duff, Ray Helms, Joey Martinez, Brooks Stanfield and Nancy Tosta

Absent: John Upthegrove

Administrative staff present: Scott Greenberg, Community Development director

AGENDA CONFIRMATION

Direction/Action

Motion was made by Commissioner Martinez, seconded by Commissioner Stanfield, to approve the agenda for the September 25, 2012, meeting as modified. Motion passed 6-0.

PUBLIC COMMENT

Ian Morrison, of the firm McCullough Hill Leary, P.S., 701 Fifth Avenue, Suite 7220, Seattle, speaking on behalf of Seven Hills Properties, supported the proposed commercial node concept in the comprehensive plan but requested an amendment related to 128th Street and 1st Avenue South.

APPROVAL OF MINUTES

Direction/Action

Motion was made by Commissioner Duff seconded by Commissioner Tosta, and passed 6-0 to approve the minutes of the September 11, 2012, meeting.

OLD BUSINESS

Discussion and possible action on 2012 Comprehensive Plan Land Use Element Amendments: Land Use, Residential, Business, Industrial, Special Planning Areas, Plan Phasing, Natural Environment, Historic Preservation, Community Character, Plan Implementation and Map Updates.

Scott Greenberg reviewed the few changes made to the proposed amendments as requested at the September 11th meeting.

Direction/Action

Commissioner Helms moved to recommend to City Council adoption of the Land Use and Residential Goals and Policies and the Business and Industrial Goals and Policies dated September 5, 2012, with the

changes shown on Attachment 1 to the September 18, 2012, memo to the Planning Commission. Commissioner Martinez seconded the motion. Commissioner Tosta asked for clarification that the motion included the words “except for policy SE 1.3,” which Commissioner Helms said it did. After discussion, the motion was withdrawn to allow staff to consult with the city attorney regarding language proposed by Mr. Morrison and Seven Hills Properties.

Discussion then moved to the remaining attachments.

Direction/Action

Motion to recommend to the City Council adoption of the Land Use and Residential Goals and Policies dated September 5, 2012, with the changes shown on Attachment 1 to the September 18, 2012, memo to the Planning Commission was made by Commissioner Helms. Commissioner Tosta seconded. Motion carried 6-0.

Motion to recommend to City Council adoption of the Plan Phasing and Natural Environment Goals and Policies dated September 5, 2012, was made by Commissioner Helms; second by Commissioner Stanfield. Commissioner Martinez proposed a friendly amendment to the motion, adding the words “as amended,” which was accepted. Motion carried 6-0.

Motion to recommend to City Council adoption of the Historic Preservation, Community Character and Plan Implementation Goals and Policies dated August 20, 2012, was made by Commissioner Martinez and was seconded by Commissioner Helms. Motion carried 6-0.

Motion to recommend to City Council adoption of the following updated figures dated December 2012 contained in Attachment 5 of the Planning Commission’s September 24, 2012, meeting packet was made by Commissioner Stanfield, without listing the figures. The second was by Commissioners Duff. Motion carried 6-0.

NEW BUSINESS

None.

PLANNING COMMISSION COMMUNICATIONS

None.

DIRECTOR’S REPORT

The Historic Preservation item is moving forward to the City Council on Monday night and the Council probably will make a decision on it on October 15th. Mr. Greenberg’s last day with the City of Burien is probably October 5th, but he will attend the October 9th Planning Commission meeting. He begins his new job at the City of Mercer Island on October 15th. Chair Clingan and Commissioner Helms both expressed their appreciation for the work Mr. Greenberg has done for the City of Burien over the years.

ADJOURNMENT

Direction/Action

Commissioner Duff moved for adjournment; Commissioner Martinez seconded. Motion carried 6 -0. The meeting was adjourned at 8:23 p.m.

APPROVED: _____

Jim Clingan, chair
Planning Commission

CITY OF BURIEN, WASHINGTON

MEMORANDUM

DATE: October 2, 2012

TO: Burien Planning Commission

FROM: David Johanson, AICP, Senior Planner
Scott Greenberg, AICP, Community Development Director

SUBJECT: Discussion and possible recommendation regarding 2012 Comprehensive Plan Business and Industrial Goal and Policy Text Amendments

PURPOSE

The purpose of this agenda item is for the Planning Commission to discuss and make a recommendation on the proposed 2012 Comprehensive Plan Business and Industrial Goal and Policy text amendments. We recommend placing the main motion on the floor to adopt the staff recommendation, and handle any changes for the issues below as amendments to the main motion.

BACKGROUND

The City of Burien adopted its first comprehensive plan in 1997 and in 2003 the City completed a major update to the plan in order for it to be consistent with updates to the Growth Management Act, regional planning and county planning documents. Generally, since the adoption of the first plan in 1997, the City has been making annual amendments to the original version and those can be characterized as additive in nature.

Since April of this year the Planning Commission has been discussing possible edits to the plan to align with state and regional plans, streamline the document, and generally make other amendments consistent with the approved comprehensive plan work program.

The Planning Commission conducted a public hearing on September 11, 2012 followed by a discussion of the land use, residential, business and industrial goals and policies. The Commission discussed a number of potential adjustments to the proposed text.

On September 25, 2012 the Planning Commission recommended changes to the Comprehensive Plan to the City Council. Those recommendations included the following sections and figures:

- Land Use and Residential Goals and Policies, including Table 2-LU 2.1(Countywide Growth Targets)
- Plan Phasing and Natural Environment Goals and Policies
- Historic Preservation, Community Character and Plan Implementation Goals and Policies
- MAPS – Figure 2-SE1 - Special Planning Areas, Figure 2LU-1.11 – Urban Center Boundary, Figure 2-EV1-Sensitive/Critical Areas, Figure 2LU3-Commercial Nodes

Please see Attachment 1 with the language that received consensus at your September 11 and 25, 2012 meetings. Please also note that staff has amended some of the language in the attachment to be consistent with recommended changes by the Planning Commission in other sections. This includes items such as labeling figures. These amendments can be considered more editorial in nature rather than substantive.

DISCUSSION

The Planning Commission should continue your discussion regarding the remaining section, Business and Industrial Goals and Policies. Based on previous discussions of these sections there appears to be two major issues--Policy BU 1.4 and Policy SE 1.3.

Policy BU 1.4 (see pages 4 and 5 of Attachment 1)

The proposed policy would allow the land use designation and zoning at the Intersection Commercial node at 128th and 1st to be changed to Intersection Commercial through a Comprehensive Plan amendment and rezone process. McCullough Hill Leary (representing Seven Hills Properties) has requested additional language to be added to the policy (see Attachment 2). The new language would essentially allow a rezone to occur without a Comprehensive Plan land use map amendment.

Staff is recommending that the proposed language not be adopted for the following reasons:

1) *The proposed language would potentially create an inconsistency between the Comprehensive Plan land use map and the zoning map.* For example, under the proposed language, the City could approve a rezone of land currently designated "Moderate Density Residential Neighborhood" on the Comprehensive Plan land use map, without changing the land use map. The property zoning would be Intersection Commercial, but the Comprehensive Plan land use map would still show "Moderate Density Residential Neighborhood." This inconsistency between the Comprehensive Plan and development regulations (which includes the zoning map) not allowed under the Growth Management Act [RCW 36.70A.130(1)(d)].

2) *Public process concerns.* The specific proposed language was not introduced until September 25th. This was more than 3 months after the deadline for requesting Comprehensive Plan amendments. The proposed language was also not part of the amendment package that was available for public review for the September 11th public hearing. Therefore, the public (including affected and adjacent property owners) has not had adequate notice of the proposal.

The proposed language would also be a de facto Comprehensive Plan land use amendment. It would allow non-commercial land within the node to proceed to a rezone without considering the public process and criteria for a Comprehensive Plan amendment. Affected and adjacent property owners have not had an opportunity to provide their opinions on whether they want this change.

3) *Inadequate time for analysis.* Staff has not had time to fully analyze the impacts of the proposed language. This analysis would normally occur prior to presenting the proposal to the Planning Commission. Burien has a surplus of underutilized commercial land. Is it appropriate to expand our commercially-zoned land base at the present time? This is one question that should be analyzed.

4) *Purpose of node expanded.* The purpose of the node concept was to limit how far commercial development could encroach into well-established neighborhoods. By stating that non-commercial land in the node "is suitable for rezone," the proposed language encourages rather than limits conversion to commercial land.

Alternatives:

1. *Accept staff recommendation, which does not include the proposed language.* (Adopt recommended motion below)

2. *Do not accept staff recommendation and include proposed language.* This could create an inconsistency between the Comprehensive Plan land use map and Zoning Map if and when a rezone to Intersection Commercial is approved. (Amend recommended motion as follows: Move to amend the

motion by including the new language under Option A in the McCullough Hill Leary letter dated September 25, 2012.)

Policy SE 1.3 (see pages 21 and 22 of Attachment 1)

The existing policy prohibits public access to Lake Burien from the Ruth Dykeman/Navos property in the event the current use changes. This prohibition is inconsistent with the Shoreline Master Program (SMP) approved by the City Council in Resolution 317. The approved SMP states that “Public access shall be required for all new shoreline development and uses, except for; water dependent uses, individual single family residences and subdivisions of less than four parcels.” (SMP 20.30.035, Public Access 2. Regulations)

The approved SMP has been initially reviewed by the Dept. of Ecology, which accepted the SMP language above regarding public access. While the City and Ecology continue to work on four other issues, the SMP language above is not on the table for discussion. Even though this language is not yet in effect, it will be part of the adopted SMP when it does go into effect.

WAC 173-26-191 (Shoreline Master Program Guidelines) acknowledges that “...chapter 36.70A RCW requires mutual and internal consistency between the comprehensive plan elements and implementing development regulations (including master programs).” WAC 365-196-500 (Growth Management Act Procedural Criteria) requires that “The development regulations must be internally consistent and be consistent with and implement the comprehensive plan.”

Therefore, the existing policy is inconsistent with the approved SMP, the State Shoreline Master Program Guidelines, and State Growth Management Act and should be eliminated.

Alternatives:

1. *Accept staff recommendation to eliminate the public access prohibition.* (Adopt recommended motion below)

2. *Do not accept staff recommendation.* This would create an inconsistency between the approved SMP, the State Shoreline Master Program Guidelines, and State Growth Management Act. This inconsistency could be addressed at a future date after the SMP is in effect; but the inconsistency would still exist. (Amend recommended motion as follows: Move to amend the motion by leaving the following language in policy SE 1.3: “Public access to the water is prohibited.”)

ACTION

Staff is requesting the Planning Commission take action at your October 9, 2012 meeting.

Recommended Motion

I move to recommend to the City Council adoption of the Business and Industrial Goals and Policies dated September 27, 2012.

