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. The comprehensive plan was developed to also align with the regional vision and addresses each of the policy areas in VISION 2040. It contains policies that address habitat protection, water conservation, air quality, and climate change.

Burien desires to advance environmentally friendly development techniques while also accommodating regionally established residential and employment targets out to 2035. With ever increasing pressure on transportation networks and the environment, a sustainable planning approach is used to accommodate anticipated growth. One of the primary goals of this plan is to achieve more compact urban development within the designated urban center and in identified commercial nodes in order to maintain our well established residential neighborhoods. One technique that is included in the plan is to direct compact mixed use development toward downtown and strategically located commercial nodes along existing transit corridors throughout the city. This approach promotes more efficient use of available land and provides opportunities for employment and housing growth available to a variety of income levels.

Another key objective~~s~~ of the plan is to create a "sustainable community." A sustainable community is economically, environmentally, and socially healthy to meet the diverse needs of current and future generations. It's 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.

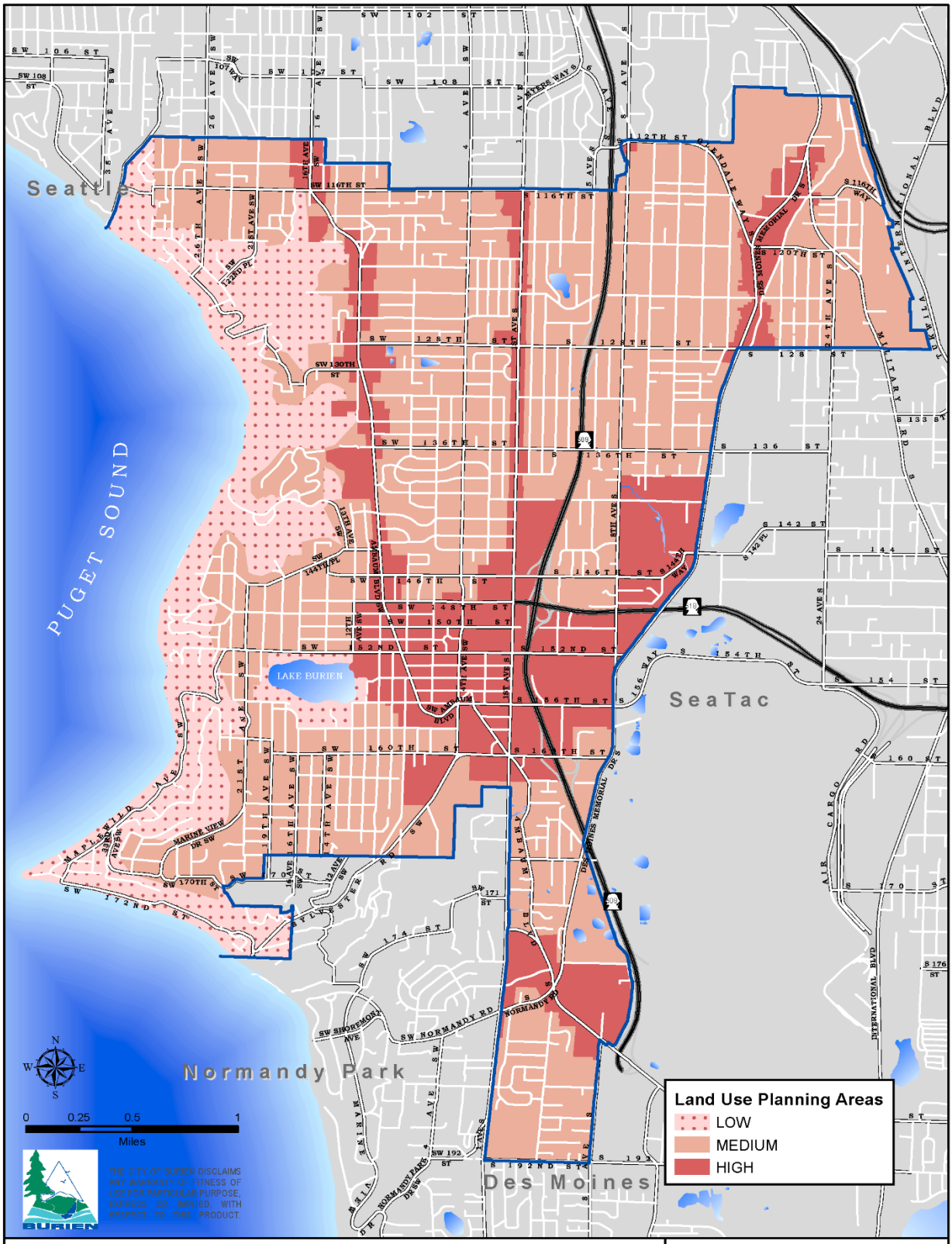

Figure 2 - LU2 - Planned Land Use Intensity | **December 2015**

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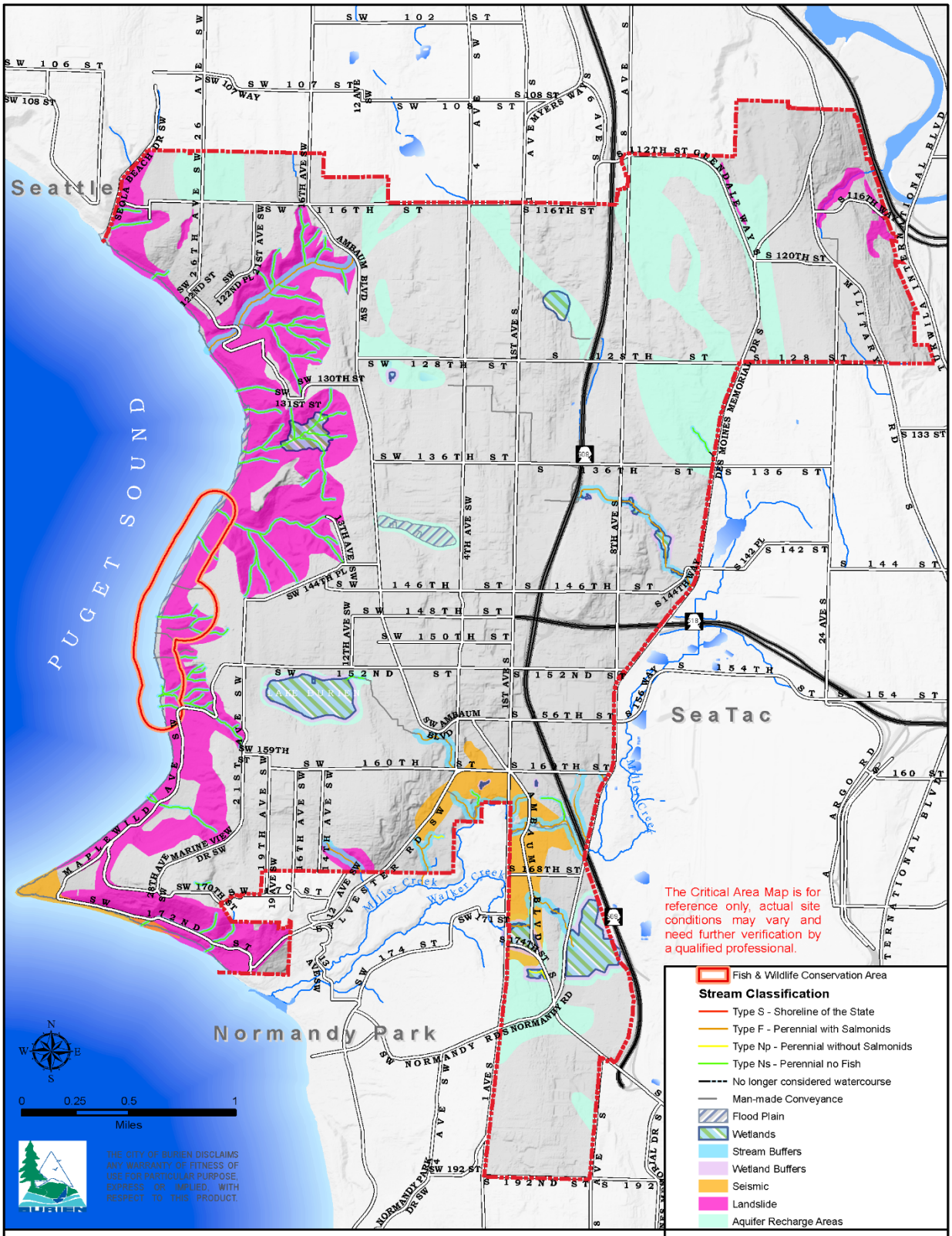

