

CITY OF BURIEN, WASHINGTON

ORDINANCE NO. 573

AN ORDINANCE OF THE CITY OF BURIEN, WASHINGTON, RELATING TO 2012 COMPREHENSIVE PLAN AND ZONING MAP AMENDMENTS, AMENDING THE COMPREHENSIVE PLAN TEXT, ADOPTING FINDINGS, PROVIDING FOR SEVERABILITY, AND ESTABLISHING AN EFFECTIVE DATE.

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

WHEREAS, the City Council adopted Resolution No. 336 on July 2, 2012, which established the docket of possible Comprehensive Plan amendments to be considered as part of the City's annual amendment package; and

WHEREAS, the City conducted two public open house informative sessions in the north Burien area; and

WHEREAS, public notice was provided and the City of Burien Planning Commission conducted public hearings on March 13, 2012 pertaining to proposed area wide amendments to the Zoning and Comprehensive Plan Maps, and on September 11, 2012 pertaining to proposed amendments to the Comprehensive Plan text, tables and figures; and

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

WHEREAS, the City Council held public meetings on November 5, 2012, November 19, 2012, January 7, 2013, March 18, 2013 and April 1, 2013 to discuss the proposed amendments; and

WHEREAS, public notice was provided and the City of Burien City Council conducted a public hearing on January 28, 2013 pertaining to proposed text amendments, area wide amendments to the Zoning and Comprehensive Plan Maps, and

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

WHEREAS, the City of Burien provided the proposed Comprehensive Plan amendments to the Washington State Department of Commerce on September 20, 2012 and did not receive any comments by the 60-day comment deadline of November 18, 2012; and

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

- Planning Commission meeting minutes of May 10, 2011, July 12, 2011, September 13, 2011, September 27, 2011, October 25, 2011, November 8, 2011, December 13, 2011, January 10, 2012, March 13, 2012, April 24, 2012, May 8, 2012, June 12, 2012, June 26, 2012, September 11, 2012, September 25, 2012 and October 11, 2012,
- Planning Commission meeting packets of May 10, 2011, September 13, 2011, October 25, 2011, November 8, 2011, December 13, 2011, January 10, 2012, March 13, 2012, April 24, 2012, May 8, 2012, June 12, 2012, June 26, 2012, September 11, 2012, September 25, 2012 and October 11, 2012,
- Planning Commission public comments received on March 13, 2012, May 8, 2012, June 12, 2012, June 26, 2012, September 11, 2012, September 25, 2012, and October 9, 2012, and
- City Council findings (attached Exhibit B) 2012 Comprehensive Plan Amendments,

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

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

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

Section 2: Area wide amendments to the Comprehensive Plan Map and Zoning Map. The City Council hereby adopts the amendments to the Burien Comprehensive Plan Map and Zoning Map, attached as Exhibit C, and further adopts the findings in support of said amendments, attached as Exhibit B, which Exhibits B and C are incorporated by this reference

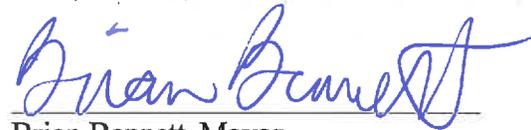
as if fully set forth herein.

Section 3: Severability. Should any section, subsection, paragraph, sentence, clause or phrase of this ordinance, or its application to any person or circumstance, be declared unconstitutional or otherwise invalid for any reason, or should any portion of this ordinance be pre-empted by state or federal law or regulation, such decision or pre-emption shall not affect the validity of the remaining portions of this ordinance or its application to other persons or circumstances.

Section 4: Effective Date. This ordinance, or a summary thereof, shall be published in the official newspaper of the City, and shall take effect and be in full force five (5) days after the date of publication.

ADOPTED BY THE CITY COUNCIL AT A REGULAR MEETING THEREOF ON THE 1ST DAY OF APRIL, 2013, AND SIGNED IN AUTHENTICATION OF ITS PASSAGE THIS 1ST DAY APRIL, 2013.

CITY OF BURIEN



Brian Bennett, Mayor

ATTEST/AUTHENTICATED:



Monica Lusk, City Clerk

Approved as to form:



Craig D. Knutson, City Attorney

Filed with the City Clerk: January 30, 2013
Passed by the City Council: April 1, 2013
Ordinance No. 573
Date of Publication: April 4, 2013

ORDINANCE 573
Exhibit A
CHAPTER 2.0 PLAN POLICIES

2.1 INTRODUCTION

The Burien Vision can only be achieved and sustained through the coordinated action of the entire community. The policies of the Burien Plan set forth in this chapter provide the long-term guidance necessary for such action.

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

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

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

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

Where appropriate, the City will encourage and support the use by individual property owners of alternatives to development. Such alternatives may include transfer of development rights (“TDR”) to the downtown and other appropriate areas, conservation easements, open space tracts, and other mechanisms designed to permanently eliminate development. In cases where individual neighborhoods have reduced the development capacity through the use of covenants, the City will support the conversion of those covenants to conservation easements or other suitable mechanisms. Each time a development right is exercised in this or a like manner the development potential of the area will be commensurately reduced. The City will implement administrative programs designed to educate and facilitate the use of these mechanisms and present these programs to the neighborhoods during the neighborhood planning process.

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

The Comprehensive Plan goals and policies set forth in this chapter reflect the long-term objectives described during the community visioning process and Planning Commission meetings over the past several years. These policy statements along with the land use map will become the foundation for Burien's specific guidelines for how to conduct business, make zoning decisions, create annual and long-term budgets, and prioritize city functions over the next twenty years.

The Plan's policies contained in this chapter are organized according to Planning Element.

This element [land use] of the comprehensive plan contains land use designation criteria that are to be used to evaluate proposed changes to the land use designation map (Comprehensive Plan Map LU-1). The city recognizes the existing land use pattern as identified on the map. The land use designation criteria are to be applied in the consideration of future map amendments.

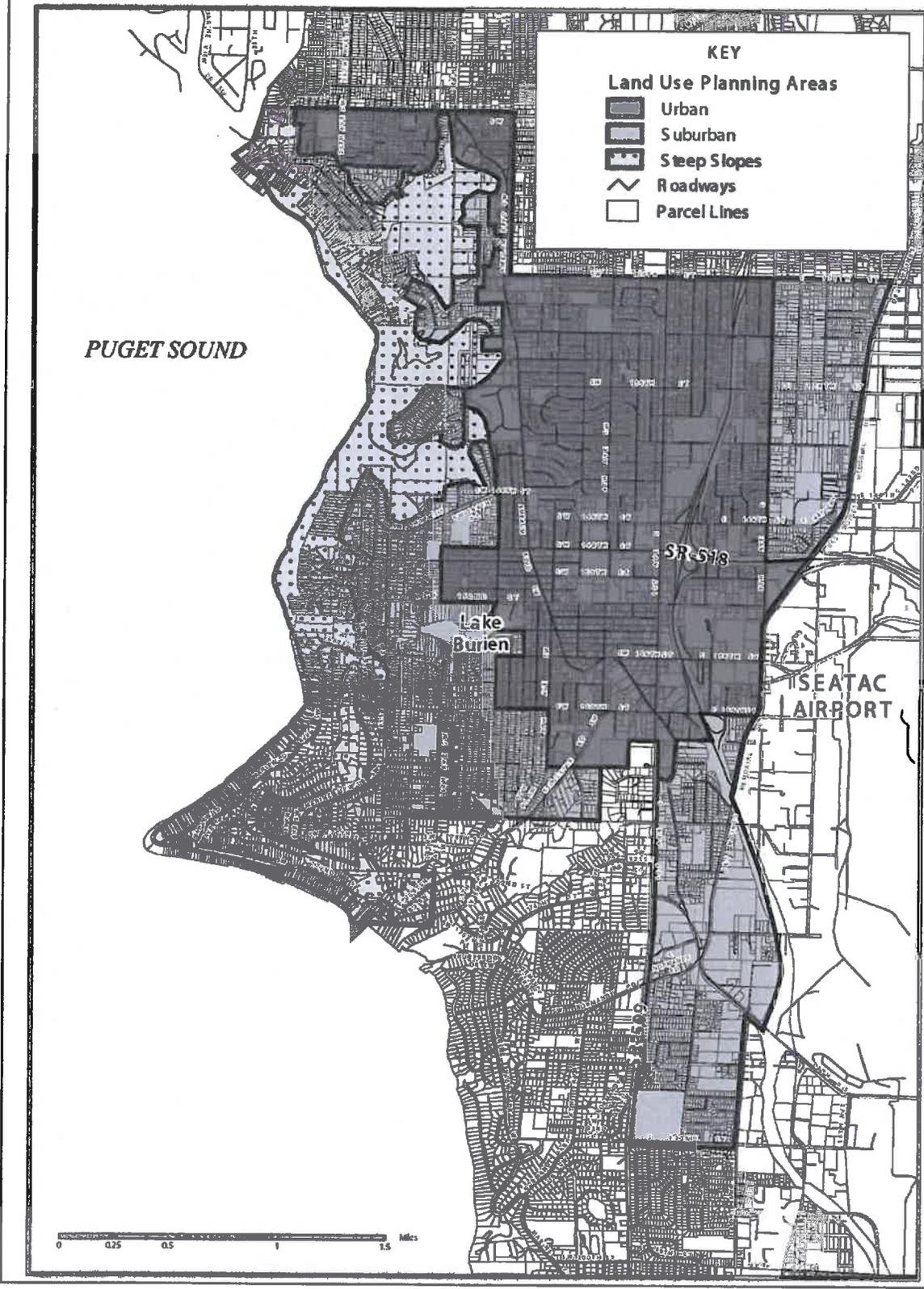


Figure 2LU-2 - Planned Land Use Intensity

November 2003



Source: King County GIS 2003
 p/1e066.01 Burien Crit_Comp/Graphics/Figures/FmatPDFs/Figure2LU2.pdf