Attachments:

- 1) Business and Industrial Goals and Policies
- 2) Letter from McCullough Hill Leary, September 25, 2012

COMPREHENSIVE PLAN—DRAFT BUSINESS AND INDUSTRIAL GOALS AND POLICIES

September 27, 2012

Reference No.	Current Goal/Policy Language	Proposed Goal/Policy Language	Comments
Business			
Goal BU.1	<i>Provide a functional, attractive, and conveniently located mix of uses, including office, retail, commercial, parks and residential uses, that are appropriate in scale, configuration, and location.</i>	<p><i>Provide a functional, attractive, and conveniently located mix of uses, including office, retail, commercial, parks and residential uses that are appropriate in scale, configuration, and location.</i></p> <p><u><i>Provide a broad range of attractive and strategically located business activity centers/nodes that serve as focal points for employment, commerce and culture for their adjacent residential neighborhoods and the greater Burien area. The scale and intensity of uses at these locations shall be compatible with Burien’s vision.</i></u></p>	<p>Too generic. Should be more business-focused.</p> <p>Using the “centers” term aligns with language in the Burien Vision. Also a reference to the vision was inserted.</p>
Pol. BU 1.1	<p>Home occupations should continue to be allowed in residential areas as an accessory use if they comply with standards that ensure compatibility with adjacent residential uses. Home occupations:</p> <ul style="list-style-type: none"> a. Shall be incidental to or conducted in a dwelling place, and do not change the home’s residential character; b. Should have a level of activity compatible with single family structures and residential neighborhood goals; and c. Should be conducted by a member of the family residing within the dwelling place. <p>Greater flexibility may be appropriate for home occupations near neighborhood borders as a transition to more intensive adjacent uses.</p>	<p><u>Allow</u> Home occupations should continue to be allowed in residential areas as an accessory use if they <u>comply with standards that ensure compatibility are compatible</u> with adjacent residential uses <u>and do not change the home’s residential character.</u> Home occupations:</p> <ul style="list-style-type: none"> b. Shall be incidental to or conducted in a dwelling place, and do not change the home’s residential character; b. Should have a level of activity compatible with single family structures and residential neighborhood goals; and c. Should be conducted by a member of the family residing within the dwelling place. <p>Greater flexibility may be appropriate for home occupations near neighborhood borders as a transition to more intensive adjacent uses.</p>	<p>Most of this is regulation, and is covered in the zoning code.</p>

Reference No.	Current Goal/Policy Language	Proposed Goal/Policy Language	Comments
Pol. BU 1.2	<p>Through the development of integrated commercial centers, the business land use categories are intended to provide for business uses that serve neighborhoods, the community and the traveling public, and minimize traffic congestion, visual, and other impacts on the surrounding residential areas.</p> <p>Discussion: The Land use plan establishes five categories to serve the business needs of Burien and the region -- <i>Neighborhood Centers, Intersection Commercial, Downtown Commercial, Community Commercial and Regional Commercial.</i></p>	<p>Through the development of integrated commercial centers, the business land use categories are intended to provide areas for businesses uses that serve neighborhoods, the community and the traveling public region, and minimize traffic congestion, visual, and other impacts on the surrounding residential areas.</p> <p>Discussion: The Land use plan establishes five categories to serve the business needs of Burien and the region -- <i>Neighborhood Centers, Intersection Commercial, Downtown Commercial, Community Commercial and Regional Commercial.</i></p>	<p>How is this different from Goal BU.1? Suggest eliminating it. If not modify language as suggested.</p> <p>Not necessary to list all categories.</p>
Pol. BU 1.3	<p>The <i>Neighborhood Center</i> classification allows for relatively small areas that provide convenience goods and services to serve the everyday needs of the surrounding single family neighborhoods or to provide locally based employment opportunities, while protecting the desired neighborhood character. These neighborhood focal points should be designed and located so that customers and employees are encouraged to walk rather than drive to these areas.</p> <p>Allowed Uses and Description: The type and scale of uses in these areas must be consistent with the road and utility capacity and compatible with neighborhood character. Limited retail stores, services and professional offices that serve the immediate neighborhood as well as other markets or service areas are allowed. Uses that sell gasoline or diesel fuels are not allowed.</p> <p>Within this designation, mixed-use developments that include residential uses on the second floor may be allowed as a conditional use (excluding the area designated for neighborhood center uses in Three Tree Point). Stand-alone multifamily residential structures are not an intended use in these areas, except to accommodate existing structures. Residential densities in mixed-use developments should not exceed 12 units per acre, and retail or commercial uses are required on the first floor.</p> <p>The design of these areas, including the size, location and design of parking lots, shall be strictly regulated to ensure compatibility with the surrounding</p>	<p>The <i>Neighborhood Center</i> classification <u>designation</u> allows for relatively small areas that provide <u>limited scale</u> convenience goods and services to serve the everyday needs of the surrounding single family neighborhoods or to provide locally based employment opportunities, while protecting the desired neighborhood character. <u>Mixed use development up to 12 dwelling units per acre is allowed at these locations. Mixed use developments contain a commercial or office presence while also providing opportunities for people to live near services and/or a choice of transportation modes.</u> These neighborhood focal points should be designed and located so that customers and employees are encouraged to walk rather than drive to these areas.</p> <p><u>This Comprehensive Plan land use designation is implemented by the Neighborhood Center zoning designation.</u></p> <p>Allowed Uses and Description: The type and scale of uses in these areas must be consistent with the road and utility capacity and compatible with neighborhood character. Limited retail stores, services and professional offices that serve the immediate neighborhood as well as other markets or service areas are allowed. Uses that sell gasoline or diesel fuels are not allowed.</p>	<p>Recognized that mixed use development is allowed in the policy language.</p>

Reference No.	Current Goal/Policy Language	Proposed Goal/Policy Language	Comments
	<p>neighborhood. Hours of operation should be regulated and vary with the type and intensity of neighborhood in which it is located. Development within this designation shall include design features to encourage pedestrian and transit access, such as shared parking and siting the buildings near the sidewalks.</p> <p>Designation Criteria: Properties designated for <i>Neighborhood Center</i> uses should generally reflect all of the following criteria:</p> <ol style="list-style-type: none"> 1. The area must be adjacent to neighborhoods, of limited extent, and currently developed or partially developed as business, service or commercial uses. 2. The area should have existing or planned pedestrian or other non-motorized connections to the adjacent neighborhood. 3. The existing or planned public facilities should be adequate to support small-scale commercial development. 4. The area should be located on an arterial, so that physical access does not result in adverse impacts on adjacent and nearby local access streets. 5. The area is served or will be served by transit. 	<p>Within this designation, mixed-use developments that include residential uses on the second floor may be allowed as a conditional use (excluding the area designated for neighborhood center uses in Three Tree Point). Stand-alone multifamily residential structures are not an intended use in these areas, except to accommodate existing structures. Residential densities in mixed-use developments should not exceed 12 units per acre, and retail or commercial uses are required on the first floor.</p> <p>The design of these areas, including the size, location and design of parking lots, shall be strictly regulated to ensure compatibility with the surrounding neighborhood. Hours of operation should be regulated and vary with the type and intensity of neighborhood in which it is located. Development within this designation shall include design features to encourage pedestrian and transit access, such as shared parking and siting the buildings near the sidewalks.</p> <p>Designation Criteria: Properties designated for <i>Neighborhood Center</i> uses should generally reflect all of the following criteria:</p> <ol style="list-style-type: none"> 1. The area must be adjacent to neighborhoods, of limited extent, and currently developed or partially developed as business, service or commercial uses. 2. The area should have existing or planned pedestrian or other non-motorized connections to the adjacent neighborhood. 3. The existing or planned public facilities should be adequate to support small-scale commercial development. 4. The area should be located on an arterial, so that physical access does not result in adverse impacts on adjacent and nearby local access streets. 	<p>We don't use the term "conditional use" in the zoning code. Change to "may be conditionally allowed."</p> <p>No designation at 3 tree point</p> <p>These are design standards and should be included in the zoning code.</p> <p>"shall reflect" is used for residential and is more restrictive. The term "should reflect" is used in criteria language for most other designations. Is "should" or "shall" the appropriate qualifier?</p>

Reference No.	Current Goal/Policy Language	Proposed Goal/Policy Language	Comments
		<p>5. The area is served or will be served by transit.</p> <ol style="list-style-type: none"> 1. <u>Areas are located at low intensity commercial nodes (shown on Figure 2LU-3, Commercial Nodes) adjacent to residential neighborhood(s).</u> 2. <u>Adjacent residential designations shall predominately be Moderate Density Residential.</u> 3. <u>Areas shall be located on an identified general bikeway.</u> 4. <u>Areas are located within 1/8 mile of a transit route with a peak transit frequency of at least 21-30 minutes.</u> 5. <u>The area does not have critical areas, except aquifer recharge areas.</u> 6. <u>Areas are located adjacent to or have direct access to an arterial.</u> 7. <u>The area is located in sections of the city that have or are planned to have pedestrian or other non-motorized connections.</u> 	<p>The proposed language was developed considering all designations to ensure consistency between all criteria. The language also accounts for the long term development objectives contained within the plan which considers the natural and built environments. In addition it enables the discussion of the presence of critical areas during the land use designation process.</p>
Pol. BU 1.4	<p>The <i>Intersection Commercial</i> category provides for a variety of commercial uses of low to moderate density or intensity, located at major roadway intersections in close proximity to higher density uses, such as multifamily developments. Customers are anticipated to either drive or walk to these establishments.</p> <p><i>Allowed Uses and Description:</i> <i>Intersection Commercial</i> land uses serve multiple residential areas, with a diverse mix of uses. These uses will typically be grouped around a shared parking facility, with primary access on an arterial. Uses include commercial, retail, services, professional offices, recreation and community facilities. The edges of these areas need to be well-defined to contain development and limit encroachment into single family areas.</p> <p><i>Designation Criteria:</i> Properties designated for <i>Intersection Commercial</i> uses should reflect the following criteria:</p>	<p>The <i>Intersection Commercial</i> category provides <u>designation allows</u> for a variety of commercial uses of low to moderate density or intensity, located at major roadway intersections in close proximity to higher density uses, such as multifamily developments. <u>Multifamily development in these areas may only be approved as part of a mixed use development with the appropriate unit density being based on the adjacent comprehensive plan land use designations.</u> Customers are anticipated to either drive or walk to these establishments.</p> <p><u>This Comprehensive Plan land use designation is implemented by the Intersection Commercial zoning designation.</u></p> <p><i>Allowed Uses and Description:</i> <i>Intersection Commercial</i> land uses serve multiple residential areas, with a diverse mix of uses. These uses will typically be grouped around a shared parking facility, with</p>	<p>Recognizes that mixed use is appropriate at these locations and will now make the policy consistent with the zoning regulations.</p> <p>Revised designation criteria and zoning regulations now address most of the items</p>