Figure 2-EV1 - Sensitive/Critical Areas Map | **December 2015**

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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 2 LU-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.

Pol. LU 1.2 (Deleted, Ordinance No. 573, April 1, 2013)

Pol. LU 1.3 (Deleted, Ordinance No. 573, April 1, 2013)

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

Pol. LU 1.5 Expand Burien's economic base by attracting the types of economic activities 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 redevelopment and development of underutilized and vacant land to be compatible with the envisioned character, scale and design of surrounding development.

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, Ordinance No. 573, April 1, 2013)

Pol. LU 1.11 Downtown Burien and surrounding areas have been designated a regional growth center in accordance with Vision 2040 and the King County Countywide Planning Policies. The boundaries of the Urban Center are shown on Figure 2-LU1.11 Urban Center Boundary).

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.

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.

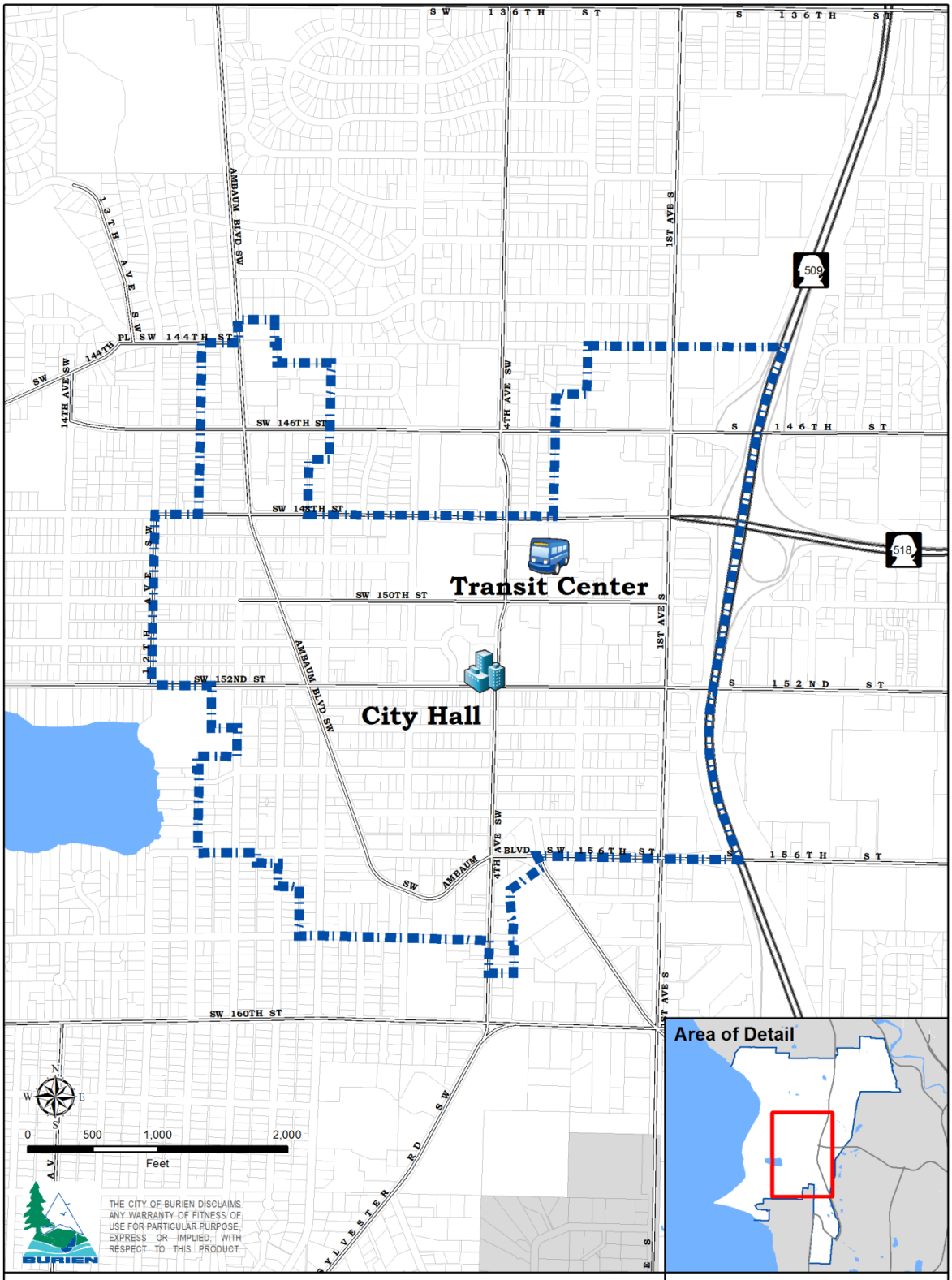

Figure 2LU-1.11 - Urban Center Boundary | **December 2012**

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Last updated: 8/21/2012
By: Fernandol

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 2035 as shown in Table 2-LU 2.1 (Countywide Growth Targets 2006 to 2035). 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 2035)

Existing Housing[1]	Housing Target [2]	Housing Capacity[3]
19,828	5,150	5,180
Existing Employment[3]	**Employment Target[2]**	**Employment Capacity[3]**
12,062	8,780	8,848

1-2014 King County Buildable Lands Report
2-2014 King County Buildable Lands Report, including Annexation Area Targets
3-Burien Land Use Capacity Analysis, 2012 and 2014 King County Buildable Lands Report

(Table Amended, Ordinance No. 614, December 2014)

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 (Deleted, Ordinance No. 573, April 1, 2013)

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

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 net 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 net 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 Figure 2 LU-2, Planned Land Use Intensity.
3. The land is constrained by landslide hazard areas, 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. Applying lower density development potentials to such areas will help to preserve the existing quality of the neighborhoods and protect critical areas.

Pol. RE 1.6 The *Moderate Density Residential Neighborhood* designation allows single family residential uses 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.

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 single-family residential development or platting at greater than four units per acre.
2. The existing and planned public facilities and services are adequate to support single-family densities greater than four units per net acre.
3. 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).

Pol. RE 1.7 The *Low Density Multifamily Neighborhood* designation 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.

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

1. The area is already primarily characterized by multifamily residential 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 2 LU-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 2 LU-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 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.

Designation Criteria: Properties designated *High Density Multifamily Neighborhood* 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 2 LU-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 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 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 home occupations in residential areas as an accessory use if they are compatible with adjacent residential uses and do not change the home's residential character.

Pol. BU 1.2 Provide areas for businesses that serve neighborhoods, the community and the region, and minimize traffic congestion, visual, and other impacts on the surrounding residential areas.

Pol. BU 1.3 The *Neighborhood Center* 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.

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

1. Areas are located at low intensity commercial nodes (shown on Figure 2 LU-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.