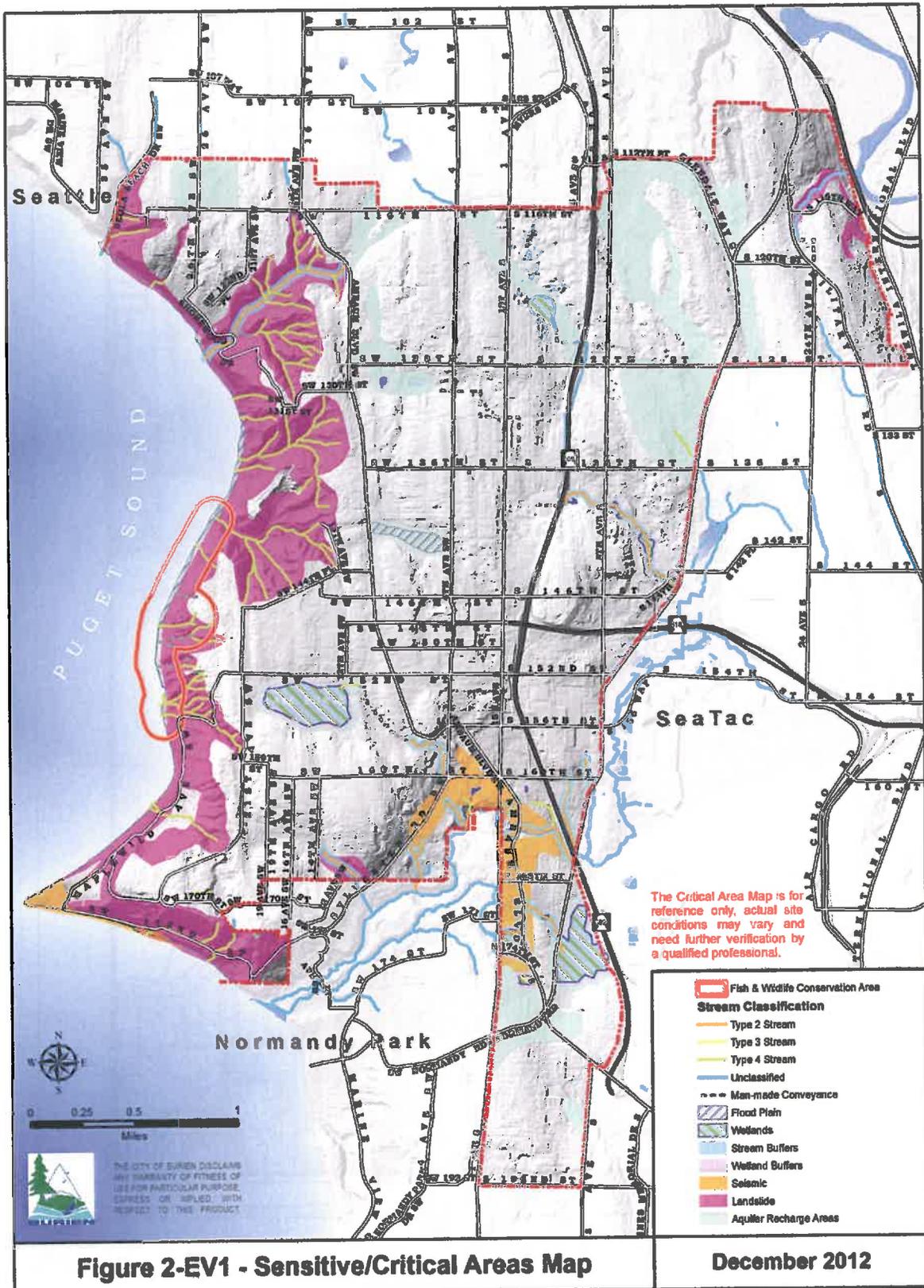


Figure 2-EV1 - Sensitive/Critical Areas Map

December 2012

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 Last updated: 8/21/2012
 By: Fernando

2.2 LAND USE ELEMENT

Goal LU.1

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

Discussion: Land use in Burien should remain primarily residential, with the majority of non-residential development concentrated in the Urban Center (Urban Center Boundary, Figure 2LU-1.11), in appropriate areas along First Avenue South, Ambaum Boulevard SW, Boulevard Park and the North East Redevelopment Area.

~~Pol. LU 1.1 Map LU-1 (Comprehensive Plan Map) illustrates the future distribution and location of generalized land uses within Burien. The Future Land Use Map adopted in this plan establishes the future distribution, extent and location of generalized land uses within Burien. Uses of land in Burien should reflect the intent of the goals and policies as well as the land use map.~~

~~*Discussion:* Map LU 1 (enclosed) illustrates the proposed future land use for the City of Burien. Critical areas are not shown on the future land use map, but may occur within each category. These areas are subject to special regulations and special conditions found in the City's Critical Areas Ordinance and generally depicted on the city's Environmentally Critical Areas Map. Full development potential may not be achieved in these areas.~~

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

~~Pol. LU 1.3 Deleted The general character of existing and future development and capital facility improvements shall correspond to the areas depicted on Map LU 2.~~

~~*Discussion:* Figure 2 LU 2 depicts the areas generally designated as high, medium, and low (steep slopes) densities. Policies in the land use, transportation and capital facilities elements contain standards for development and improvements in these areas. (Amended, Ord. 445, 2005)~~

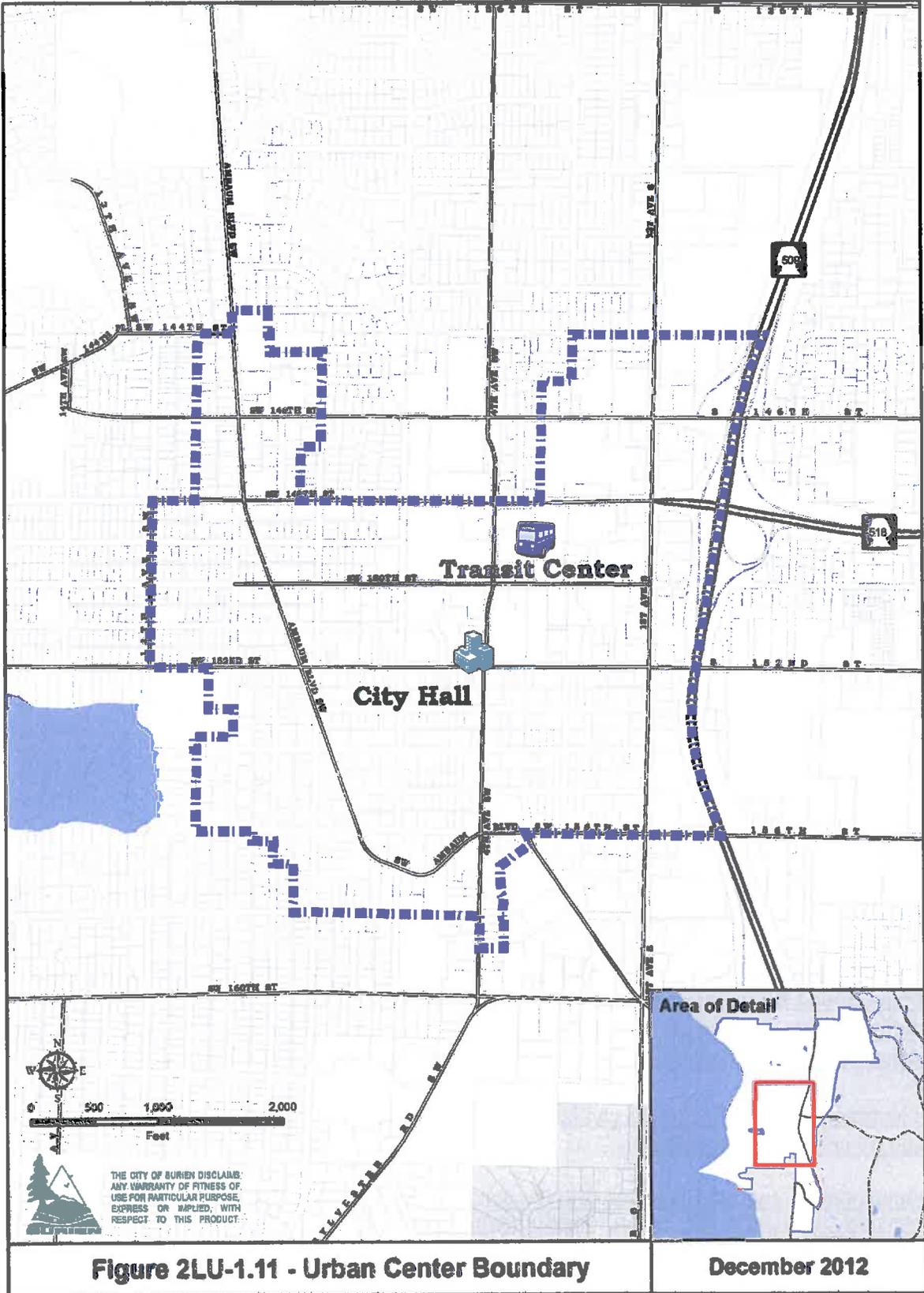
~~Pol. LU 1.4 The City should encourage a mix of residential, office and commercial uses within Burien's downtown area Urban Center to create a vibrant city center that reduces reliance on the automobile and provides a range of housing opportunities.~~

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

- Pol. LU 1.5 ~~Burien should strive to e~~Expand itsBurien’s economic base by attracting the types of economic activities ~~which that~~ best meet the needs and desires of the community, while protecting well-established residential areas from encroachment by incompatible non-residential uses.
- Pol. LU 1.6 Encourage ~~The City will ensure that infill redevelopment and development of underutilized and vacant land to be is compatible with the envisioned character, scale and design of surrounding development. The City will encourage infill projects when and where the conditions for development are met.~~
- Pol. LU 1.7 The city will strive to ensure that basic community values are reflected in the City's land use and decision making processes, while recognizing the rights of individuals to use and develop private property in a manner consistent with City regulations.
- Pol. LU 1.9 ~~Deleted~~ ~~The City is aware that under the Growth Management Act the City may not preclude the siting of the third runway if the runway is determined by the courts to be an “essential public facility.” The City also notes that the Growth Management Act, the Central Puget Sound Growth Management Hearings Board, the Countywide Planning Policies, the State Environmental Policy Act and other policies, laws and regulations authorize that there be appropriate and reasonable mitigation for communities and elements of the environment adversely impacted by the siting of an essential public facility. Under certain circumstances, permit applications can be conditioned or denied if significant adverse environmental impacts are not mitigated. If the third runway is constructed, significant adverse impacts should be mitigated to the maximum extent allowed by law.~~
- Pol. LU 1.11 ~~The City of Burien designates d~~Downtown Burien and its surrounding residential and employment areas as an urban have been designated a regional growth center in accordance with Vision 2040 and the King County Countywide Planning Policies. The boundaries of the urban Urban Ceenter are shown on Figure 2-LU1.11 Urban Center Boundary).

~~Discussion:~~ ~~The Countywide Planning Policies support development of Urban Centers to meet the region’s needs for housing, jobs services, culture and recreation. An Urban Center is characterized by defined boundaries; a broad array of daytime and nighttime land uses that are transit supportive; pedestrian emphasis, superior urban design, limitations on single occupancy vehicles, public open space and recreational opportunities. The Burien Urban Center has these characteristics. The Urban Center designation recognizes existing city policy supportive of compact mixed-use development. The designation will assist the city to obtain funding for transportation improvements necessary to support the planned level of redevelopment.~~

~~Note:~~ ~~Puget Sound Regional Council (Vision 2040) uses the term “Regional Growth Center”, King County Planning Policies and the City of Burien use the term “Urban Center” (CPP LU-39) to describe the same area.~~



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 Last updated: 8/21/2012
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Goal LU.2

Plan for a fair share of regional growth consistent with State and regional goals directing growth to urban areas.

Pol. LU 2.1 Accommodate growth targets for the planning period ending in 2031 as shown in Table 2-LU 2.1 (Countywide Growth Targets 2006 to 2031). Implement appropriate zoning regulations and develop infrastructure to support growth represented by the targets, to the extent that market forces will allow.