Reference No.	Current Goal/Policy Language	Proposed Goal/Policy Language	Comments
	<ol style="list-style-type: none"> 1. The intersection of two arterials should be the preferred location for the designation. 2. The design and capacity of the intersection are able to support the planned uses. 3. The existing or planned public facilities are adequate to support the proposed development. 4. The area is served or planned to be served by transit. 	<p>primary access on an arterial. Uses include commercial, retail, services, professional offices, recreation and community facilities. The edges of these areas need to be well defined to contain development and limit encroachment into single family areas.</p> <p><i>Designation Criteria:</i> Properties designated for <i>Intersection Commercial</i> uses should reflect the following criteria:</p> <ol style="list-style-type: none"> 1. The intersection of two arterials should be the preferred location for the designation. 2. The design and capacity of the intersection are able to support the planned uses. 3. The existing or planned public facilities are adequate to support the proposed development. 4. The area is served or planned to be served by transit. <ol style="list-style-type: none"> 1. <u>Areas are located within 1/8 mile of Multi-Family Neighborhood or Neighborhood Center land use designations as measured along an arterial. Generally the designation is located outside of the urban center boundary and at low intensity commercial nodes (shown on Figure 2LU-3, Commercial Nodes).</u> 2. <u>Areas shall be located at or within 1/8th mile of the intersection of arterials.</u> 3. <u>Areas are located within 1/8 mile of a transit route with a peak transit frequency of at least 21-30 minutes.</u> 4. <u>The area does not have critical areas, except critical aquifer recharge areas.</u> 5. <u>Areas are located adjacent to or have adequate access to a primary or minor arterial.</u> 	<p>listed in this section.</p> <p>The proposed language was developed considering all designations to ensure consistency between all criteria. The language also accounts for the long term development objectives contained within the plan which considers the natural and built environments. In addition it enables the discussion of the presence of critical areas during the land use designation process.</p>

Reference No.	Current Goal/Policy Language	Proposed Goal/Policy Language	Comments
Pol. BU 1.5	<p>The <i>Downtown Commercial</i> land use designation fosters a vibrant, compact, pedestrian oriented area by allowing high density residential development, office, retail and commercial uses, government activities, and restaurants, entertainment and cultural uses. Mixed use developments are encouraged, including well-designed townhouses and condominiums, providing a convenient living environment and making the downtown a community focal point and center, as well as a lively place in the evening and on weekends. Residential densities are limited only by physical constraints such as height, bulk, parking and infrastructure capacities. Moderate to high rise buildings, pedestrian amenities and facilities that help define downtown Burien’s distinctive qualities are encouraged.</p> <p>Designation Criteria: Properties with the Downtown Commercial land use designation are appropriate for land within the area labeled “downtown area” as shown in Fig. 2-SE1.</p>	<p>The <i>Downtown Commercial</i> land use designation fosters a vibrant, compact, pedestrian oriented area by allowing high density residential development, office, retail and commercial uses, government activities, and restaurants, entertainment and cultural uses. Mixed use developments are encouraged, including well-designed townhouses and condominiums, providing a convenient living environment and making the downtown a community focal point and center, as well as a lively place in the evening and on weekends. Residential densities are limited only by physical constraints such as height, bulk, parking and infrastructure capacities. Moderate to high rise buildings, pedestrian amenities and facilities that help define downtown Burien’s distinctive qualities are encouraged.</p> <p><u>This Comprehensive Plan land use designation is implemented by the Downtown Commercial zoning designation.</u></p> <p>Designation Criteria: Properties with the Downtown Commercial land use designation <u>should reflect the following criteria.</u> are appropriate for land within the area labeled “downtown area” as shown in Fig. 2-SE1.</p> <ol style="list-style-type: none"> 1. <u>The area is located within the urban center boundary (Figure 2LU-1.1, Urban Center Boundary).</u> 2. <u>The area is located within 1/8 mile of a transit route with a peak transit frequency of at least every 10 minutes.</u> 3. <u>The area does not contain critical areas.</u> 4. <u>The area is located adjacent to or has adequate access to an arterial.</u> 	<p>Fig. 2-SE1 does not have area labeled “downtown area”. Criteria are circular.</p>
Pol. BU 1.7	<p>The <i>Community Commercial</i> land use designation recognizes the business orientation of some of the principal arterials that are in close proximity to the downtown area, including Ambaum Boulevard Southwest and the Five Corners area, and is intended to provide for moderate intensity commercial uses that serve the community. Customers would likely access these establishments by automobile or</p>	<p>The <i>Community Commercial</i> land use designation recognizes the business orientation of some of the principal arterials that are in close proximity to the downtown area, including Ambaum Boulevard Southwest, <u>Boulevard Park</u> and the Five Corners area. <u>The designation and is intended to provide for</u> allows moderate intensity commercial uses</p>	<p>Boulevard Park should be recognized as a higher intensity commercial area. The area is more remote as compared to the downtown</p>

Reference No.	Current Goal/Policy Language	Proposed Goal/Policy Language	Comments
	<p>by transit.</p> <p>Allowed Uses and Description: The <i>Community Commercial</i> land use designation provides for moderate intensity retail activities, professional offices, restaurants, entertainment, and services.</p> <p>Designation Criteria: Properties designated for Community Commercial uses should reflect the following criteria:</p> <ol style="list-style-type: none"> 1. The area is located on a principal arterial in close proximity to the downtown core. 2. The existing or planned public facilities are adequate to support small to moderate scale commercial development. 3. The area is served or planned to be served by transit. 	<p>that serve the community. Customers would likely access these establishments by automobile or by transit. <u>The range of allowed uses includes moderate intensity retail activities, professional offices, restaurants, entertainment, and services. Multifamily development in these areas may only be approved as part of a mixed use development with the appropriate unit density being based on the intensity of adjacent comprehensive plan land use designations. Business uses should be located on the ground floor.</u></p> <p><u>This Comprehensive Plan land use designation is implemented by the Community Commercial 1 and Community Commercial 2 zoning designations.</u></p> <p>Allowed Uses and Description: The <i>Community Commercial</i> land use designation provides for moderate intensity retail activities, professional offices, restaurants, entertainment, and services.</p> <p>Designation Criteria: Properties designated for Community Commercial uses should reflect the following criteria:</p> <ol style="list-style-type: none"> 1. The area is located on a principal arterial in close proximity to the downtown core. 2. The existing or planned public facilities are adequate to support small to moderate scale commercial development. 3. The area is served or planned to be served by transit. 1. <u>Areas are located within 1/8 mile of the center of moderate and high commercial service nodes (see Figure 2LU-3, Commercial Nodes) as measured along an arterial or within the urban center boundary.</u> 2. <u>Areas are generally adjacent to multi-family residential and</u> 	<p>core and should allow more commercial choice for the surrounding neighborhood. The reference to the downtown core will need to be removed.</p> <p>Recognizes mixed use development is appropriate in these locations if the development is designed to respect the business nature of these areas. Mixed use is allowed by the zoning regulations.</p> <p>Is the proper qualifier “should” or “shall”?</p> <p>The proposed language was developed considering all designations to ensure consistency between all criteria. The language also accounts for the long term development objectives contained within the plan</p>

Reference No.	Current Goal/Policy Language	Proposed Goal/Policy Language	Comments
		<p><u>other commercial land use designations.</u></p> <ol style="list-style-type: none"> 3. <u>Areas have direct access to an Auto/Truck Priority Route.</u> 4. <u>Areas are located within 1/8 mile of a transit route with a peak transit frequency of at least 10-20 minutes.</u> 5. <u>The area does not have geologically hazardous areas.</u> 6. <u>Areas are located adjacent to or have adequate access to an arterial.</u> 	<p>which considers the natural and built environments. In addition it enables the discussion of the presence of critical areas during the land use designation process.</p>
Pol. BU 1.8	<p>The <i>Regional Commercial</i> land use category is intended to provide for larger scaled commercial uses that serve the community, the region, and the traveling public. These uses are typically land extensive, and are not well-suited to being located downtown. This classification is currently found along 1st Avenue South and accommodates many of the existing larger chain stores and car dealerships.</p> <p>Allowed Uses and Description: The Regional Commercial land use category provides for retail uses that require large sites, bulk or large box retail uses, automobile sales and services, wholesale uses, restaurants, and retail and services for travelers.</p> <p>Designation Criteria: Properties designated for Regional Commercial uses should reflect the following criteria:</p> <ol style="list-style-type: none"> 1. The area is located along a principal arterial with adequate roadway capacity and easy access to highways. 2. The area does not result in the creation or extension of a commercial strip. 3. The area should not economically compete with or detract from the downtown businesses. 	<p>The <i>Regional Commercial</i> land use category <u>designation allows is intended to provide</u> for larger scaled commercial uses that serve the community, the region, and the traveling public. These uses are typically land extensive, and are not well-suited to being located downtown. This classification is currently found along 1st Avenue South and <u>provides locations for retail uses that require large sites, automobile sales and services, restaurants and services for travelers, accommodates many of the existing larger chain stores and car dealerships.</u> <u>Multifamily development in these areas may only be approved as part of a mixed use development with a maximum of 24 units per acre. Business uses should be located on the ground floor and minimum gross floor area standards for floor area devoted to business uses shall be established to maintain a predominate commercial presence.</u></p> <p><u>This Comprehensive Plan land use designation is implemented by the Regional Commercial zoning designation.</u></p> <p>Allowed Uses and Description: The Regional Commercial land use category provides for retail uses that require large sites, bulk or large box retail uses, automobile sales and services, wholesale uses, restaurants, and retail and services for travelers.</p> <p>Designation Criteria: Properties designated for Regional Commercial uses should reflect the following criteria:</p> <ol style="list-style-type: none"> 1. The area is located along a principal arterial with adequate 	<p>Recognizes mixed use development is appropriate in these locations if the development is designed to respect the business nature of these areas. Mixed use is allowed in the zoning regulations.</p> <p>Is the proper qualifier “should” or “shall”?</p>

Reference No.	Current Goal/Policy Language	Proposed Goal/Policy Language	Comments
		<p>roadway capacity and easy access to highways.</p> <p>2. The area does not result in the creation or extension of a commercial strip.</p> <p>3. The area should not economically compete with or detract from the downtown businesses.</p> <ol style="list-style-type: none"> 1. <u>Areas have direct access to an auto/truck priority route.</u> 2. <u>Areas are located within 1/8 mile of a transit route with a peak midday transit frequency of at least 10-20 minutes</u> 3. <u>Areas are not constrained by geologically hazardous areas.</u> 4. <u>Areas are adjacent to 1st Avenue South and within ½ mile of the urban center boundary (Figure 2LU-1.1, Urban Center Boundary).</u> 	<p>The proposed language was developed considering all designations to ensure consistency between all criteria. The language also accounts for the long term development objectives contained within the plan which considers the natural and built environments. In addition it enables the discussion of the presence of critical areas during the land use designation process.</p>
<p><u>Pol. BU 1.9</u> (NEW)</p>		<p><u>The Professional Residential designation provides flexibility by allowing both single-family homes and small businesses in an area near but not directly under SeaTac International Airport’s third runway.</u></p> <p><u>Allowed Uses and Description: The Professional Residential designation allows moderate density residential, small office, small scale retail, art studios, and other similar uses that would be compatible with single-family homes.</u></p> <p><u>Further discussion of the Professional Residential designation can be found in the Final Supplemental Environmental Impact Statement for the Northeast Redevelopment Area dated November 2009.</u></p> <p><u>Implementation: Properties designated Professional Residential will be implemented by the PR zone.</u></p> <p><u>Designation Criteria: Properties designated Professional Residential</u></p>	