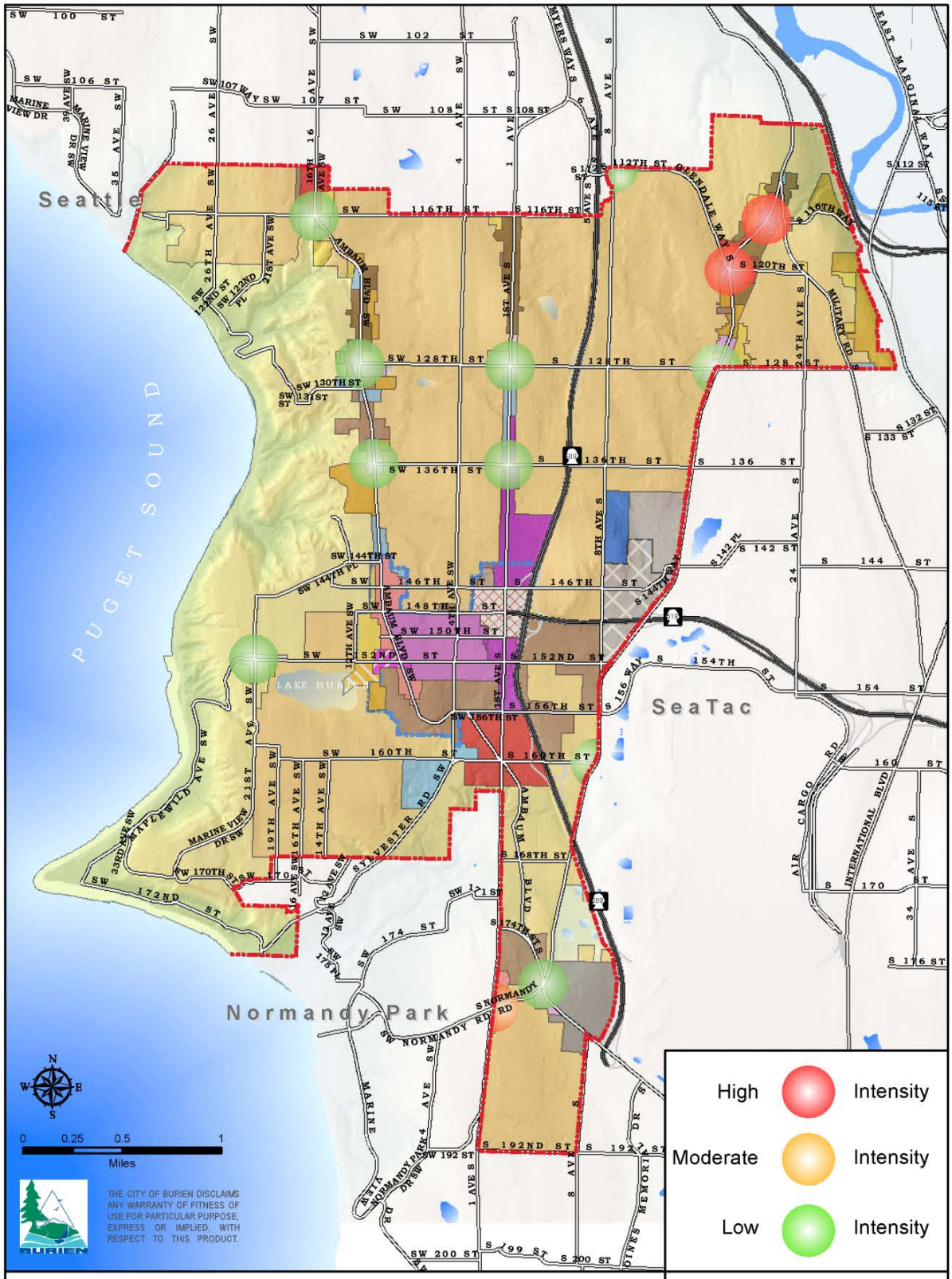

Figure 2LU-3 - Commercial Nodes | **December 2014**

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Last updated: 10/6/2014
By: fernandol

Pol. BU 1.4 The *Intersection Commercial* 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.