TABLE 2-LU 2.1

Countywide Growth Targets (2006 to 2031)

Existing Housing¹	Housing Target²	Housing Capacity⁴
13,916	4,440	4,575
Existing Employment³	Employment Target²	Employment Capacity⁴
11,572	4,960	7,308

1-Washington State Office of Financial Management, April 2012, <http://www.ofm.wa.gov/pop/april1/default.asp>
2-Countywide Planning Policies 9-21-11
3-PSRC 2011 Covered Employment Estimates by Jurisdiction
4-Burien Land Use Capacity Analysis, 2012

Residential Neighborhoods

Goal RE.1

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

Discussion: Burien residents are fortunate to live in a special environment. Five miles of Puget Sound shoreline, steeply wooded slopes, salmon-bearing streams and wetlands help define Burien, but also create potential constraints on land use and development. This plan strives to balance protection of critical areas and the right to use one's property.

The functions of critical areas can be protected through a lower level of residential density and by critical area regulations.

Development and land use also may be constrained by deficiencies in the type or level of services necessary for urban development, such as transportation (streets and non-motorized facilities), sewer, storm drainage or water.

Pol. RE 1.1 ~~The planned densities in single family neighborhoods should match the land use map.~~

Pol. RE 1.2 The planned densities for single family development should encourage a lower development potential in areas with development constraints.

~~**Discussion:** Within the City, potential development constraints include, but are not limited to, critical areas, such as areas along the coastline that are susceptible to landslides, areas with wetlands or areas prone to flooding; areas with stormwater drainage problems; exposure to exterior noise levels that exceed an Ldn of 55 dBA; or deficiencies in the type or level of services necessary for urban development, such as transportation facilities (roadway and pedestrian), sewer, or water.~~

Pol. RE 1.3 Any existing single-family lot that was legally subdivided or legally created prior to enactment of subdivision statutes prior to incorporation or annexation shall be considered a legally conforming lot for building purposes, providing the size of the lot was not reduced by more than 50 percent through acquisition for public purposes, and on such lots new homes may be built and existing houses may be expanded and remodeled, provided that applicable setbacks, lot coverage, critical area restrictions, design review requirements (if any), height limits and other applicable regulations in the zoning code are met.

Pol. RE 1.4 When determining buildable lot size for residential development, the area of a lot covered by water (including but not limited to lakes or the Puget Sound) shall not be included in the calculation.

Pol. RE 1.5 The *Low Density Residential Neighborhood* designation will provide for low-density residential development. Development within this designation includes existing neighborhoods that are zoned for four units per acre or less.

Allowed Uses and Description: The *Low Density Residential Neighborhood* designation allows single family residential uses and their accessory uses at a density of 4 units per acre or less, due to the constraints posed by critical areas. This policy may be implemented by more than one zoning category, based on the ability of the land and public facilities to support development. Development standards, for such items as impervious surfaces, streetscapes, sidewalks and stormwater drainage, may vary within each zoning category based on the existing character of the area.

Designation Criteria: Properties designated *Low Density Residential Neighborhood* should reflect the following criteria:

1. The area is already generally characterized by single family residential development at four units per acre or less; and
2. Relative to other residential areas within the City, the area is characterized by lower intensity development as shown on ~~Map LU-2~~Figure 2LU-2, Planned Land Use Intensity.

3. The land is ~~designated as a potential~~ constrained by landslide hazard areas, steep slope area, or wetlands as shown on the City of Burien's Critical Areas Map.
4. The existing and planned public facilities for the area cannot adequately support a higher density.
5. The area is subject to existing impacts from high levels of airport-related noise.

Discussion: Portions of the City that contain critical areas are appropriate for a lower level of residential density to protect those critical areas from impact associated with higher density development. Lower density development is appropriate to protect the critical areas and those functions that they serve including but not limited to the natural habitat and promoting the overall public health, safety and welfare. ~~In addition, lower density residential development is often more compatible with high levels of airport-related noise than higher density residential development. For example, currently within the city, the northeastern area is subjected to high levels of airport related noise, yet maintains good neighborhood quality.~~ Applying lower density development potentials to such areas will help to preserve the existing quality of the neighborhoods and protect critical areas. (Amended, Ord. 445, 2005)

Pol. RE 1.6 ~~The Moderate Density Residential Neighborhood land use category will provide primarily~~ designation allows single family residential uses in neighborhoods suitable for this type of development, where community improvements and facilities that are normally necessary for development can be provided. ~~Development within this designation includes existing neighborhoods that have been platted at an average of five to~~ at a maximum density of six dwelling units per net acre. Accessory and non-residential uses that are compatible with a moderate density residential area may also be allowed. This designation is implemented by the RS-7,200 zoning category.

~~**Allowed Uses and Description:** The Moderate Density Residential Neighborhood designation allows for single family residential uses, their accessory uses and public and semi-public uses. The maximum residential density shall not exceed six units per net acre.~~

~~To retain the existing character of development in the neighborhoods classified as Moderate Density Residential Neighborhood, the City's zoning code will specify appropriate density and dimension standards that include floor area ratios (FARs) in addition to lot coverage, setbacks and height. Development standards for impervious surfaces, streetscapes, sidewalks and stormwater drainage, may vary within each zoning category based on the existing character of the area.~~

~~**Discussion:** There are specific concerns about increasingly large home sizes within the City's moderate density neighborhoods. The zoning code will need to include measures that adequately restrict homes from becoming massive structures that~~

~~cover almost an entire lot and are out of character with the surrounding residential development.~~

Designation Criteria: Properties designated for Moderate Density Residential Neighborhood uses should generally reflect all of the following criteria:

1. The area is already generally characterized by ~~primarily~~ single-family residential ~~uses~~ development or platting at greater than four units per net acre.
2. The existing ~~or committed~~ and planned public facilities and services are adequate to support ~~residential development at this density.~~ single-family densities greater than four units per net acre.
3. ~~The area does not have significant amounts of critical areas.~~ 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).
4. ~~The area is designated Urban on Figure 2 LU-2 (Application of this designation outside of the area delineated as Urban, shall be limited to five units per acre).~~

Pol. RE 1.7 ~~The *Low and High-Density Multifamily Neighborhood* designations should provide for the location of stable and attractive multifamily development near transit, employment, shopping and recreation facilities.~~ allows multiple-family residential uses at a maximum density of 12 units per net acre. Accessory and non-residential uses that are compatible with a low density multi-family area may also be allowed. This designation is implemented by the RM-12 zoning category.

~~Compatibility between these uses and adjacent single family development is provided through the City's design guidelines. Recreation facilities, including a park or open space, is required as an integral part of any multifamily development. Public facilities, especially pedestrian access to activity centers, are a requirement for development. In addition, adequate services and facilities (such as sewer, water and roadway capacity) must be provided concurrent with development before the upper density limit is reached. Developments within these designations include existing multi-family dwellings at an average of 8 to 48 units per acre.~~

~~• *Low Density Multifamily Neighborhood:*~~

~~**Allowed Uses and Description:** The *Low Density Multifamily Neighborhood* designation permits multiple-family housing, accessory uses associated with residences, and public and semi-public uses. Development in these areas may be characterized by single family homes, duplexes, garden style apartments, townhouses, condominiums or apartment buildings. These areas may also function as a transition between business uses and single family residential neighborhoods.~~

~~The maximum density for new multifamily development in these areas shall be 12 units per net acre.~~

Designation Criteria: Properties designated for Low Density Multifamily Neighborhood uses shall reflect all of the following criteria:

1. The area is already primarily characterized by multifamily residential uses development at 8 to 12 units per acre.
2. The area may function as a transition from higher intensity designations such as commercial or multi-family to single-family residential.
3. The area is within 1/8 mile of low intensity commercial service nodes as measured along an arterial as shown on Figure 2LU-3, Commercial Nodes.
4. The area is located within ¼ mile of a transit route with a peak transit frequency of at least every 21-30 minutes.
5. 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).
6. The area is located adjacent to or has adequate access to an arterial.

Pol. RE 1.8 The Moderate Density Multifamily Neighborhood designation allows multiple-family residential uses at a maximum density of 18 to 24 units per net acre. Accessory and non-residential uses that are compatible with a moderate density multi-family area may also be allowed, including offices in a mixed-use development. This designation is implemented by the RM-18 and RM-24 zoning categories.

Designation Criteria: Properties designated *Moderate Density Multifamily Neighborhood* shall reflect all of the following criteria:

1. The area is already primarily characterized by multifamily residential development at 12 to 24 units per acre.
2. The area is within 1/8 mile of any commercial service node (as shown on Figure 2LU-3, Commercial Nodes) or the urban center boundary as measured along an arterial.
3. The area is located within ¼ mile of a transit route with a peak transit frequency of at least every 10-20 minutes.
4. The area does not have ~~significant amounts of~~ critical areas, except critical aquifer recharge areas.

5. The area is located adjacent to or has adequate access to an arterial.
6. The area is served by adequate and/or planned recreational facilities such as athletic fields or playgrounds.

Pol. RE 1.9 The High Density Multifamily Neighborhood designation allows multiple-family residential uses at a maximum density of 48 units per net acre. Accessory and non-residential uses that are compatible with a high density multi-family area also may be allowed, including offices in a mixed use development. This designation is implemented by the RM-48 zoning category.

~~•High Density Multifamily Neighborhood:~~

~~Allowed Uses and Description: The High Density Multifamily Neighborhood designation permits multiple family housing, accessory uses associated with residences, and public and semi-public uses. Development in these areas may be characterized by single family homes, duplexes, garden style apartments, townhouses, condominiums or apartment buildings. Such areas may also function as a transition between higher intensity business uses and lower density multifamily housing and single family residential neighborhoods. The maximum density for new multifamily development in these areas shall be 24 units per net acre.~~