Reference No.	Current Goal/Policy Language	Proposed Goal/Policy Language	Comments
		shall be located within the Northeast Redevelopment Area and shall be subject to a special study/Supplemental Environmental Impact Statement supporting the designation as outlined in Pol. IN 2.1.	
Office Uses			
Goal OF.1	<i>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.</i>		No changes.
Pol. OF 1.1	<p>The <i>Office</i> land use designation should recognize existing office uses and encourage the expansion of office uses in appropriate areas, based on the criteria below.</p> <p>Allowed Uses and Description: The <i>Office</i> land use category allows low to moderate density office, medical and medical-related uses, research and development, day care centers, eating and drinking establishment, personal and professional services, and public and semi-public uses. Mixed use development, combining office, retail, commercial and residential uses is also permitted. Multifamily development in these areas may only be approved as part of a mixed use development.</p> <p>Designation Criteria: Properties designated for <i>Office</i> use must generally reflect the following criteria:</p> <ol style="list-style-type: none"> 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. 	<p>The <i>Office</i> land use designation should recognize existing office uses and encourage the expansion of office uses in appropriate areas, based on the criteria below.</p> <p>Allowed Uses and Description: The <i>Office</i> land use category allows low to moderate density office, medical and medical-related uses, research and development, day care centers, eating and drinking establishment, personal and professional services, and public and semi-public uses. Mixed use development, combining office, retail, commercial and residential uses is also permitted. Multifamily development in these areas may only be approved as part of a mixed use development <u>with the appropriate unit density being based on the adjacent comprehensive plan land use designations.</u></p> <p><u>This Comprehensive Plan land use designation is implemented by the Office zoning designation.</u></p> <p>Designation Criteria: Properties designated for <i>Office</i> use <u>should</u> must generally reflect the following criteria:</p> <ol style="list-style-type: none"> 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. 	<p>Encouraging “expansion” in this policy statement is not appropriate and in potential conflict with policy that calls for the protection of residential neighborhoods.</p> <p>Zoning code allows both RM-48 and RM-24.</p> <p>To be consistent the terms “should” or “shall” should be inserted here. “should” is currently used for all other land use designation criteria.</p> <p>Criteria was modified and inserted below as number 1.</p>

Reference No.	Current Goal/Policy Language	Proposed Goal/Policy Language	Comments
		<ol style="list-style-type: none"> 1. <u>Areas should be located along the edges of residential areas and may expand into non-residential areas.</u> 2. <u>Areas must be located within ¼ mile of a moderate or high intensity commercial node (see Figure 2LU-3, Commercial Nodes).</u> 3. <u>Areas may serve as a transition from High Density and Moderate Residential Multi-Family Neighborhoods and/or commercial designations to Low and Moderate Density Residential neighborhoods.</u> 4. <u>Areas are located within 1/8 mile of a transit route with a peak midday transit frequency of at least 21-30 minutes.</u> 5. <u>The area should not be constrained by critical areas. Where critical areas and/or buffers do exist, consideration should be given to the health and safety of residents, and potential impacts on the critical area(s) and buffer(s).</u> 6. <u>Areas should have direct access to an arterial.</u> 	<p>The proposed language was developed considering all designations to ensure consistency between all criteria. The language also accounts for the long term development objectives contained within the plan which considers the natural and built environments. In addition it enables the discussion of the presence of critical areas during the land use designation process.</p>
Industrial & Manufacturing Uses			
<p>Goal IN.2 <u>1</u></p>	<p><i>Provide areas in the southeast part of the city where industrial activities can be concentrated and where traffic congestion, visual and other impacts on the surrounding environment can be minimized.</i></p>	<p><i>Provide areas in the southeast part of the city where industrial activities can be concentrated <u>and in a manner where traffic congestion, visual and other impacts on the surrounding environment can be minimized.</u></i></p>	<p>Moved previous Goal IN.2 here since it's more general than previous Goal IN.1</p>
<p>Pol. IN 1.2 <u>1.1</u></p>	<p>Existing industrial land uses, including heavier commercial uses or the processing, manufacturing or storage of non-objectionable products not involving processes or machinery likely to cause undesirable effects upon nearby residential or commercial property, is appropriate for the Industrial land use designation. . The processing or storage of hazardous materials shall be strictly controlled and permitted in accordance with state and federal law.</p> <p>Allowed Uses and Description: This land use designation includes manufacturing, high technology manufacturing, research and development, industrial uses, processing and essential public facilities.</p>	<p>The Industrial designation provides areas for Existing industrial land uses, including heavier commercial uses or the processing, manufacturing or storage of non-objectionable products not involving processes or machinery likely to cause undesirable effects upon nearby residential or commercial property. , is appropriate for the Industrial land use designation. The processing or storage of hazardous materials shall be strictly controlled and permitted in accordance with state and federal law.</p> <p>Allowed Uses and Description: This land use designation includes manufacturing, high technology manufacturing, research and</p>	

Reference No.	Current Goal/Policy Language	Proposed Goal/Policy Language	Comments
	<p>Character: Uses in the Southeast Industrial designation may include a wide variety of industrial and commercial uses in a less managed environment than the Northeast Special Planning Area or Special Planning Area 4. Area activities may include outside storage, processing, manufacturing, or heavy vehicles repair and storage. Developments are encouraged to be grouped together and designed in a manner reflective of an Industrial Park.</p> <p>Designation Criteria: Properties designated in the southeast for industrial type uses should meet the following criteria:</p> <ol style="list-style-type: none"> 1. The area must be a minimum of 2 acres in size, although smaller lots may be aggregated to meet this requirement. 2. The area is characterized by industrial or heavy commercial development or is adjacent to or designated for industrial uses. 3. The area shall be located near major transportation corridors to facilitate the transportation of goods and minimize the interference with local traffic. 4. The area does not include significant amounts of environmentally critical areas. 5. The existing or planned public facilities are adequate to support these types of industrial uses. 	<p>development, industrial uses, processing and essential public facilities. <u>Area activities may include outside storage, processing, manufacturing, or heavy vehicle repair and storage. Developments are encouraged to be grouped together and designed in a manner reflective of an Industrial Park.</u></p> <p>Character: Uses in the Southeast Industrial designation may include a wide variety of industrial and commercial uses in a less managed environment than the Northeast Special Planning Area or Special Planning Area 4. Area activities may include outside storage, processing, manufacturing, or heavy vehicles repair and storage. Developments are encouraged to be grouped together and designed in a manner reflective of an Industrial Park.</p> <p>Designation Criteria: Properties designated in the southeast for industrial type uses <u>Industrial</u> should meet the following criteria:</p> <ol style="list-style-type: none"> 1. The area must be a minimum of 2 acres in size, although smaller lots may be aggregated to meet this requirement. 2. The area is characterized by industrial or heavy commercial development or is adjacent to or designated for industrial uses. 3. The area shall be located near major transportation corridors to facilitate the transportation of goods and minimize the interference with local traffic <u>The area has direct access to an auto/truck priority route.</u> 4. The area does not include significant amounts of environmentally critical areas. <u>The area should be free of or able to appropriately accommodate environmentally critical areas.</u> 5. The existing or planned public facilities are adequate to support these types of industrial uses. 	<p>Portions of the “character” section have been moved into the “allowed uses” section.</p> <p>Is the proper qualifier “should” or “shall”?</p> <p>Staff recommends removal of the criteria. See 6/26/12 memo.</p> <p>The proposed language was developed considering all designations to ensure consistency between all criteria. The language also accounts for the long term development objectives contained within the plan which considers the natural and built environments. In addition it enables the discussion of the presence of critical areas during the land</p>

Reference No.	Current Goal/Policy Language	Proposed Goal/Policy Language	Comments
			use designation process. No. 5 - City has policy addressing this requirement.
Pol. IN 1.3 <u>1.2</u>	Vegetative Buffers. Uses in the Southeast Industrial area and Northeast Special Planning Area shall provide vegetative buffers to screen development from adjacent non-business properties and from adjacent roadways.	Vegetative Buffers. Uses in the Southeast Industrial and Airport Industrial areas and Northeast Special Planning Area shall provide vegetative buffers to screen development from adjacent non-business properties and from adjacent roadways.	
Pol. IN 1.4 <u>1.3</u>	Performance Standards. Performance standards for uses in the Southeast Industrial area and Northeast Special Planning Area will ensure that: a. The scale and design of these uses is compatible with surrounding neighborhoods; b. Lighting from these uses will not interfere or conflict with adjacent non-industrial properties; c. Signage will be controlled and limited to informational types; d. Curb cuts should be minimized and sharing of access encouraged; and e. Adequate and safe motorized and non-motorized access to the site is provided, and transportation and circulation impacts, especially on residential areas, will be mitigated.	Performance Standards. Performance standards for uses in the Southeast Industrial and Airport Industrial areas and Northeast Special Planning Area will ensure that: a. The scale and design of these uses is compatible with surrounding neighborhoods; b. Lighting from these uses will not interfere or conflict with adjacent non-industrial properties; c. Signage will be controlled and limited to informational types; d. Curb cuts should be minimized and sharing of access encouraged; and e. Adequate and safe motorized and non-motorized access to the site is provided, and transportation and circulation impacts, especially on residential areas, will be mitigated.	
<i>Implementation — Northeast Special Planning Redevelopment Area — Special Area Plan</i>			
Goal IN.1 <u>IN.2</u>	<i>Provide opportunities for the development of attractive Business Park, Warehouse, Manufacturing and Airport-Related uses in the northeast part of the City where impacts on the surrounding environment can be minimized.</i>	<i>Provide opportunities areas for the development of attractive Business Park, Warehouse, Manufacturing and Airport-Related uses in the northeast part of the City where impacts on the surrounding environment can be minimized.</i>	