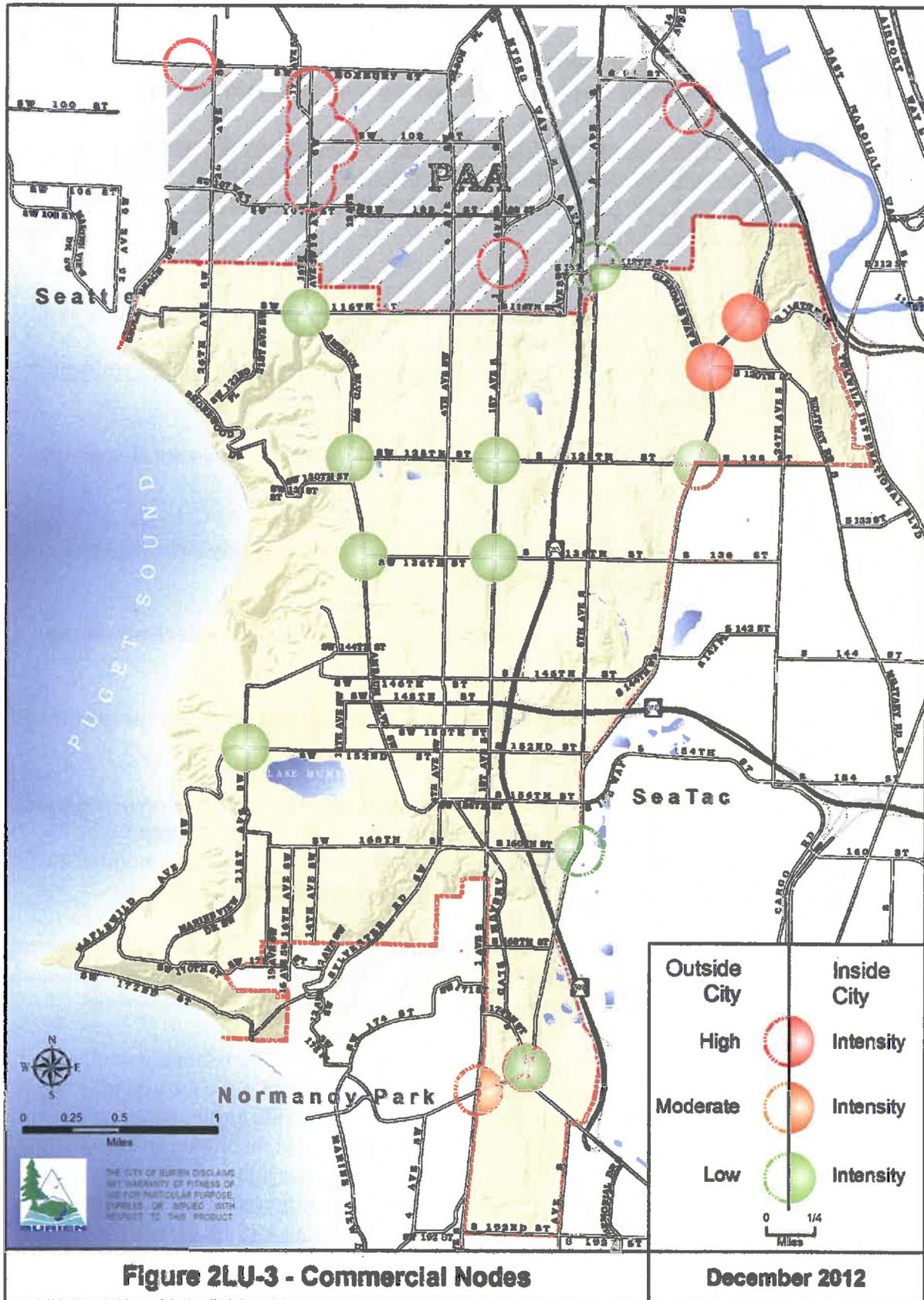
~~There are a number of conditional uses that may be allowed within areas designated for high density multifamily development:~~

- ~~a. Assisted living units for seniors or disabled persons, subject to a conditional use permit process involving a public hearing. Assisted living units are facilities specifically designed to accommodate seniors or disabled persons who are not able to live independently. Densities greater than 24 units per acre may be allowed when the proposed development is appropriate for the site.~~
- ~~b. In areas located adjacent to an arterial, well designed office development that fits in with the character of surrounding residential development, subject to an administrative conditional use permit process.~~

~~Designation Criteria: Properties designated for High Density Multifamily Neighborhood uses shall reflect all of the following criteria:~~

- ~~1. The area is already primarily characterized by multifamily residential uses at 18 or more units per acre.~~
- ~~2. The area is within 1/8 mile of moderate and high commercial service nodes (shown on Figure 2LU-3, Commercial Nodes) as measured along an arterial. The designation is also appropriate within the urban center boundary or within 1/8 mile of the urban center boundary as measured along an arterial.~~

3. The area is located within ¼ mile of a transit route with peak transit frequency of at least every 10-20 minutes.
4. The area does not have ~~significant amounts of~~ critical areas, except critical aquifer recharge areas.
5. The area is located adjacent to or has adequate access to a primary or minor arterial.
6. The area is served by adequate and/or planned recreational facilities such as athletic fields or playgrounds.



Business

Goal BU.1

~~*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.*~~

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.

Pol. BU 1.1 ~~Allow H~~home occupations should continue to be allowed in residential areas as an accessory use if they ~~comply with standards that ensure compatibility are~~ compatible with adjacent residential uses and do not change the home's residential character. Home occupations:

- ~~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.~~

~~Greater flexibility may be appropriate for home occupations near neighborhood borders as a transition to more intensive adjacent uses.~~

Pol. BU 1.2 ~~Through the development of integrated commercial centers, the business land use categories are intended to p~~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.

~~*Discussion:* The Land use plan establishes five categories to serve the business needs of Burien and the region — *Neighborhood Centers, Intersection Commercial, Downtown Commercial, Community Commercial and Regional Commercial.*~~

Pol. BU 1.3 The *Neighborhood Center* classification designation allows for relatively small areas that provide limited scale 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. 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. These neighborhood focal points should be designed and located so that customers and employees are encouraged to walk rather than drive to these areas.

This Comprehensive Plan land use designation is implemented by the Neighborhood Center zoning designation.

~~*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.~~

~~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.~~

~~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.~~

Designation Criteria: Properties designated for *Neighborhood Center* uses should generally reflect all of the following criteria:

- ~~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.~~

1. Areas are located at low intensity commercial nodes (shown on Figure 2LU-3, Commercial Nodes) adjacent to residential neighborhood(s).
2. Adjacent residential designations shall predominately be Moderate Density Residential.
3. Areas shall be located on an identified general bikeway.

4. Areas are located within 1/8 mile of a transit route with a peak transit frequency of at least 21-30 minutes.
5. The area does not have critical areas, except aquifer recharge areas.
6. Areas are located adjacent to or have direct access to an arterial.
7. The area is located in sections of the city that have or are planned to have pedestrian or other non-motorized connections.

Pol. BU 1.4 The *Intersection Commercial* 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.

This Comprehensive Plan land use designation is implemented by the Intersection Commercial zoning designation.

~~**Allowed Uses and Description:** *Intersection Commercial* 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.~~

Designation Criteria: Properties designated for *Intersection Commercial* uses should reflect the following criteria:

- ~~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.~~
1. 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).
 2. Areas shall be located at or within 1/8th mile of the intersection of arterials.

3. Areas are located within 1/8 mile of a transit route with a peak transit frequency of at least 21-30 minutes.
4. The area does not have critical areas, except critical aquifer recharge areas.
5. Areas are located adjacent to or have adequate access to a primary or minor arterial.

Pol. BU 1.5 The *Downtown Commercial* ~~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.

This Comprehensive Plan land use designation is implemented by the Downtown Commercial zoning designation.

Designation Criteria: Properties with the Downtown Commercial land use designation should reflect the following criteria. ~~are appropriate for land within the area labeled "downtown area" as shown in Fig. 2-SE1.~~

1. The area is located within the urban center boundary (Figure 2LU-1.1, Urban Center Boundary).
2. The area is located within 1/8 mile of a transit route with a peak transit frequency of at least every 10 minutes.
3. The area does not contain critical areas.
4. The area is located adjacent to or has adequate access to an arterial.

Pol. BU 1.7 The *Community Commercial* ~~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, Boulevard Park and the Five Corners area. The designation and is intended to provide for allows moderate intensity commercial uses that serve the community. Customers would likely access these establishments by automobile or by transit. 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.

This Comprehensive Plan land use designation is implemented by the Community Commercial 1 and Community Commercial 2 zoning designations.

~~*Allowed Uses and Description:* The *Community Commercial* land use designation provides for moderate intensity retail activities, professional offices, restaurants, entertainment, and services.~~

Designation Criteria: Properties designated for Community Commercial uses should reflect the following criteria:

- ~~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. 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.
2. Areas are generally adjacent to multi-family residential and other commercial land use designations.
3. Areas have direct access to an Auto/Truck Priority Route.
4. Areas are located within 1/8 mile of a transit route with a peak transit frequency of at least 10-20 minutes.
5. The area does not have geologically hazardous areas.
6. Areas are located adjacent to or have adequate access to an arterial.

Pol. BU 1.8 ~~The *Regional Commercial* land use category designation allows 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 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. 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.~~

This Comprehensive Plan land use designation is implemented by the Regional Commercial zoning designation.

~~**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.~~

Designation Criteria: Properties designated for Regional Commercial uses should reflect the following criteria:

- ~~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.~~

1. Areas have direct access to an auto/truck priority route.
2. Areas are located within 1/8 mile of a transit route with a peak midday transit frequency of at least 10-20 minutes.
3. Areas are not constrained by geologically hazardous areas.
4. Areas are adjacent to 1st Avenue South and within ½ mile of the urban center boundary (Figure 2LU-1.1, Urban Center Boundary).

Pol. BU 1.9 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.

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.

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.

Implementation: Properties designated Professional Residential will be implemented by the PR zone.

Designation Criteria: Properties designated Professional Residential 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

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.

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

Allowed Uses and Description: The *Office* 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 with the appropriate unit density being based on the adjacent comprehensive plan land use designations.

This Comprehensive Plan land use designation is implemented by the Office zoning designation.

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

- ~~1. The area should be located on or near arterials with adequate vehicular capacity.~~
- ~~2. The area should be located along the edges of residential areas and not penetrate them.~~
1. Areas should be located along the edges of residential areas and may expand into non-residential areas.
2. Areas must be located within ¼ mile of a moderate or high intensity commercial node (see Figure 2LU-3, Commercial Nodes).
3. 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.
4. Areas are located within 1/8 mile of a transit route with a peak midday transit frequency of at least 21-30 minutes.
5. 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).
6. Areas should have direct access to an arterial.

Industrial & Manufacturing Uses

Goal IN.2 1 ~~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.~~

Provide areas in the southeast part of the city where industrial activities can be concentrated and in a manner where traffic congestion, visual and other impacts on the surrounding environment can be minimized.

Pol. ~~IN 4.2 1.1~~ 1.1 ~~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.~~

Allowed Uses and Description: This land use designation includes manufacturing, high technology manufacturing, research and development, industrial uses, processing and essential public facilities. 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.

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.~~

Designation Criteria: Properties designated in the southeast for industrial type uses Industrial should meet the following criteria:

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~~ The area has direct access to an auto/truck priority route.

4. ~~The area does not include significant amounts of environmentally critical areas. The area should be free of or able to appropriately accommodate environmentally critical areas.~~
5. ~~The existing or planned public facilities are adequate to support these types of industrial uses.~~

Pol. IN 1.3 1.2 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 1.3 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.

Goal ~~IN.1~~ IN.2

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.

Pol. IN 1.1 2.1 ~~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).

The Northeast Special Planning Redevelopment 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 NERA 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 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. 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.

Discussion: 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.

Allowed Uses and Description: Business Park, Warehouse, Manufacturing uses ~~are~~ include storage ~~within a building~~, production, light industrial, processing and distribution-related businesses inside buildings with only limited storage and related activities occurring outside. Uses only have minimal environmental and land use impacts. ~~Since the area is in close proximity to SeaTac International Airport, T~~he uses in this classification ~~could~~ should 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.

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.~~

Designation Criteria: ~~Properties designated for the as Northeast Special Planning Redevelopment Area shall~~should reflect the following criteria:

1. ~~The area should be~~ is located in the northeast corner of Burien adjacent to the Northeast Redevelopment Area as shown on Figure 2-SE1, Special Planning Areas, and is currently or anticipated to be subjected to high levels of noise from airport-related activities, and therefore, less suitable for residential development.
2. ~~The area must be a minimum of 2 acres in size, although smaller lots may be aggregated to meet this requirement.~~
3. The area shall be located near major transportation corridors with adequate highway access.

4. The area should be free of or able to appropriately accommodate significant amounts of environmentally critical areas.
5. The existing or planned public facilities are or will be adequate to support the level and intensity of proposed development.

Implementation—~~Northeast Special Planning Redevelopment Area—Special Area Plan 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.

Pol. IN 4.5 2.2 Prior to considering redesignation of land within Special Planning Area 4 the NERA north of South 138th Street as shown on Map LU-1, Comprehensive Plan Map, a Special Area Plan in the form of an addendum or revision to the existing Redevelopment Plan and SEIS 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, Comprehensive Plan Map and zoning as shown on the City's Zoning Map.

~~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:~~

- a. The appropriateness and feasibility of non-residential uses in this area;
- b. ~~and w~~Which areas should be converted to the Special Planning Area 4 Airport Industrial, Professional Residential and/or other designations that will achieve the objective of Pol. IN 2.1;
- c. ~~For these areas appropriate for conversion, the Plan shall address h~~How such areas may be transitioned from existing residential uses;
- d. ~~and h~~How development will be supported by adequate facilities;
- e. ~~The Plan and resulting development regulations should address m~~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.

Discussion: Land in the Northeast Special Planning Redevelopment Area shown on Map LU-1, Comprehensive Plan Map, 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.

Pol. IN 2.3 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.

Allowed Uses and Description: 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 developed in an auto center configuration. New residential uses are not allowed.

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.

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.

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.

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.

Parks, Schools, Recreation and Open Space

Goal PO.1

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.

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.

Allowed Uses and Description: This The Parks/Schools/Recreation/Open Space designation allows for public parks, public or quasi-public facilities, recreation, and public open space areas.

Designation Criteria: Properties designated as parks, schools, recreation or open space Parks/Schools/Recreation/Open Space should shall generally reflect one of the following criteria:

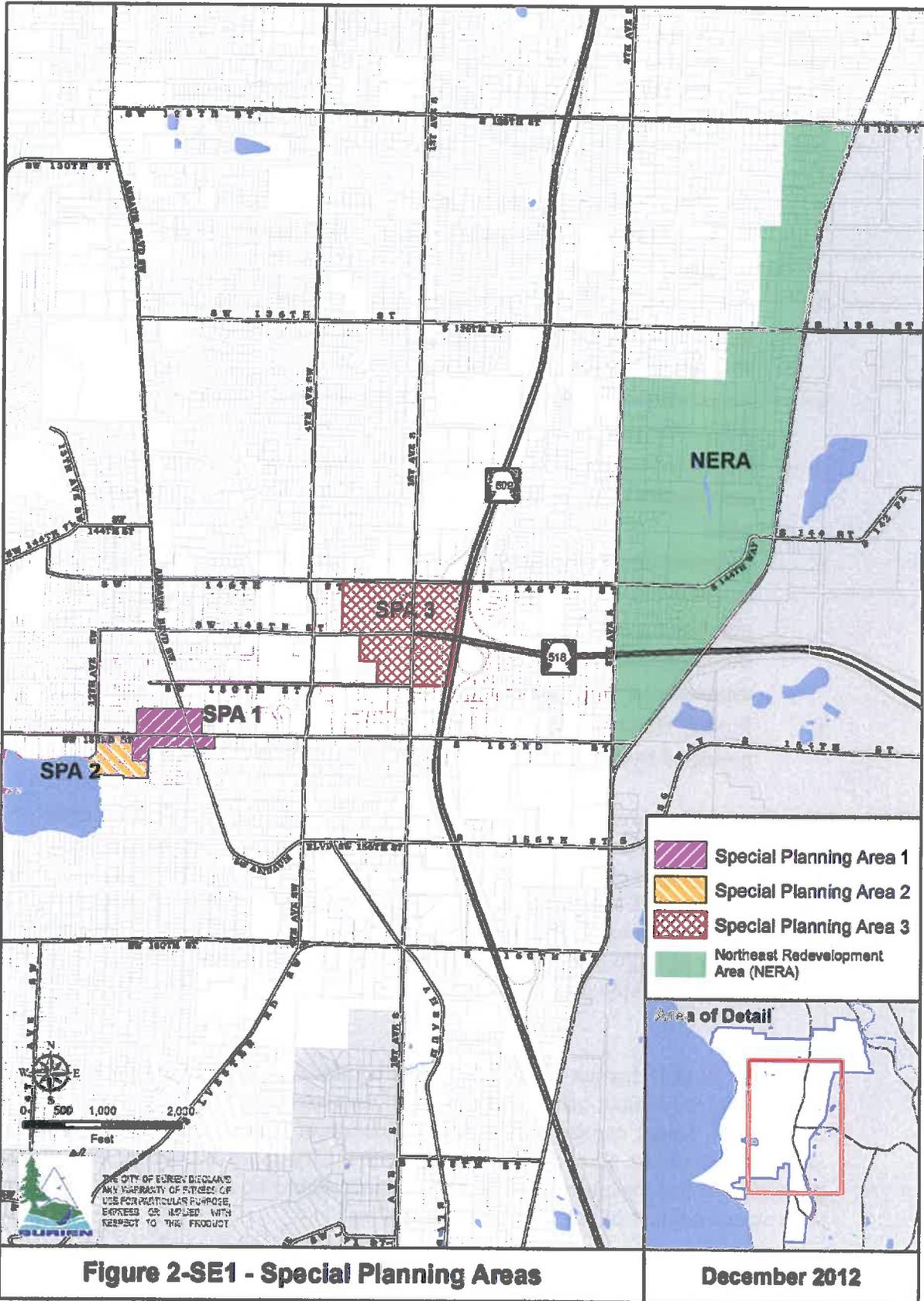
1. The area is a public park or recreation facility.
2. The area is a quasi-public facility that has limited access park, recreation or open space areas.
3. The area is a public designated open space.
4. The area is identified for acquisition as a public park or a public open space.
5. The area or facility is or may be 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.

Special Planning Areas

Goal SE.1

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.

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-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, Special Planning Areas.



Pol. SE 1.2 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, is the area known as “Old Burien.” ~~the City should strive to help achieve the following objectives through administering Special Planning Area 1 design standards recognizing~~ The Special Planning Area designation recognizes the area’s pedestrian orientation, historic and design character, and location as a gateway to and from downtown. Within Special Planning Area 1 the City should:

- a. ~~The City should s~~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 e~~Enhanced and maintained the area’s pedestrian orientation and design character in a manner that is consistent with the City’s design ~~guidelines~~standards;
- 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~~ Maintain the strong pedestrian connection between Old Burien and the pedestrian-oriented shopping area along SW 152nd east of Ambaum Blvd. SW should be established and maintained Downtown Burien; and,
- f. Protect Tthe residential neighborhood west of 10th Avenue SW ~~should be protected~~ from the potential expansion of retail uses west of Old Burien.

Pol. SE 1.3 Special Planning Area 2 includes the existing Ruth Dykeman Children’s Center facilities on Lake Burien. The Special Planning Area designation recognizes the unique use, campus and location of the Ruth Dykeman’s Children’s Center. 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 wetlands and water quality of Lake Burien are fully protected and ~~a~~Public access to the water is prohibited; and ~~b.~~ Tthe development supports the historical link with Old Burien.

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.

Pol. SE 1.4 ~~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. 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. 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 3 the City should:~~

- 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~~
- 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~~
- c. ~~Support and encourage the development of quality designed hotels with conference facilities and associated retail.~~

Pol. SE 1.5 ~~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.~~

~~**Allowed Uses and Description:** The NERA has been divided into two land use designations: Airport Industrial (AI) and Professional Residential (PR).~~

~~*Airport Industrial:* 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.~~

~~*Professional Residential:* 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)~~

Pol. IN 1.5 ~~Prior to considering redesignation of land within the Northeast Special Planning Area to Special Planning Area 4, a Special Area Plan shall be prepared.~~

~~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.~~

~~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.~~

Phasing of Uses and Densities

Goal PH.1

~~*To allow for the orderly phasing of current uses and densities to desired future uses and densities.*~~

~~Pol. PH 1.1 — Where appropriate, the City will encourage and support the use by individual property owners of alternatives to development. Such alternatives may include transfer of development rights (“TDR”) to the downtown and other appropriate areas, conservation easements, open space tracts, and other mechanisms designed to permanently eliminate development. In cases where individual neighborhoods have reduced the development capacity through the use of covenants, the City will support the conversion of those covenants to conservation easements or other suitable mechanisms. Each time a development right is exercised in this or a like manner the development potential of the area will be commensurately reduced. The City will implement administrative programs designed to educate and facilitate the use of these mechanisms and present these programs to the neighborhoods during the neighborhood planning process.~~

Natural Environment

Goal EV.1

~~*Preserve and enhance critical areas in order to protect public health, safety, and welfare, and to maintain the integrity of the natural environment.*~~

~~Pol. EV 1.1 The City of Burien’s Critical Areas Map shall be used as a reference for identifying the City’s critical areas. Other unmapped critical areas do exist throughout the city.~~

Any site containing critical areas are subject to the special development regulations and conditions found in the City's Critical Areas Ordinance.

Pol. EV 1.2 Development should be directed toward areas where their adverse impacts on critical areas can be minimized.

Pol. EV 1.3 ~~Attempt to Avoid impacts to critical areas where feasible, before considering minimizing impacts or providing mitigation.~~

Pol. EV ~~1.3~~ 1.4 The City shall maintain a system of development regulations and a permitting system to prevent the destruction of critical areas. Development regulations should at a minimum address wetland protection, aquifer recharge areas important for potable water, fish and wildlife habitat conservation areas, frequently flooded areas, and geologically hazardous areas.

Pol. EV ~~1.4~~ 1.5 The City shall require permit review approval before any activity or construction is allowed to occur in, adjacent to, or impact a critical area.

~~*Discussion:* A permit is required because critical areas are susceptible to degradation from incompatible uses or activities including, improper clearing, grading, filling, refuse dumping, and construction.~~

Pol. EV ~~1.5~~ 1.6 If no feasible alternative exists, a limited amount of development may occur on wetlands and floodplains, however development shall not result in a net loss of associated natural functions and values of those systems. In these instances, a broad range of site planning techniques should be explored to minimize impacts on these critical areas. (Amended, Ord. 497, 2008)

~~*Discussion:* Clustering and appropriately designed housing types can allow for a more environmentally sensitive site plan by concentrating development on the most buildable portion of a site while preserving natural drainage, wetlands and other natural features. Greater attention to site design, including the use of buffers, can enhance aesthetic appeal, neighborhood compatibility, and resource protection.~~

Pol. EV ~~1.6~~ 1.7 Clustering of housing units may be allowed on lots designated for residential development that contains steep slopes and are located adjacent to an urban environment.

~~*Discussion:* This policy is intended to allow a more gradual transition from the urban environments (containing multifamily and commercial development) along Ambaum Boulevard eastward to the steep sloped areas designated for lower density single family residential development that are adjacent to Salmon Creek Ravine and Seahurst Park. This policy would allow a property owner to use the full development potential of the lot by concentrating development on the buildable portion of the lot, while protecting the steep sloped portion from development.~~

Pol. EV 1.8 Locate development in a manner that minimizes impacts to natural features. Promote the use of innovative environmentally sensitive development practices, including design, materials, construction, and on-going maintenance.

Pol. EV 1.7 1.9 The City shall develop land use regulations to buffer critical areas from the impacts of adjacent land uses.