Reference No.	Current Goal/Policy Language	Proposed Goal/Policy Language	Comments
<p>Pol. IN 4-1 <u>2.1</u></p>	<p>Discussion: In 2003, the City Council implemented this policy in the southern portion of the Northeast Special Planning Area (south of So. 138th Street) by creating a new underlying land use designation, Special Planning Area 4 (see Map LU-1 and Pol. SE 1.5). Policies IN 1.1, 1.2, 1.3, 1.4, 1.5 and 1.6 do not apply to Special Planning Area 4, but continue to apply in the rest of the Northeast Special Planning Area (north of So. 138th Street).</p> <p>The Northeast Special Planning Area identified on Map LU-1 is an overlay land use designation that recognizes a potential opportunity for economic development in the northeastern part of the City, in areas affected by aircraft noise from SeaTac International Airport. Development of Uses in the Northeast Special Planning Area should be low scale, landscaped and buffered, have access to Des Moines Memorial Drive, meet the designation criteria under this policy and meet the performance criteria set forth in policies IN 1.3 and 1.4.</p> <p>Allowed Uses and Description: Business Park, Warehouse, Manufacturing uses are storage within a building, production, light industrial, processing and distribution-related businesses with minimal environmental and land use impacts. Since the area is in close proximity to SeaTac International Airport, the uses in this classification could be airport-oriented. In addition, studio space for artists is also encouraged as a part of these developments, to the extent allowed by FAA restrictions.</p> <p>Character: Uses in the Northeast Special Planning Area should be contained entirely within a structure. Only limited outside storage, or other external activity is appropriate. Developments should be clustered together and sited so that they have internal circulation, minimizing the number of access points to Des Moines Memorial Drive. Sites should be designed and located in a way that minimizes traffic, congestion, visual, noise or other impacts on adjacent residential uses or environmentally critical areas.</p> <p>Designation Criteria: Properties designated for the Northeast Special Planning Area shall reflect the following criteria:</p> <ol style="list-style-type: none"> 1. The area is located in the northeastern corner of Burien, and is currently or 	<p>Discussion: In 2003, the City Council implemented this policy in the southern portion of the Northeast Special Planning Area (south of So. 138th Street) by creating a new underlying land use designation, Special Planning Area 4 (see Map LU-1 and Pol. SE 1.5). Policies IN 1.1, 1.2, 1.3, 1.4, 1.5 and 1.6 do not apply to Special Planning Area 4, but continue to apply in the rest of the Northeast Special Planning Area (north of So. 138th Street).</p> <p>The Northeast Special Planning <u>Redevelopment</u> Area (NERA) identified on Map LU-1 is an overlay land use designation that recognizes a potential opportunity for economic development in the northeastern part of the City, in areas affected by aircraft noise from SeaTac International Airport. Development of uses in the Northeast Special Planning Area <u>NERA</u> should be low scale, landscaped, and buffered, and be clustered together and sited so that they have internal circulation, minimizing the number of access points to Des Moines Memorial Drive <u>and be clustered together and sited so that they have internal circulation, minimizing the number of access points to Des Moines Memorial Drive</u>, meet the designation criteria under this policy and meet the performance criteria set forth in policies IN 1.3 and 1.4. <u>Sites should be designed and located in a way that minimizes traffic, congestion, visual, noise or other impacts on adjacent residential uses or environmentally critical areas.</u></p> <p>Discussion: <u>In 2009, the City and Port of Seattle collaborated on a Supplemental Environmental Impact Statement (SEIS) and Redevelopment Plan for the Northeast Redevelopment Area. This led to a series of Comprehensive Plan text and map amendments as well as Zoning Code and Zoning Map amendments related to approximately 158 acres of the NERA. These 158 acres were re-designated and rezoned into two Airport Industrial designations and a Professional Residential designation. Development within this portion of the NERA is subject to the SEIS and Redevelopment Plan. The City subsequently adopted a SEPA Planned Action Ordinance to help facilitate redevelopment in the area.</u></p>	<p>Discussion section was modified and moved below policy language.</p>

Reference No.	Current Goal/Policy Language	Proposed Goal/Policy Language	Comments
	<p>anticipated to be subjected to high levels of noise from airport-related activities, and therefore, less suitable for residential development.</p> <p>2. The area must be a minimum of 2 acres in size, although smaller lots may be aggregated to meet this requirement.</p> <p>3. The area shall be located near major transportation corridors with adequate highway access.</p> <p>4. The area should be free of or able to appropriately accommodate significant amounts of environmentally critical areas.</p> <p>5. The existing or planned public facilities are or will be adequate to support the level and intensity of proposed development.</p>	<p>Allowed Uses and Description: Business Park, Warehouse, Manufacturing uses are include storage within a building, production, light industrial, processing and distribution-related businesses <u>inside buildings with only limited storage and related activities occurring outside</u>. Uses <u>only have</u> minimal environmental and land use impacts. Since the area is in close proximity to SeaTac International Airport, The uses in this classification could <u>should</u> be airport-oriented due to its close proximity to SeaTac International Airport. In addition, studio space for artists is also encouraged as a part of these developments, to the extent allowed by FAA restrictions.</p> <p>Character: Uses in the Northeast Special Planning Area 4 should be contained entirely within a structure. Only limited outside storage, or other external activity is appropriate. Developments should be clustered together and sited so that they have internal circulation, minimizing the number of access points to Des Moines Memorial Drive. Sites should be designed and located in a way that minimizes traffic, congestion, visual, noise or other impacts on adjacent residential uses or environmentally critical areas.</p> <p>Designation Criteria: Properties designated for the as Northeast Special Planning Redevelopment Area shall<u>should</u> reflect the following criteria:</p> <p>1. The area should be <u>is located in the northeast corner of Burien adjacent to the Northeast Redevelopment Area as shown on Figure 2-SE1, Special Planning Areas</u>, and is currently or anticipated to be subjected to high levels of noise from airport-related activities, and therefore, less suitable for residential development.</p> <p>2. The area must be a minimum of 2 acres in size, although smaller lots may be aggregated to meet this requirement.</p> <p>3. The area shall be located near major transportation corridors with adequate highway access.</p>	<p>Is the proper qualifier “should” or “shall”?</p> <p>The proposed language was developed considering all designations to ensure consistency between all criteria. The language also</p>

Reference No.	Current Goal/Policy Language	Proposed Goal/Policy Language	Comments
		<p>4. The area should be free of or able to appropriately accommodate significant amounts of environmentally critical areas.</p> <p>5. The existing or planned public facilities are or will be adequate to support the level and intensity of proposed development.</p>	<p>accounts for the long term development objectives contained within the plan which considers the natural and built environments. In addition it enables the discussion of the presence of critical areas during the land use designation process.</p> <p>No. 5 - Already covered in public facility policies.</p>
	<p>Discussion: Land in the Northeast Special Planning Area shown on Map LU-1 may not be ready for conversion from existing residential uses. Preparation of a Special Area Plan or sub-area plan will help ensure that the Northeast Special Planning Area is re-developed in a coordinated manner.</p>	<p>Discussion: Land in the Northeast Special Planning Area shown on Map LU-1 may not be ready for conversion from existing residential uses. Preparation of a Special Area Plan or sub-area plan will help ensure that the Northeast Special Planning Area is re-developed in a coordinated manner.</p>	<p>Moved to end of Pol. IN 1.5</p>
<p>Pol. IN 4.5 <u>2.2</u></p>	<p>Prior to considering redesignation of land within the Northeast Special Planning Area to Special Planning Area 4, a Special Area Plan shall be prepared.</p> <p>This Special Area Plan should be in the form of an integrated Growth Management Act/State Environmental Policy Act integrated plan in order to provide advance environmental review and approval of specific development opportunities or plans. The Special Area Plan shall consider the appropriateness and feasibility of non-residential uses in this area and which areas should be converted to the Special Planning Area 4 designations. For those areas appropriate for conversion, the Plan shall address how such areas may be transitioned from existing residential uses, and how development will be supported by adequate facilities. The Plan and resulting development regulations should address minimum parcel size for development to avoid piecemeal conversion of residential land uses. The Special Planning Area may be included in one Special Area Plan or be divided into a number of smaller Special Area Plans particular to</p>	<p>Prior to considering redesignation of land within Special Planning Area 4 <u>the NERA north of South 138th Street as shown on Map LU-1, Comprehensive Plan Map</u>, a Special Area Plan <u>in the form of an addendum or revision to the existing Redevelopment Plan and SEIS</u> shall be prepared. Until completion of a Special Area Plan (or related sub-area plan), this area shall continue to be regulated under the provisions of the underlying land use designation as shown on Map LU-1, <u>Comprehensive Plan Map</u> and zoning as shown on the City's Zoning Map.</p> <p>This Special Area Plan, should be in the form of an integrated Growth Management Act/State Environmental Policy Act integrated plan in order to provide advance environmental review and approval of specific development opportunities or plans. The Special Area Plan shall consider at a minimum, the following items:</p>	

Reference No.	Current Goal/Policy Language	Proposed Goal/Policy Language	Comments
	<p>individual development plans prepared over time.</p> <p>Until completion of a Special Area Plan (or related sub-area plan), this area shall continue to be regulated under the provisions of the underlying land use designation as shown on Map LU-1 and zoning as shown on the City's Zoning Map.</p>	<p>a. The appropriateness and feasibility of non-residential uses in this area;</p> <p>b. and wWhich areas should be converted to the Special Planning Area 4 Airport Industrial, Professional Residential and/or other designations <u>that will achieve the objective of Pol. IN 2.1;</u></p> <p>c. For those areas appropriate for conversion, the Plan shall address hHow such areas may be transitioned from existing residential uses;</p> <p>d. and hHow development will be supported by adequate facilities;</p> <p>e. The Plan and resulting development regulations should address mMinimum parcel size for development to avoid piecemeal conversion of residential land uses. The Special Planning Area may be included in one Special Area Plan or be divided into a number of smaller Special Area Plans particular to individual development plans prepared over time.</p> <p>Discussion: Land in the Northeast Special Planning <u>Redevelopment Area</u> shown on Map LU-1, <u>Comprehensive Plan Map</u>, may not be ready for conversion from existing residential uses. Preparation of a Special Area Plan or sub-area plan will help ensure that the Northeast Special Planning Area <u>area</u> is re-developed in a coordinated manner.</p>	
<p><u>Pol. IN 2.3 (NEW)</u></p>		<p><u>The Airport Industrial designations facilitate economic development and provide flexibility for airport-compatible uses in a campus-like setting with internal circulation to minimize the number of access points to Des Moines Memorial Drive.</u></p> <p>Allowed Uses and Description: <u>The Airport Industrial with Automall/Commercial Retail designation allows flex-tech, professional office, light manufacturing, production, processing and distribution-related businesses; warehousing, utilities, retail, and new car auto sales</u></p>	<p>This new policy is based on existing NERA language.</p>

Reference No.	Current Goal/Policy Language	Proposed Goal/Policy Language	Comments
		<p>developed in an auto center configuration. New residential uses are not allowed.</p> <p><u>The Airport Industrial designation allows flex-tech, professional office, light manufacturing, production, processing and distribution-related businesses; warehousing, and utilities. Retail is allowed as an accessory use. New residential uses are not allowed.</u></p> <p><u>Further discussion of the Airport Industrial designations can be found in the Final Supplemental Environmental Impact Statement for the Northeast Redevelopment Area dated November 2009.</u></p> <p><u>Implementation: Properties designated Airport Industrial with Automall/Commercial Retail will be implemented by the AI-1 zone. Properties designated Airport Industrial will be implemented by the AI-2 zone.</u></p> <p><u>Designation Criteria: Properties designated Airport Industrial shall be located within the Northeast Redevelopment Area and shall be subject to a special study/Supplemental Environmental Impact Statement supporting the designation as outlined in Pol. IN 2.1.</u></p>	
Parks, Schools, Recreation and Open Space			
Goal PO.1	<i>Provide areas for Parks, Schools, Recreation and Open Space land uses areas within the City that are devoted to these types of uses, and recognize their contribution to the overall quality of life in Burien.</i>	<i>Provide areas for Parks, Schools, Recreation and Open Space land uses areas within the City that are devoted to these types of uses, and recognize their contribution to the overall quality of life in Burien.</i>	
Pol. PO 1.1	The Parks/Schools/Recreation/Open Space area designation should reflect existing or planned areas for public recreational facilities, such as community centers, parks, trails, open space areas and public schools. This classification also encompasses significant quasi-public facilities, such as private schools, that are not intended for unrestricted public use but provide limited public access to the community.	The Parks/Schools/Recreation/Open Space area designation should reflect existing or planned areas for public recreational facilities, such as community centers, parks, trails, open space areas and public schools. This classification also encompasses significant quasi-public facilities, such as private schools, that are not intended for unrestricted public use but provide limited public access to the community.	