Pol. EV 1.8 1.10 The City requires the use of Best Available Science for protecting critical areas within the community pursuant to the Growth Management Act [RCW 36.70A.172(1)].

Pol. EV 1.9 1.11 Encourage minimizing the amount of impervious surfaces in new development through the use of appropriate low-impact development techniques and removing paved areas or using retrofit options in existing developments, where applicable, to minimize runoff.

Goal EV.2

Maintain and promote a safe and healthy environment and preserve the quality of life in Burien.

Pol. EV 2.1 The City shall ensure that uses and development in shoreline areas is compatible with the shoreline environments designated in the City's Shoreline Master Program. Adherence to these designations will ensure that sensitive habitat, ecological systems, and other shoreline resources are protected.

~~*Discussion:* Shoreline designations within the City are as follows: "Conservancy" designation is applied from the north end of Seahurst Park southwards to approximately the northern end of 28th Ave. SW. "Urban" designation is applied to the remainder of the Puget Sound shoreline within Burien, as well as to the shoreline of Lake Burien.~~

Surface Water Quality

Pol. EV 2.2 Maintain and restore Stream banks and stream channels should be maintained or restored to their natural condition wherever such conditions or opportunities exist.

Pol. EV 2.3 The capacity of natural drainage courses shall not be diminished by development or other activities.

Pol. EV 2.4 The City shall consider the impacts of new development on water quality as part of its environmental review process and require where appropriate any mitigation measures.

Pol. EV 2.5 ~~Deleted. The City Shoreline Master Program, hereby adopted as an element of this Plan, shall govern the development of all designated Shorelines of the City. Lands adjacent to these areas shall be managed in a manner consistent with this Program.~~

Air Quality

- Pol. EV 2.6 ~~The City will~~ Continue to support and rely on the various State, Federal, local and regional programs to protect and enhance air quality..
- Pol. EV 2.7 ~~The City shall~~ Encourage the retention of native vegetation and top soil and require landscaping in new developments in order to provide filtering of suspended particulates. (Amended, Ord. 497, 2008)
- Pol. EV 2.8 ~~The City shall~~ Consider the impacts of new development on air quality as a part of ~~it's~~ the SEPA environmental review process and require mitigating measures as may be appropriate..

Vegetative Quality

- Pol. EV 2.9 The City shall consider the impacts of new development on the quality of land, wildlife and vegetative resources as a part of its environmental review process and require any appropriate mitigating measures. Such mitigation may involve the retention of significant habitats.
- Pol. EV 2.10 Identify existing and potential wildlife habitat corridors and work to enhance their function and connectivity to other habitat areas.
- Pol. EV ~~2.10~~ 2.11 The City shall encourage an increase in tree canopies through the addition and the preservation of existing vegetation and use of landscaping as an integral part of development plans.
- Pol. EV ~~2.11~~ 2.12 The City should consider developing and implementing a measure which would preserve trees of historical significance.

Hazardous Materials

- Pol. EV ~~2.12~~ 2.13 ~~The s~~Storage and disposal of any hazardous material shall be done only in strict compliance with applicable city, state and federal law.
- Pol. EV ~~2.13~~ 2.14 ~~The City shall~~ Consider the impacts of new development on the risk of hazardous materials as a part of ~~it's~~ the environmental review process and require any appropriate mitigating measures.
- P Pol. EV ~~2.14~~ 2.15 ~~Deleted No development shall occur on land determined to be contaminated until mediation has been completed between all parties involved. The city will obtain county, Federal and state resources to address issues.~~

Education

Pol. EV ~~2.15~~ 2.16 Educate the public on water quality issues and impacts of stormwater flow.

Pol. EV ~~2.16~~ 2.17 Educate individuals and households about different ways to reduce pollution.

Pol. EV 2.18 Support efforts to create and improve urban habitat areas. Habitat creation and enhancement efforts include backyards and/or other forms of urban habitat areas.

Goal EV.3

Promote soil stability and to ensure protect against the loss of both public and private property in areas with steep slopes.

Pol. EV 3.1 As slope increases, development intensity, site coverage, and vegetation removal should decrease and thereby minimize the potential for drainage problems, soil erosion, siltation and landslides. Slopes of 40 percent or greater should be retained in a natural state, free of structures and other land surface modifications.

1. Single family homes and detached single-family garages on existing legally established lots are exempted from this restriction, provided that:
 - a. The application of this restriction would deny any appropriate use of this property;
 - b. There is no other appropriate economic use with less impact;
 - c. The proposed development does not pose a threat to public health, safety or welfare on or off the development site;
 - d. Any alterations permitted to the critical area shall be the minimum necessary to allow for economic use of the property;
 - e. An analysis of soils, footings and foundations, and drainage be prepared by qualified professionals, certifying that the proposed activity is safe and will not adversely affect the steep slope hazard area or buffer; and
 - f. There are adequate plans, as determined by the City, for stormwater and vegetation management.
2. Short plats or other divisions of an existing legal lot shall only be approved if all resulting lots are buildable under this restriction.
3. It is the applicant's responsibility to show that these provisions are met through an appropriate mechanism such as, or similar to, the SEPA process.

- Pol. EV 3.2 The City should prohibit development on areas prone to erosion and landslide hazards. Further, the City should restrict development on potentially unstable land to ensure public safety and conformity with existing natural constraints, unless the risks and adverse impacts associated with such development can be appropriately mitigated.
- Pol. EV 3.3 The City should require development proposals to include measures to stabilize soils, hillsides, bluffs and ravine sidewalls and to promote wildlife habitat by retaining or restoring native vegetation.
- Pol. EV 3.4 The City should consider developing policies that balance the removal of vegetation to preserve and enhance views with the need to retain vegetation to promote slope stability and open space.
- Pol. EV 3.5 Land uses on steep slopes should be designed to prevent property damage and environmental degradation, and to enhance open space and wildlife habitat.
- Pol. EV 3.6 Where there is a high probability of erosion, grading should be kept to a minimum and disturbed vegetation should be restored as soon as feasible. In all cases, the City shall require appropriate site design and construction measures to control erosion and sedimentation.

Goal EV. 4

Conserve fish and wildlife resources and maintain bio-diversity.

- Pol. EV 4.1 The City should maintain and enhance existing species and habitat diversity including fish and wildlife habitat that supports the greatest diversity of native species.
- Pol. EV 4.2 All development activities shall be located, designed, constructed and managed to avoid disturbance of adverse impacts to fish and wildlife resources, including spawning, nesting, rearing and habitat areas and migratory routes.
- Pol. EV 4.3 Fish and wildlife habitat should be protected, conserved and enhanced, including:
 - a. Habitats for species which have been identified as endangered, threatened, or sensitive by the state or federal government;
 - b. Priority species and habitats listed in the Adopted King County Comprehensive Plan, ~~November 1994~~ October 2008, as amended;
 - c. ~~Commercial and recreational~~ Shellfish areas;
 - d. Kelp and eel-grass beds;
 - e. Herring and smelt spawning areas; and

f. Wildlife habitat networks designated by the City.

- Pol. EV 4.4 Fish and wildlife should be maintained through conservation and enhancement of terrestrial, air and aquatic habitats.
- Pol. EV 4.5 The City shall be a good steward of public lands and should integrate restoration and/or enhancement of fish and wildlife habitats into capital improvement projects whenever feasible.
- Pol. EV 4.6 ~~The City shall work~~ Coordinate with adjacent jurisdictions and state, federal and tribal governments during land use ~~plan development~~ review to identify and protect habitat networks that ~~follow or are~~ adjacent to jurisdictional boundaries.
- Pol. EV 4.7 The City should ensure that habitat networks throughout the City are designated and mapped. The network should be of sufficient width to protect habitat and dispersal zones for small mammals, amphibians, reptiles, and birds. These networks should be protected through incentives, regulation and other appropriate mechanisms. Site planning should be coordinated during development review to ensure that connections are made or maintained amongst segments of the network.
- Pol. EV 4.8 Native plant communities and wildlife habitats shall be integrated with other land uses where possible. Development shall protect wildlife habitat through site design and landscaping. Landscaping, screening, or vegetated buffers required during development review shall retain, salvage and/or reestablish native vegetation whenever feasible. Development within or adjacent to wildlife habitat networks shall incorporate design techniques that protect and enhance wildlife habitat values.
- Pol. EV 4.9 ~~The City should p~~Protect salmonid habitats by ensuring that land use and facility plans (transportation, water, sewer, power, gas) include riparian habitat conservation measures developed by the City, affected tribes, and/or state and federal agencies. Development within basins that contain fish enhancement facilities must consider impacts to those facilities.
- Pol. EV 4.10 ~~In order to minimize adverse impacts related to noise, unless prohibited by federal or state law,~~ Protect fish and wildlife habitat conservation areas within the City ~~should be protected~~ from exterior noise levels which exceed 55 dBA Ldn to the extent allowed by federal and state law.
- Pol. EV 4.11 The City shall promote voluntary wildlife enhancement projects which buffer and expand existing wildlife habitat, through educational and incentive programs for individuals and businesses.

Goal EV.5

Protect, improve and sustain ground water quality and quantity through sound and innovative environmental management.

- Pol. EV 5.1 The City hereby adopts King County’s Preliminary Map of Areas Highly Susceptible to Ground Water Contamination designating Critical Aquifer Recharge Areas, including any subsequent amendments.
- Pol. EV 5.2 The City shall protect the quality and quantity of groundwater by:
- a. ~~Placing priority on implementation of the South King County Groundwater Management Plan;~~
 - b. Developing a process by which the City will review, and implement, as appropriate, Wellhead Protection Programs in conjunction with adjacent jurisdictions and ground water purveyors, and adopting best management practices for new development. ~~recommended by the South King County Groundwater Management Plan.~~ The goals of those practices should be to promote aquifer recharge quality and quantity; and
 - c. Refining regulations as appropriate to protect critical aquifer recharge areas based on information derived through the preparation of Groundwater Management Plans and Wellhead Protection Programs.
- Pol. EV 5.3 ~~The City shall protect~~ Provide incentives for and promote ground water recharge by promoting allowing and encouraging the use of low-impact development techniques that infiltrate runoff where site conditions permit. , except where potential groundwater contamination cannot be prevented by pollution source controls and stormwater pretreatment.
- Pol. EV 5.4 Protect groundwater sources from contamination by requiring pollution source controls and stormwater pretreatment.
- Pol. EV 5.4 ~~5.5 Comprehensive Plan land use decisions~~ In making future zoning decisions, the City shall consider impacts to evaluate and monitor ground water policies, their implementation costs, impacts upon the quantity and quality of groundwater supply, and the need for new water supplies.
- Pol. EV 5.6 When considering new or modified groundwater polices the City should evaluate costs of implementation.

Note: Additional ground water related goals and policies can be found in section 2.8, Storm Water Element.

Wetlands

Goal EV.6

Protect and enhance the functions and values of the City's wetlands.

- Pol. EV 6.1 ~~The City shall p~~Protect its the City's wetlands with an objective of no overall net-loss of functions and values.
- Pol. EV 6.2 All wetland functions should be considered in evaluating wetland mitigation proposals, including fish and wildlife habitat, flood storage, water quality, recreation, educational opportunities, and aesthetics.
- Pol. EV 6.3 The City will protect wetlands by maximizing infiltration opportunities and promoting the conservation of forest cover and native vegetation.
- Pol. EV 6.4 Mitigation for any adverse impacts on wetlands shall be provided in the same basin within which the impacts occur.

Noise

Goal NO.1

Prevent community and environmental degradation by limiting noise levels, and to safeguard the health and safety of the residents of the City by ensuring that the City's physical and human environments are protected and enhanced as progress and change ~~take place~~ occurs within and outside of its municipal boundaries.

- Pol. NO 1.1 ~~The City shall:~~
- a. ~~d~~Discourage the introduction of noise levels which are incompatible with current or planned land uses.
 - b. ~~encourage the reduction of incompatible noise levels; and~~
 - c. ~~discourage the introduction of new land uses into areas where existing noise levels are incompatible with such land uses.~~
- Pol. NO 1.2 ~~e~~Encourage the reduction of incompatible noise levels; and
- Pol. NO 1.3 ~~d~~Discourage the introduction of new land uses into areas where existing noise levels are incompatible with such land uses.
- Pol. NO ~~1.2~~ 1.4 ~~The City shall w~~Work with other jurisdictions and agencies to encourage the reduction of noise from Seattle-Tacoma International Airport.

Pol. NO 1.3 ~~The City shall aggressively campaign for the development of new and quieter aircraft engines as well as modifications and/or retrofitting programs which promote the greatest reductions possible in aircraft noise emission levels.~~

Pol. NO 1.4 ~~1.5 The City shall take advantage of every opportunity to w~~Work with the Port of Seattle and the Federal Aviation Administration to ~~promote the development and implementation of airport operational procedures that will decrease the adverse noise effects. of airport operations on the City and its residents.~~

Historic Preservation

Goal HT.1

Ensure that historic properties and sites resources are identified, protected from undue adverse impacts associated with incompatible land uses or transportation facilities, and ~~protected from detrimental exterior noise levels.~~

Pol. HT 1.1 ~~The City should p~~Protect local historic, archeological and cultural sites and structures resources through designation and incentives for the preservation of such properties resources.

Pol. HT 1.2 ~~Deleted~~ Historic properties and sites which exhibit one or more of the following characteristics may be designated by the City as locally significant historic resources:

- ~~a. It is listed, or eligible for listing, in the National Register for Historic Places or the King County Inventory of Historic Places;~~
- ~~b. It is associated with events that have made a significant contribution to the broad patterns of national, state, or local history;~~
- ~~c. It is associated with the life of a person who is important in the history of the community, city, state, or nation or who is recognized by local citizens for substantial contribution to the neighborhood or community;~~
- ~~d. It embodies the distinctive characteristics of a type, period, style or method of construction;~~
- ~~e. It is an outstanding or significant work of an architect, builder, designer or developer who has made a substantial contribution to the profession;~~
- ~~f. It has yielded, or may be likely to yield, information important in prehistory or history;~~
- ~~g. Because of its location, age or scale, it is an easily identifiable visual feature and contributes to the distinctive quality or identity of the community or City;~~

~~h. The property or site includes significant cultural facilities such as amphitheaters, museums, community centers, sports complexes, marinas, etc.~~

~~**Discussion:** Using the above criteria, the City should be able to identify historic properties and sites as locally significant and worthy of protection from incompatible land uses and activities~~

Pol. HT 1.3 ~~Deleted. The City shall consider the impacts of new development on historical resources as a part of its environmental review process and require any appropriate mitigation measures.~~

Pol. HT 1.4 The City will take all reasonable actions within its means to preserve and protect locally significant historic properties, and sites resources from incompatible land uses.

Pol. HT 1.5 ~~Deleted. In order to minimize adverse impacts related to noise, unless prohibited by federal or state law historic properties and sites of local significance should be protected from exterior noise exposure levels that exceed a Ldn of 55 dBA.~~

Community Character

Goal CC.1

~~*Create a balanced community by e*Controlling and directing growth in a manner which enhances, rather than detracts from community quality and values.~~

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

Pol. CC 1.2 ~~Deleted. The impact of development proposals on community facilities, amenities and services, as well as the City's general quality of life, shall be studied under the provisions of city, state and federal regulations prior to development approval. As appropriate mitigation measures shall be required to ensure conformance with this Plan.~~

Pol. CC 1.3 Cooperate with surrounding municipalities jurisdictions to enhance the consistency of development proposals with their land use goals and policies. ~~of all jurisdictions, particularly with border jurisdictions.~~

~~**Discussion:** The Burien Plan implements the Burien Vision by balancing the needs and desires of the community with the types and amount of growth that can be afforded. The plan should determine where growth should occur and limit growth in areas where there are constraints to development, such as areas containing critical~~

~~areas, inadequate public facilities and services. The Burien Vision also includes the mitigation of impacts associated with future growth. (Amended, Ord. 445, 2005)~~

Public Facilities

Goal PF.1

Ensure that development is served by adequate levels of public facilities and services that are necessary for development.

Pol. PF 1.1 ~~Prior to permit approval new development must be coordinated~~ comply with the ~~provision of any~~ adopted levels of service for schools, water, fire protection, sewer, general government services, transportation and parks.

If adequate facilities will be provided concurrently (as defined or funded and to be constructed within six years of development) the City may allow development to occur.

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

Property Acquisition Areas (Deleted Ord. 551, Dec. 13, 2010)

Land Use Plan Implementation

Goal PI.1

Implement the goals and policies of the land use plan through a variety of means and mechanisms which are coordinated and consistent.

Pol. PI 1.1 The Comprehensive Plan, development regulations, functional plans and budgets should be mutually consistent and reinforce each other.

Pol. PI 1.2 The City's development regulations should be consistent with other City plans, ~~and activities, including and other~~ development requirements.

Pol. PI 1.3 Development regulations shall be clearly written and absent duplicative, uncoordinated or unclear requirements.

Pol. PI 1.4 ~~The development regulations should enable the City to use~~ Provide for different types levels of conditional use permit review processes, including administrative, appeal and hearing processes, based on the ~~type of the proposed use applied for and its~~ degree of potential impacts on the community.

Pol. PI 1.5 ~~The land use map of the comprehensive plan shall provide general guidance for land use and zoning (Zoning Map PI1).~~

Burien's development regulations and zoning map must be consistent with the future land use map (Map LU-1).

Pol. PI 1.6 ~~In deciding applications for amendments to the comprehensive plan, the City should consider the following:~~ Amendments to the Comprehensive Plan shall comply with the following criteria, using the procedures established in the Zoning Code:

- a. ~~Consistency with the comprehensive plan policies and the designation criteria. The proposed amendment is the best means for meeting an identified public need ; and~~
- b. Capability of the land; The proposed amendment is consistent with the Growth Management Act, applicable Puget Sound Regional Council (PSRC) plans, King County Countywide Planning Policies and Burien Comprehensive Plan; and
- c. ~~Capacity of public facilities and services and whether public facilities and services can be provided cost effectively (if publicly funded) at the intensity allowed by the designation; The proposed amendment will result in a net benefit will not result in a net loss to the community; and~~
- d. ~~Whether the proposed use is compatible with nearby uses; The revised Comprehensive Plan will be internally consistent; and~~
- e. ~~The need for the land uses which would be allowed by the comprehensive plan change, and whether the change would result in the loss of the capacity to provide other needed land uses, such as housing; and The capability of the land can support the projected land use;~~
- f. ~~Whether there has been a change in circumstances that makes the proposed plan designation appropriate or whether the plan designation was the result of technical error. Adequate public facility capacity to support the projected land use exists, or, can be provided by the property owner(s) requesting the amendment, or, can be cost-effectively provided by the City or other public agency; and;~~
- g. The proposed amendment will be compatible with nearby uses; and
- h. The proposed amendment would not prevent the City from achieving its Growth Management Act population and employment targets; and

- i. For a Comprehensive Plan land use map change, the applicable designation criteria for the proposed land use designation are met and either of the following is met:
 - i. Conditions have changed since the property was given its present Comprehensive Plan designation so that the current designation is no longer appropriate; or,
 - ii. The map change will correct a Comprehensive Plan designation that was inappropriate when established.

~~**Discussion:** The purpose of a comprehensive plan is to aid a community in making decisions about the future. While the future will bring change that the comprehensive plan cannot fully anticipate, the comprehensive plan can identify the factors that may need to be considered in addressing those changes. The above policies describe the role of these factors.~~

Land Use Conflicts

- Pol. PI 1.6 ~~Deleted. If there is a conflict between the comprehensive plan land use map and the land use designation policies, the land use designation policies control.~~
- Pol. PI 1.7 ~~Deleted. If there is a conflict between other maps found in this plan and the comprehensive plan land use map, the map that most specifically addresses the issue controls.~~
- Pol. PI 1.8 ~~Deleted. If there is a conflict between the land use designation policies and other policies, the policy that most specifically addresses the issue controls.~~
- Pol. PI 1.9 ~~Deleted. Except as provided in policy PI 1.4, if there is a conflict between the comprehensive plan or the comprehensive plan land use map and the zoning ordinance including the zoning map, the comprehensive plan shall control.~~

~~**Discussion:** The comprehensive plan land use map is a generalized description of the land use policies. Decision makers should refer to both the comprehensive plan land use map and the applicable land use policies.~~

Add definition to Glossary in Section 1.4:

Historic Resource: A district, site, building, structure or object significant in national, state or local history, architecture, archaeology, and culture.

Ordinance 573
EXHIBIT B

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

2012 Comprehensive Plan Text and Map Amendments and Concurrent Area-wide Rezone

APPLICANT(S): City of Burien

LOCATION: Comprehensive Plan Text and Map Amendments/Citywide

REQUEST: Amendments to Burien's Comprehensive Plan. Text amendments to the land use element. Amendments generally include the following:

- Incorporating the North Burien Annexation area, including amendments to the Comprehensive Land Use Map
- Align goals and policies with regional and county planning documents
- Incorporate countywide growth targets
- Improve consistency of land use designation criteria and adopt a commercial node concept
- Ensure goals and policies are consistent with best available science
- Align text to match pending SMP adoption
- Update references to other local planning documents
- Adopting Comprehensive Land use designation for the North Burien Area (generally north of 128th Street)
- Adoption of area-wide zoning map amendments consistent with the Comprehensive Plan map.

TAX PARCEL NUMBER(S): Not applicable

FINDINGS

REVIEW OF CRITERIA FOR COMPREHENSIVE PLAN AMENDMENT

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

A. The request is the best means for meeting an identified public benefit; and

The request to amend the Comprehensive Plan was made prior to June 1, 2012, as required in BMC 19.65.095.

The proposed amendments set the policy framework on what land uses and other related decisions should occur over the next 20 years. A portion of the amendments will greatly improve the connection between decisions regarding land use designations, transportation facilities and services. The policy framework will allow plan implementation in a number of areas such as zoning decisions, transportation standards and the design and construction of capital improvement projects.