Reference No.	Current Goal/Policy Language	Proposed Goal/Policy Language	Comments
	<p>Allowed Uses and Description: This designation allows for public parks, public or quasi-public facilities, recreation, and public open space areas.</p> <p>Designation Criteria: Properties designated as parks, schools, recreation or open space should generally reflect one of the following criteria:</p> <ol style="list-style-type: none"> 1. The area is a public park or recreation facility. 2. The area is a quasi-public facility that has limited access park, recreation or open space areas. 3. The area is a public designated open space. 4. The area is identified for acquisition as a public park or a public open space. 5. The area or facility is appropriate for multiple or shared uses, such as a stormwater facility or a public or private school with a play area that could also serve as a passive or active park or open space. 	<p>Allowed Uses and Description: This <u>The</u> <u>Parks/Schools/Recreation/Open Space</u> designation allows for public parks, public or quasi-public facilities, recreation, and public open space areas.</p> <p>Designation Criteria: Properties designated as parks, schools, recreation or open space <u>Parks/Schools/Recreation/Open Space</u> should <u>shall</u> generally reflect one of the following criteria:</p> <ol style="list-style-type: none"> 1. The area is a public park or recreation facility. 2. The area is a quasi-public facility that has limited access park, recreation or open space areas. 3. The area is a public designated open space. 4. The area is identified for acquisition as a public park or a public open space. 5. The area or facility is <u>or may be</u> appropriate for multiple or shared uses, such as a stormwater facility or a public or private school with a play area that could also serve as a passive or active park or open space. 	Should vs. shall?
Special Planning Areas			
Goal SE.1	<p>Designate Special Planning Areas to provide the City with the ability to support, encourage and achieve the community vision for specific areas of the downtown. These areas have distinctive geographic characteristics that the City's existing land use designations cannot adequately address.</p> <p>Discussion: Special Planning Areas are used as a planning tool to create policies, regulations and criteria for development within defined geographic areas of the City that have special characteristics. These characteristics could include special design elements, gateways, large-lot public or semi-public facilities, or master-</p>	<p><u>When appropriate, designate Special Planning Areas to provide the City with the ability to support, encourage and achieve the community vision for specific areas of the city downtown. These areas have distinctive geographic characteristics that the City's existing land use designations cannot adequately address.</u></p> <p>Discussion: Special Planning Areas are used as a planning tool to create policies, regulations and criteria for development within defined geographic areas of the City that have special characteristics. These</p>	Move discussion to beginning of business/industrial section.

Reference No.	Current Goal/Policy Language	Proposed Goal/Policy Language	Comments
	<p>planned areas. A Special Planning Area can be established when the City’s traditional Plan designations and zoning regulations are inadequate to address the development of an area. Within Special Planning Areas, special regulations are designed to ensure that development supports and achieves the desired character and stated goals and policies for the area. Special Planning Areas within the City of Burien are identified in Figure 2-SE1.</p>	<p>characteristics could include special design elements, gateways, large-lot public or semi-public facilities, or master-planned areas. A Special Planning Area can be established when the City’s traditional Plan designations and zoning regulations are inadequate to address the development of an area. Within Special Planning Areas, special regulations are designed to ensure that development supports and achieves the desired character and stated goals and policies for the area. Special Planning Areas within the City of Burien are identified in Figure 2-SE1, <u>Special Planning Areas</u>.</p>	
Pol. SE 1.2	<p>Special Planning Area 1 at the southwest entrance of downtown includes an area centered around SW 152nd Street between 8th Avenue SW and the Ruth Dykeman Center, “Old Burien.” The City should strive to help achieve the following objectives through administering Special Planning Area 1 design standards recognizing the area’s pedestrian orientation, historic character and location as a gateway to and from downtown. Within Special Planning Area 1:</p> <ul style="list-style-type: none"> a. The City should strengthen, preserve and enhance Old Burien as an active and economically viable place to shop, visit, conduct business and enjoy cultural events; b. The pedestrian orientation will be enhanced and maintained in a manner that is consistent with the City’s design guidelines; c. Any construction, improvements or demolition of structures should be subject to special design review by the City; d. The City shall administer adopted design standards perpetuating the architecture within Old Burien for commercial, business and residential uses; e. Proposed developments should comply with the stated goals and policies for this area and enhance the character of the area. A strong connection between Old Burien and the pedestrian oriented shopping area along SW 152nd east of Ambaum Blvd. SW should be established and maintained; and, f. The residential neighborhood west of 10th Avenue SW should be protected from the potential expansion of retail uses west of Old Burien. 	<p>Special Planning Area 1 at the southwest entrance of downtown includes an area centered around SW 152nd Street between 8th Avenue SW and the Ruth Dykeman Center, <u>is the area known as</u> “Old Burien.” the City should strive to help achieve the following objectives through administering Special Planning Area 1 design standards recognizing <u>The Special Planning Area designation recognizes</u> the area’s pedestrian orientation, historic <u>and design</u> character, and location as a gateway to and from downtown. Within Special Planning Area 1 <u>the City should:</u></p> <ul style="list-style-type: none"> a. The City should sStrengthen, preserve and enhance Old Burien as an active and economically viable place to shop, visit, conduct business and enjoy cultural events; b. The pedestrian orientation will be eEnhanced and maintained <u>the area’s pedestrian orientation and design</u> character in a manner that is consistent with the City’s design <u>guidelines</u>standards; e. Any construction, improvements or demolition of structures should be subject to special design review by the City; d. The City shall administer adopted design standards perpetuating the architecture within Old Burien for commercial, business and residential uses; e. Proposed developments should comply with the stated goals and policies for this area and enhance the character of the area. A <u>Maintain the strong pedestrian</u> connection between Old Burien and the pedestrian oriented shopping area along SW 152nd east 	<p>Revised map will show location.</p> <p>The city has adopted design standards for the area.</p>

Reference No.	Current Goal/Policy Language	Proposed Goal/Policy Language	Comments
		<p>of Ambaum Blvd. SW should be established and maintainedDowntown Burien; and,</p> <p>f. <u>Protect</u> the residential neighborhood west of 10th Avenue SW should be protected from the potential expansion of retail uses west of Old Burien.</p>	
Pol. SE 1.3	<p>Special Planning Area 2 includes the existing Ruth Dykeman Children’s Center facilities on Lake Burien. While the City encourages and supports the continued operation of the Center, any proposed change in use in the future should be reviewed to ensure that:</p> <p style="padding-left: 40px;">a. Public access to the water is prohibited; and</p> <p style="padding-left: 40px;">b. The development supports the historical link with Old Burien.</p> <p>While the Ruth Dykeman Children’s Center continues to operate a children’s center on the site, residential, office and accessory uses associated with the center should be allowed. Minor expansion and/or modification of the children’s center uses and structures should be allowed, if consistent with a City-approved Master Plan for the property. Major expansion and/or modification should be reviewed in conjunction with an amendment of the approved Master Plan.</p>	<p>Special Planning Area 2 includes the existing Ruth Dykeman Children’s Center facilities on Lake Burien. <u>The Special Planning Area designation recognizes the unique use, campus and location of the Ruth Dykeman’s Children’s Center.</u> While the City encourages and supports the continued operation of the Center, any proposed change in use in the future should be reviewed to ensure that a. Public access to the water is prohibited; and b. <u>The development supports the historical link with Old Burien.</u></p> <p>While the Ruth Dykeman Children’s Center continues to operate a children’s center on the site, residential, office and accessory uses associated with the center should be allowed. Minor expansion and/or modification of the children’s center uses and structures should be allowed, if consistent with a City-approved Master Plan for the property. Major expansion and/or modification should be reviewed in conjunction with an amendment of the approved Master Plan.</p>	<p>Item “a” should be removed or modified in order to be consistent with the state law, SMA and SMP update guidelines. Please note underlined sections below.</p> <p>WAC 173-26-191, Master program contents. (e)</p> <p>Consistency with comprehensive planning and other development regulations. Shoreline management is most effective and efficient when accomplished within the context of comprehensive planning. <u>For cities and counties planning under the Growth Management Act, chapter 36.70A RCW requires mutual and internal consistency between the comprehensive plan elements and implementing development regulations (including master programs).</u></p> <p>The requirement for</p>

Reference No.	Current Goal/Policy Language	Proposed Goal/Policy Language	Comments
			<p>consistency is amplified in WAC 365-196-500.</p> <p>WAC 365-196-500, Internal consistency. (3) <u>The development regulations must be internally consistent and be consistent with and implement the comprehensive plan.</u></p> <p>Burien SMP 20.30.035, Public Access 2. Regulations d. <u>Public access shall be required for all new shoreline development and uses, except for; water dependent uses, individual single family residences and subdivisions of less than four parcels.</u></p>
Pol. SE 1.4	<p>Special Planning Area 3 includes the eastern entrance into downtown near the vicinity of 1st Avenue South and SW 148th Street on the north and SW 150th Street on the south. This area is also referred to as the gateway area. Special Planning Area 3 should develop as a quality environment that identifies a primary entrance to the City and downtown from major transportation corridors. Developments and improvements in the area (including land within the SR-509 and SR-518 rights-of-way) should be consistent with the December, 1998 “Burien Gateway Design Report”, which is adopted as part of this Plan by reference. Within this Special Planning Area the City should:</p> <p>a. Encourage the type of well-designed, quality development that reinforces a</p>	<p>Special Planning Area 3 includes the eastern entrance into downtown near the vicinity of 1st Avenue South and SW 148th Street on the north and SW 150th Street on the south. This area is also referred to as the gateway area. <u>The Special Planning Area 3 designation 3 should develop recognizes that the gateway area should be as a quality environment that identifies a primary entrance to the City and downtown from major transportation corridors.</u> Developments and improvements in the area (including land within the SR-509 and SR-518 rights-of-way) should be consistent with the December, 1998 “Burien Gateway Design Report”, which is adopted as part of this Plan by reference. Within this Special Planning Area <u>3</u> the City should:</p>	<p>No need to verbally describe if it is shown on a map.</p>