B. The proposed amendment is consistent with the Growth Management Act, applicable Puget Sound Regional Council (PSRC) plans, King County Countywide Planning Policies and Burien Comprehensive Plan; and

Goals of the GMA state that development should occur in urban areas where adequate public facilities and services exist and there is an efficient multimodal transportation system. The goals also state that the environment should be protected. The GMA and King County Countywide Planning Policies both contain various requirements related to land use, environmental protections, transportation services, and require communities to adequately plan for future growth. The Countywide Planning Policies establish growth targets. The proposed amendments will ensure consistency with the Growth Management Act and Countywide Planning Policies by incorporating policy language illustrating how the City meets county growth targets, land use map changes increasing housing capacity, and language supporting the use of best available science to protect the environment.

Updating the Comprehensive Plan to bring it into compliance with the Growth Management Act (GMA), regional planning documents (Vision 2040, CPPs) and establish comprehensive plan land use designations for the North Burien area fulfills a public benefit. A specific public benefit identified in the regional and county plans is to accommodate forecasted population growth and ensure there is sufficient infrastructure such as housing and transportation facilities. The proposed amendments will also improve long-term certainty in the land use decision-making process. The plan amendments will solidify a long-term land use management approach that will coordinate development with infrastructure improvements and adjacent uses while encouraging efficient use of land.

C. The proposed amendment will result in a net benefit to the community; and

The proposed amendments will provide guidance for future land uses and decisions involving possible changes to land use designations. The net benefit will be that land use decisions will have a cohesive set of criteria that more directly consider transportation, recreation, proximity to transit and other land uses. The newly updated criteria, coordinated for internal consistency, will provide a higher degree of predictability when the City contemplates long-range land use decisions. These all result in a net benefit for the community.

D. The revised Comprehensive Plan will be internally consistent; and

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

E. The capability of the land can support the projected land use; and

The proposed land use capacity calculations have been shared with the service providers, such as water and sewer districts, who have confirmed that there is sufficient capacity to serve potential growth. In addition, the transportation network was evaluated to determine if potential growth, based on land use capacity, could support the increases. The analysis concluded that there would be no change in anticipated LOS beyond previous growth projections. The proposed amendments do not recommend specific land uses nor affect specific parcels of land. Any new development is required to obtain all necessary approvals before construction is allowed and, if appropriate, projects will be reviewed in detail when applications are submitted.

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

Not applicable; see item E above. The proposed amendments do not propose specific land uses that could impact public facility capacity.

G. The proposed amendment will be compatible with nearby uses; and

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

H. The proposed amendment will not prevent the City from achieving its Growth Management Act population and employment targets; and

The proposed amendments do not propose specific land uses nor affect specific parcels of land; however, the capacity to meet other needs such as housing has increased. The increase in housing and employment capacity was based on a land-use capacity analysis generally using the buildable lands methodology.

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

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

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

The proposed changes to the Comprehensive Plan Land Use map occur in the area annexed to the city in 2010 except for some changes along the west side of Ambaum Boulevard SW. King County provided planning and development services up until the time of annexation; incorporation into Burien would be considered a marked change in conditions. The City's process, which included a significant public outreach effort, looked to correct a number of land use designation inconsistencies as well as incorporate and address land use related desires of the residents in that area. The west side of Ambaum Boulevard south of SW 116th Street to SW 128th Street, which has been a part of the City since incorporation, was adjusted to match its previous land use designation intensity prior to Burien incorporating in 1993. The switch back to the high density multi-family designation more appropriately matches the development intensity that currently exists as well as what is in place on the east side of this highly traveled arterial.

J. The City Council may approve an area-wide rezone only if all of the following criteria are met:

i. The rezone is consistent with the comprehensive plan; and

ii. The rezone will advance the public health, safety, or welfare; and

iii. The rezone will not have significant adverse environmental impacts that are materially detrimental to adjacent properties or other affected areas.

The proposed amendments to the zoning map are consistent with the proposed amendments to the comprehensive plan map. The amendments were specifically coordinated to ensure consistency between two documents.

The area-wide rezone bears will advance the public health, safety and welfare because it eliminates many of the inconsistencies and concentrates higher levels of residential development intensity near the longstanding neighborhood commercial nodes. It focuses commercial and residential activity into centralized locations at the main intersections of Ambaum Blvd. SW, 1st Avenue South, Des Moines Memorial Drive and Glendale Way. The proposed zoning amendments allow construction of residential units in close proximity to commercial zones and mass transit. These amendments enable future developments to complement each other by concentrating

the local goods and service uses near residential uses, thereby creating more walkable neighborhood focal points.

The area-wide rezone will not be detrimental to uses or property because it amends former King County zoning designations along Des Moines Memorial Drive, a corridor that is currently an excessive patchwork of many different zones with various densities at many different locations. This proposed alternative eliminates many of the inconsistencies and concentrates higher levels of residential development intensity near the longstanding neighborhood commercial center of Des Moines Memorial Drive and Glendale Way.

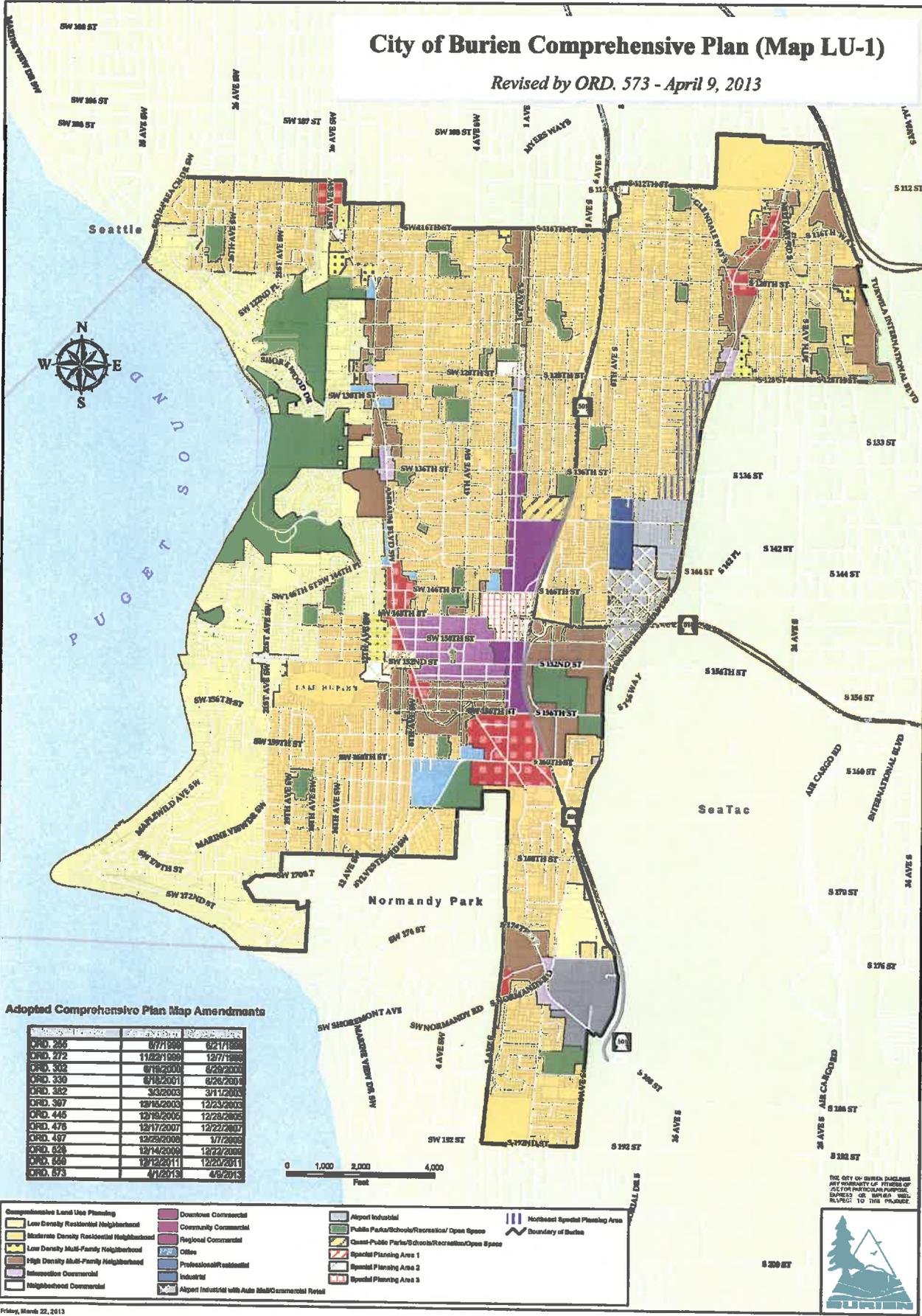
Along the Ambaum Boulevard corridor the proposed map amendments will more closely match the current development intensity and will allow residential development to locate in an area that is served by mass transit. The Ambaum Boulevard SW corridor is well served by mass transit. The map amendments implement a portion of Burien's long range vision that is found under the "Environment, Livable" statement. This section of the vision states that "Burien makes sustainable land, energy, water and transportation choices." The slightly higher residential densities may also encourage and/or enable reinvestment and redevelopment.

Amendments along 1st Avenue South maintain the existing zoning designations along a high traffic corridor. Minor adjustments are proposed to better align zoning designations with property lines.

The area-wide rezone has merit and value for the community because it allows slightly higher residential densities near the long-standing commercial centers and along established transportation corridors. Allowing slightly higher residential densities at specific locations may also encourage and/or enable reinvestment and redevelopment. Enabling the construction of more residences at central locations may in turn provide more incentives for businesses to locate there because as redevelopment occurs there will be a larger population base to support business activity. The land use designation changes also implement the vision statement of "Diversity, Multi-centered," which states that "Burien cultivates a thriving array of business and community centers."

City of Burien Comprehensive Plan (Map LU-1)

Revised by ORD. 573 - April 9, 2013



Adopted Comprehensive Plan Map Amendments

ORD. No.	Effective Date	Expiration Date
ORD. 255	6/7/1999	6/21/1999
ORD. 272	11/22/1999	12/7/1999
ORD. 302	6/18/2000	6/28/2000
ORD. 330	6/18/2001	6/28/2001
ORD. 362	3/3/2003	3/11/2003
ORD. 367	12/15/2003	12/23/2003
ORD. 445	12/18/2005	12/28/2005
ORD. 478	12/17/2007	12/22/2007
ORD. 497	12/29/2008	1/7/2009
ORD. 528	12/14/2009	12/22/2009
ORD. 550	12/12/2011	12/22/2011
ORD. 573	4/1/2013	4/9/2013



Comprehensive Land Use Planning	Downtown Commercial	Airport Industrial	Neighbors Special Planning Area
Low Density Residential Neighborhood	Community Commercial	Public Parks/Schools/Recreation/ Open Space	Boundary of Burien
Moderate Density Residential Neighborhood	Regional Commercial	Quiet Public Parks/Schools/Recreation/ Open Space	Special Planning Area 1
Low Density Multi-Family Neighborhood	Offices	Quiet Public Parks/Schools/Recreation/ Open Space	Special Planning Area 2
High Density Multi-Family Neighborhood	Professional/Residential	Quiet Public Parks/Schools/Recreation/ Open Space	Special Planning Area 3
Intensive Commercial	Industrial		
Neighborhood Commercial	Airport Industrial with Auto Multi-Commercial Retail		