Reference No.	Current Goal/Policy Language	Proposed Goal/Policy Language	Comments
	<p>positive image for the City and the adjacent downtown area, and promotes economic development; and</p> <p>b. Support and encourage site design, building design and landscaping that promotes pedestrian activity and establishes a strong pedestrian connection between the Special Planning Area 3 and the downtown; and</p> <p>c. Support and encourage the development of quality designed hotels with conference facilities and associated retail.</p>	<p>a. Encourage the type of well-designed, quality development that reinforces a positive image for the City and the adjacent downtown area, and promotes economic development; and</p> <p>b. Support and encourage site design, building design and landscaping that promotes pedestrian activity and establishes a strong pedestrian connection between the Special Planning Area 3 and the downtown; and</p> <p>c. Support and encourage the development of quality designed hotels with conference facilities and associated retail.</p>	
Pol. SE 1.5	<p>The Northeast Redevelopment Area (NERA) is an approximately 158 acre area located in the northeastern part of Burien that has been affected by SeaTac International Airport operations (see Figure 2-SE1). The NERA provides near and long term opportunities for economic development.</p> <p>Allowed Uses and Description: The NERA has been divided into two land use designations: Airport Industrial (AI) and Professional Residential (PR).</p> <p><i>Airport Industrial:</i> The purpose of this designation is to facilitate economic development and provide flexibility for airport-compatible uses in a campus-like setting with internal circulation to minimize the number of access points to Des Moines Memorial Drive. Allowed uses include, but are not limited to flex-tech, professional offices, light manufacturing, production, processing and distribution-related businesses; warehousing, utilities, retail, and new car auto sales developed in an auto mall configuration in designated locations. New residential uses are not allowed.</p> <p><i>Professional Residential:</i> The purpose of this designation is to provide flexibility by allowing both single-family homes and small businesses in an area near but not directly under SeaTac International Airport's third runway. Allowed uses include, but are not limited to moderate density residential, small office, small scale retail, art studios, and other similar uses that would be compatible with single-family homes. (Amended, Ord. 528, 2009)</p>	<p>The Northeast Redevelopment Area (NERA) is an approximately 158-acre area located in the northeastern part of Burien that has been affected by SeaTac International Airport operations (see Figure 2-SE1). The NERA provides near and long term opportunities for economic development.</p> <p>Allowed Uses and Description: The NERA has been divided into two land use designations: Airport Industrial (AI) and Professional Residential (PR).</p> <p><i>Airport Industrial:</i> The purpose of this designation is to facilitate economic development and provide flexibility for airport-compatible uses in a campus-like setting with internal circulation to minimize the number of access points to Des Moines Memorial Drive. Allowed uses include, but are not limited to flex-tech, professional offices, light manufacturing, production, processing and distribution-related businesses; warehousing, utilities, retail, and new car auto sales developed in an auto mall configuration in designated locations. New residential uses are not allowed.</p> <p><i>Professional Residential:</i> The purpose of this designation is to provide flexibility by allowing both single-family homes and small businesses in an area near but not directly under SeaTac International Airport's</p>	Moved much of this to another policy above

Reference No.	Current Goal/Policy Language	Proposed Goal/Policy Language	Comments
		<p>third runway. Allowed uses include, but are not limited to moderate density residential, small office, small scale retail, art studios, and other similar uses that would be compatible with single family homes. (Amended, Ord. 528, 2009)</p>	
Pol. IN 1.5	<p>Prior to considering redesignation of land within the Northeast Special Planning Area to Special Planning Area 4, a Special Area Plan shall be prepared.</p> <p>This Special Area Plan should be in the form of an integrated Growth Management Act/State Environmental Policy Act integrated plan in order to provide advance environmental review and approval of specific development opportunities or plans. The Special Area Plan shall consider the appropriateness and feasibility of non-residential uses in this area and which areas should be converted to the Special Planning Area 4 designations. For those areas appropriate for conversion, the Plan shall address how such areas may be transitioned from existing residential uses, and how development will be supported by adequate facilities. The Plan and resulting development regulations should address minimum parcel size for development to avoid piecemeal conversion of residential land uses. The Special Planning Area may be included in one Special Area Plan or be divided into a number of smaller Special Area Plans particular to individual development plans prepared over time.</p> <p>Until completion of a Special Area Plan (or related sub-area plan), this area shall continue to be regulated under the provisions of the underlying land use designation as shown on Map LU-1 and zoning as shown on the City's Zoning Map.</p>	<p>Prior to considering redesignation of land within the Northeast Special Planning Area to Special Planning Area 4, a Special Area Plan shall be prepared.</p> <p>This Special Area Plan should be in the form of an integrated Growth Management Act/State Environmental Policy Act integrated plan in order to provide advance environmental review and approval of specific development opportunities or plans. The Special Area Plan shall consider the appropriateness and feasibility of non-residential uses in this area and which areas should be converted to the Special Planning Area 4 designations. For those areas appropriate for conversion, the Plan shall address how such areas may be transitioned from existing residential uses, and how development will be supported by adequate facilities. The Plan and resulting development regulations should address minimum parcel size for development to avoid piecemeal conversion of residential land uses. The Special Planning Area may be included in one Special Area Plan or be divided into a number of smaller Special Area Plans particular to individual development plans prepared over time.</p> <p>Until completion of a Special Area Plan (or related sub-area plan), this area shall continue to be regulated under the provisions of the underlying land use designation as shown on Map LU-1 and zoning as shown on the City's Zoning Map.</p>	<p>Moved to another policy(s) above.</p>

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September 25, 2012

CITY OF BURIEN

VIA HAND DELIVERY

Mr. Jim Clingan
Chair, Planning Commission
City of Burien
400 SW 152nd Street, Suite 300
Burien, Washington 98166

Re: Comprehensive Plan Update
Development of the "Node" Concept

Dear Chair Clingan:

Seven Hills Properties ("Seven Hills") appreciates the opportunity to comment on the City's Comprehensive Plan update. We are writing to encourage the Planning Commission's consideration of the revised Business and Industrial Goals and Policies, especially in adding clarity to ensure successful implementation of the proposed Commercial Nodes concept. We have enclosed a proposed amendment that we believe will assist in achieving the City's policy priorities.

The Commercial Node concept calls on the City to "provide a broad range of attractive and strategically located business activity centers/nodes. . . ." *See* Draft Goal BU.1. The City's Comprehensive Plan Policies rely on the Commercial Node concept to identify locational criteria for the Neighborhood Center and Intersection Commercials zones; in both cases, these zones may be located at "low intensity commercial nodes." *See* Draft Policies BU 1.3 and 1.4. The Comprehensive Plan's proposed designation criteria and Commercial Node Map identify a tight 1/8 mile radius around each commercial node. *See* Draft Figure 2LU-3, Commercial Nodes.

In most cases, the proposed Commercial Node already contains sufficient commercially zoned lands to implement the concept. **However, there are a few notable proposed Commercial Nodes where the areas within the 1/8 mile radius not yet commercially zoned.** In those cases, such as at the low-intensity Commercial Node at 128th Street and 1st Avenue South ("128th Street Node"), the commercially-zoned area within the radius is too small to support potential commercial redevelopment consistent with the Comprehensive Plan's Node concept.

As the Comprehensive Plan's revised Goals and Policies now stand, potential commercial development within the 128th Street Node may require both another Comprehensive Plan

ATTACHMENT 2

amendment and a successful rezone application to implement the Commercial Node concept. *See* Burien City Code (“BCC”) 19.65.090; 19.65.095. The revised Goals and Policies are silent on whether rezoning lands within a Commercial Node is consistent with the Comprehensive Plan. The City requires that all rezones be consistent with the Comprehensive Plan. BCC 19.65.090.C.i. The revised Goals and Policies need to be amended to ensure that future consistent rezones are possible.

As the Commission knows, Comprehensive Plan amendments may only be considered once every calendar year. Accordingly, potential development within the proposed 128th Street Commercial Node may not occur as envisioned due to the increased uncertainty and delay of seeking a Comprehensive Plan amendment in addition to the prerequisite rezone application. If an additional Comprehensive Plan amendment is required, then it is likely that market and financing considerations will make potential commercial development at the 128th Street Node unfeasible.

Therefore, we request the Planning Commission amend the Comprehensive Plan Policies to acknowledge that lands located within a Commercial Node 1/8 radius should be considered suitable for rezones to appropriate commercial land use designations. This will ensure that the Commercial Node concept can be quickly implemented as envisioned by the City.

We have attached two proposed amendment options. We believe this amendment strengthens the Commercial Node concept by adding internal consistency to aid implementation.

Option A acknowledges the suitability of lands within Commercial Nodes containing both Intersection Commercial and Neighborhood Center designations for rezone to appropriate commercial designations. Option A would impact one of the nine low-intensity Commercial Nodes.

Option B acknowledges the suitability of lands within Commercial Nodes containing Intersection Commercial designations for rezone to appropriate commercial designations. Option B appears to impact five of the City’s nine low-intensity Commercial Nodes.

We believe Option A best serves the Commercial Node concept by leveraging the colocation of Neighborhood Center and Intersection Commercial land use designations.

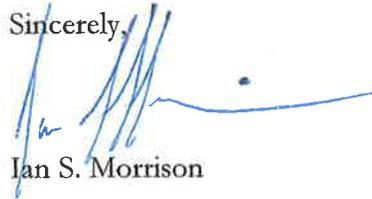
The proposed amendment does not request a site-specific rezone within the current Comprehensive Plan amendment. Any rezone applications would proceed as required under the City Code.

Instead, Option A aims to ensure that potential future development that is consistent with the Commercial Node concept and designation criteria will be able to proceed with clarity when seeking a rezone. Option A streamlines implementation. In the few cases in which this criterion would apply, it would allow the possibility of some very modest increases in commercial zoning, but ensure that the Commercial Node concept could be effectuated as contemplated by the City.

Burien Planning Commission
September 25, 2012
Page 3 of 3

We appreciate the opportunity to provide comments on the draft Goals and Policies and Commercial Node concept. We encourage the Planning Commission's thoughtful consideration of the proposed amendment. We look forward to continuing a dialogue with the City and the Planning Commission on these important issues.

Sincerely,

A handwritten signature in blue ink, appearing to read "Ian S. Morrison", with a horizontal line extending to the right.

Ian S. Morrison

cc: Burien Planning Commission
Scott Greenberg, Burien Community Development Services

Enclosures: Proposed Commercial Node Amendment Options
May 8, 2012 Planning Commission, Commercial Node Concept Map

**Burien Comprehensive Plan – DRAFT Business and Industrial Goals and Policies
Proposed Commercial Node Amendment – OPTION A**

September 25, 2012

Reference No.	Current Goal/Policy Language	Planning Commission Proposed Goal/Policy Language (As adopted 9/11/12)	Proposed Amendment Goal/Policy Language (New language in red)
Pol. BU 1.4	<p>The <i>Intersection Commercial</i> category provides for a variety of commercial uses of low to moderate density or intensity, located a major roadway intersections in close proximity to higher density uses, such as multifamily developments. Customers are anticipated to either drive or walk to these establishments.</p> <p>Allowed Uses and Description: <i>Intersection Commercial</i> land uses serve multiple residential areas, with a diverse mix of uses. These uses will typically be grouped around a shared parking facility, with primary access on an arterial. Uses include commercial, retail, services, professional offices, recreation and community facilities. The edges of these areas need to be well-defined to contain development and limit encroachment into single family areas.</p> <p>Designation Criteria: Properties designated for <i>Intersection Commercial</i> uses should reflect the following:</p> <ol style="list-style-type: none"> 1. The intersection of two arterials should be the preferred location for the designation. 2. The design and capacity of the intersection are able to support the planned uses. 	<p>The <i>Intersection Commercial</i> category provides designation allows for a variety of commercial uses of low to moderate density or intensity, located at major roadway intersections in close proximity to higher density uses, such as multifamily developments. Multifamily development in these areas may only be approved as part of a mixed use development with the appropriate unit density being based on the adjacent comprehensive plan land use designations. Customers are anticipated to either drive or walk to these establishments.</p> <p>This Comprehensive Plan land use designation is implemented by the <i>Intersection Commercial</i> zoning designation.</p> <p>Allowed Uses and Description: <i>Intersection Commercial</i> land uses serve multiple residential areas, with a diverse mix of uses. These uses will typically be grouped around a shared parking facility, with primary access on an arterial. Uses include commercial, retail, services, professional offices, recreation and community facilities. The edges of these areas need to be well-defined to contain development and limit encroachment into single family areas.</p> <p>Designation Criteria: Properties designated for <i>Intersection Commercial</i> uses should reflect the following:</p> <ol style="list-style-type: none"> 1. The intersection of two arterials should be the preferred location for the designation. 2. The design and capacity of the intersection are able to support the planned uses. 	<p>The <i>Intersection Commercial</i> category provides designation allows for a variety of commercial uses of low to moderate density or intensity, located at major roadway intersections in close proximity to higher density uses, such as multifamily developments. Multifamily development in these areas may only be approved as part of a mixed use development with the appropriate unit density being based on the adjacent comprehensive plan land use designations. Customers are anticipated to either drive or walk to these establishments.</p> <p>Lands located within a low intensity Commercial Node which contains <i>Intersection Commercial</i> and <i>Neighborhood Center</i> land use designations shall be suitable for rezoning to <i>Intersection Commercial</i> land use designation where in accordance with the Growth Management Act, Comprehensive Plan and land use designation criteria.</p> <p>This Comprehensive Plan land use designation is implemented by the <i>Intersection Commercial</i> zoning designation.</p> <p>Allowed Uses and Description: <i>Intersection Commercial</i> land uses serve multiple residential areas, with a diverse mix of uses. These uses will typically be grouped around a shared parking facility, with primary access on an arterial. Uses include commercial, retail, services, professional offices, recreation and community facilities. The edges of these areas need to be well-defined to</p>

Reference No.	Current Goal/Policy Language	Planning Commission Proposed Goal/Policy Language (As adopted 9/11/12)	Proposed Amendment Goal/Policy Language (New language in red)
Pol. BU 1.4 (continued)	<p>3. The existing or planned public facilities are adequate to support the proposed development.</p> <p>4. The area is served or planned to be served by transit.</p>	<p>3. The existing or planned public facilities are adequate to support the proposed development.</p> <p>4. The area is served or planned to be served by transit.</p> <p>1. Areas are located within 1/8 mile of Multi-Family Neighborhood or Neighborhood Commercial land use designations as measured along an arterial. Generally the designation is located outside of the urban center boundary and at low intensity commercial nodes (shown in Figure 21.U-3, Commercial Nodes).</p> <p>2. Areas shall be located at or within 1/8th mile of the intersection of arterials.</p> <p>3. Areas are located within 1/8 mile of a transit route with a peak transit frequency of at least 21-30 minutes.</p> <p>4. The area does not have critical areas, except critical aquifer recharge areas.</p> <p>5. Areas are located adjacent to or have adequate access to a primary or minor arterial.</p>	<p>contain development and limit encroachment into single family areas.</p> <p><i>Designation Criteria:</i> Properties designated for <i>Intersection Commercial</i> uses should reflect the following:</p> <ol style="list-style-type: none"> 1. The intersection of two arterials should be the preferred location for the designation. 2. The design and capacity of the intersection are able to support the planned uses. 3. The existing or planned public facilities are adequate to support the proposed development. 4. The area is served or planned to be served by transit. <p>1. Areas are located within 1/8 mile of Multi-Family Neighborhood or Neighborhood Commercial land use designations as measured along an arterial. Generally the designation is located outside of the urban center boundary and at low intensity commercial nodes (shown in Figure 21.U-3).</p> <p>2. Areas shall be located at or within 1/8th mile of the intersection of arterials.</p> <p>3. Areas are located within 1/8 mile of a transit route with a peak transit frequency of at least 21-30 minutes.</p> <p>4. The area does not have critical areas, except critical aquifer recharge areas.</p> <p>5. Areas are located adjacent to or have adequate access to a primary or minor arterial.</p>

**Burien Comprehensive Plan – DRAFT Business and Industrial Goals and Policies
Proposed Commercial Node Amendment – OPTION B**

September 25, 2012

Reference No.	Current Goal/Policy Language	Planning Commission Proposed Goal/Policy Language (As adopted 9/11/12)	Proposed Amendment Goal/Policy Language (New language in red)
Pol. BU 1.4	<p>The <i>Intersection Commercial</i> category provides for a variety of commercial uses of low to moderate density or intensity, located a major roadway intersections in close proximity to higher density uses, such as multifamily developments. Customers are anticipated to either drive or walk to these establishments.</p> <p>Allowed Uses and Description: <i>Intersection Commercial</i> land uses serve multiple residential areas, with a diverse mix of uses. These uses will typically be grouped around a shared parking facility, with primary access on an arterial. Uses include commercial, retail, services, professional offices, recreation and community facilities. The edges of these areas need to be well-defined to contain development and limit encroachment into single family areas.</p> <p>Designation Criteria: Properties designated for <i>Intersection Commercial</i> uses should reflect the following:</p> <ol style="list-style-type: none"> 1. The intersection of two arterials should be the preferred location for the designation. 2. The design and capacity of the intersection are able to support the planned uses. 	<p>The <i>Intersection Commercial</i> category provides designation allows for a variety of commercial uses of low to moderate density or intensity, located at major roadway intersections in close proximity to higher density uses, such as multifamily developments. Multifamily development in these areas may only be approved as part of a mixed use development with the appropriate unit density being based on the adjacent comprehensive plan land use designations. Customers are anticipated to either drive or walk to these establishments.</p> <p>This Comprehensive Plan land use designation is implemented by the Intersection Commercial zoning designation.</p> <p>Allowed Uses and Descriptions: <i>Intersection Commercial</i> land uses serve multiple residential areas, with a diverse mix of uses. These uses will typically be grouped around a shared parking facility, with primary access on an arterial. Uses include commercial, retail, services, professional offices, recreation and community facilities. The edges of these areas need to be well-defined to contain development and limit encroachment into single family areas.</p> <p>Designation Criteria: Properties designated for <i>Intersection Commercial</i> uses should reflect the following:</p> <ol style="list-style-type: none"> 1. The intersection of two arterials should be the preferred location for the designation. 2. The design and capacity of the intersection are able to support the planned uses. 	<p>The <i>Intersection Commercial</i> category provides designation allows for a variety of commercial uses of low to moderate density or intensity, located at major roadway intersections in close proximity to higher density uses, such as multifamily developments. Multifamily development in these areas may only be approved as part of a mixed use development with the appropriate unit density being based on the adjacent comprehensive plan land use designations. Customers are anticipated to either drive or walk to these establishments.</p> <p>Lands located within a low intensity Commercial Node which contains <i>Intersection Commercial</i> designation shall be suitable for rezone to the <i>Intersection Commercial</i> Management Act. Comprehensive Plan and land use designation criteria.</p> <p>This Comprehensive Plan land use designation is implemented by the Intersection Commercial zoning designation.</p> <p>Allowed Uses and Description: <i>Intersection Commercial</i> land uses serve multiple residential areas, with a diverse mix of uses. These uses will typically be grouped around a shared parking facility, with primary access on an arterial. Uses include commercial, retail, services, professional offices, recreation and community facilities. The edges of these areas need to be well-defined to</p>

Reference No.	Current Goal/Policy Language	Planning Commission Proposed Goal/Policy Language (As adopted 9/11/12)	Proposed Amendment Goal/Policy Language (New language in red)
Pol. BU 1.4 (continued)	<p>3. The existing or planned public facilities are adequate to support the proposed development.</p> <p>4. The area is served or planned to be served by transit.</p>	<p>3. <u>The existing or planned public facilities are adequate to support the proposed development.</u></p> <p>4. <u>The area is served or planned to be served by transit.</u></p> <p>1. <u>Areas are located within 1/8 mile of Multi-Family Neighborhood or Neighborhood Commercial land use designations as measured along an arterial. Generally, the designation is located outside of the urban center boundary and at low intensity commercial nodes (shown in Figure 2LU-3, Commercial Nodes).</u></p> <p>2. <u>Areas shall be located at or within 1/8th mile of the intersection of arterials.</u></p> <p>3. <u>Areas are located within 1/8 mile of a transit route with a peak transit frequency of at least 21-30 minutes.</u></p> <p>4. <u>The area does not have critical areas, except critical aquifer recharge areas.</u></p> <p>5. <u>Areas are located adjacent to or have adequate access to a primary or minor arterial.</u></p>	<p>contain development and limit encroachment into single family areas.</p> <p><i>Designation Criteria:</i> Properties designated for <i>Intersection Commercial</i> uses should reflect the following:</p> <ol style="list-style-type: none"> 1. <u>The intersection of two arterials should be the preferred location for the designation.</u> 2. <u>The design and capacity of the intersection are able to support the planned uses.</u> 3. <u>The existing or planned public facilities are adequate to support the proposed development.</u> 4. <u>The area is served or planned to be served by transit:</u> <ol style="list-style-type: none"> 1. <u>Areas are located within 1/8 mile of Multi-Family Neighborhood or Neighborhood Commercial land use designations as measured along an arterial. Generally the designation is located outside of the urban center boundary and at low intensity commercial nodes (shown in Figure 2LU-3).</u> 2. <u>Areas shall be located at or within 1/8th mile of the intersection of arterials.</u> 3. <u>Areas are located within 1/8 mile of a transit route with a peak transit frequency of at least 21-30 minutes.</u> 4. <u>The area does not have critical areas, except critical aquifer recharge areas.</u> 5. <u>Areas are located adjacent to or have adequate access to a primary or minor arterial.</u>