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

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 2 LU-3, Commercial Nodes).
2. Areas shall be located at or within 1/8th mile of the intersection of arterials.
3. Areas shall be located at or within 1/8th mile of the intersection of arterials.
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 critical aquifer recharge areas.
6. Areas are located adjacent to or have adequate access to a primary or minor arterial.

Pol. BU 1.5 The *Downtown Commercial* 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.

1. The area is located within the urban center boundary (Figure 2 LU-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* designation recognizes the business orientation of some of the principal arterials, including Ambaum Boulevard Southwest, Boulevard Park and the Five Corners area. The designation 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.

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

1. Areas are located within 1/8 mile of the center of moderate and high commercial service nodes (see Figure 2 LU-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* designation allows 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. 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.

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

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 2 LU-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* designation should recognize existing office uses and encourage office uses in appropriate areas, based on the criteria below.

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 reflect the following criteria:

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 2 LU-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. 1

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

Pol. IN 1.1 The *Industrial* designation provides areas for heavy 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. 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.

Designation Criteria: Properties designated *Industrial* should meet the following criteria:

1. The area is characterized by industrial or heavy commercial development or is adjacent to industrial uses.
2. The area has direct access to an auto/truck priority route.
3. The area should be free of or able to appropriately accommodate environmentally critical areas.

Pol. IN 1.2 Vegetative Buffers. Uses in the Industrial and Airport Industrial areas shall provide vegetative buffers to screen development from adjacent non-business properties and from adjacent roadways.

Pol. IN 1.3 Performance Standards. Performance standards for uses in the Industrial and Airport Industrial areas 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.2

Provide areas for the development of attractive Business Park, Warehouse, Manufacturing and Airport-Related uses in the east part of the City where impacts on the surrounding environment can be minimized.

Pol. IN 2.1 The Northeast Redevelopment Area (NERA) identified on Map LU-1 is an overlay land use designation that recognizes a potential opportunity for economic development in the eastern part of the City, in areas affected by aircraft noise from SeaTac International Airport. Development of uses in the NERA should be low scale, landscaped, buffered, and 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.

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 include storage, 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. The uses in this classification 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.

Designation Criteria: Properties designated as Northeast Redevelopment Area should reflect the following criteria:

1. The area should be 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 shall be located near major transportation corridors with adequate highway access.
3. The area should be free of or able to appropriately accommodate environmentally critical areas.

Northeast Redevelopment Area

Pol. IN 2.2 Prior to considering redesignation of land within 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, 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.

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. Which areas should be converted to Airport Industrial, Professional Residential and/or other designations that will achieve the objective of Pol. IN 2.1;

c. How such areas may be transitioned from existing residential uses;

d. How development will be supported by adequate facilities.

Discussion: Land in the Northeast 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 will help ensure that the area is redeveloped 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 and recognize their contribution to the overall quality of life in Burien.

Pol. PO 1.1 The *Parks/Schools/Recreation/Open Space* 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: 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 *Parks/Schools/Recreation/Open Space* shall 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. These areas have distinctive 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 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. Strengthen, preserve and enhance Old Burien as an active and economically viable place to shop, visit, conduct business and enjoy cultural events;

b. Enhance and maintain the area's pedestrian orientation and design character in a manner that is consistent with the City's design standards;

c. Maintain the strong pedestrian connection between Old Burien and Downtown Burien; and,

d. Protect the residential neighborhood west of 10th Avenue SW 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 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 the 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. The Special Planning Area 3 designation recognizes that the gateway area should be 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 Special Planning Area 3 the City should:

a. Encourage 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 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 (Deleted, Ordinance No. 573, April 1, 2013)

Pol. IN 1.5 (Deleted, Ordinance No. 573, April 1, 2013)

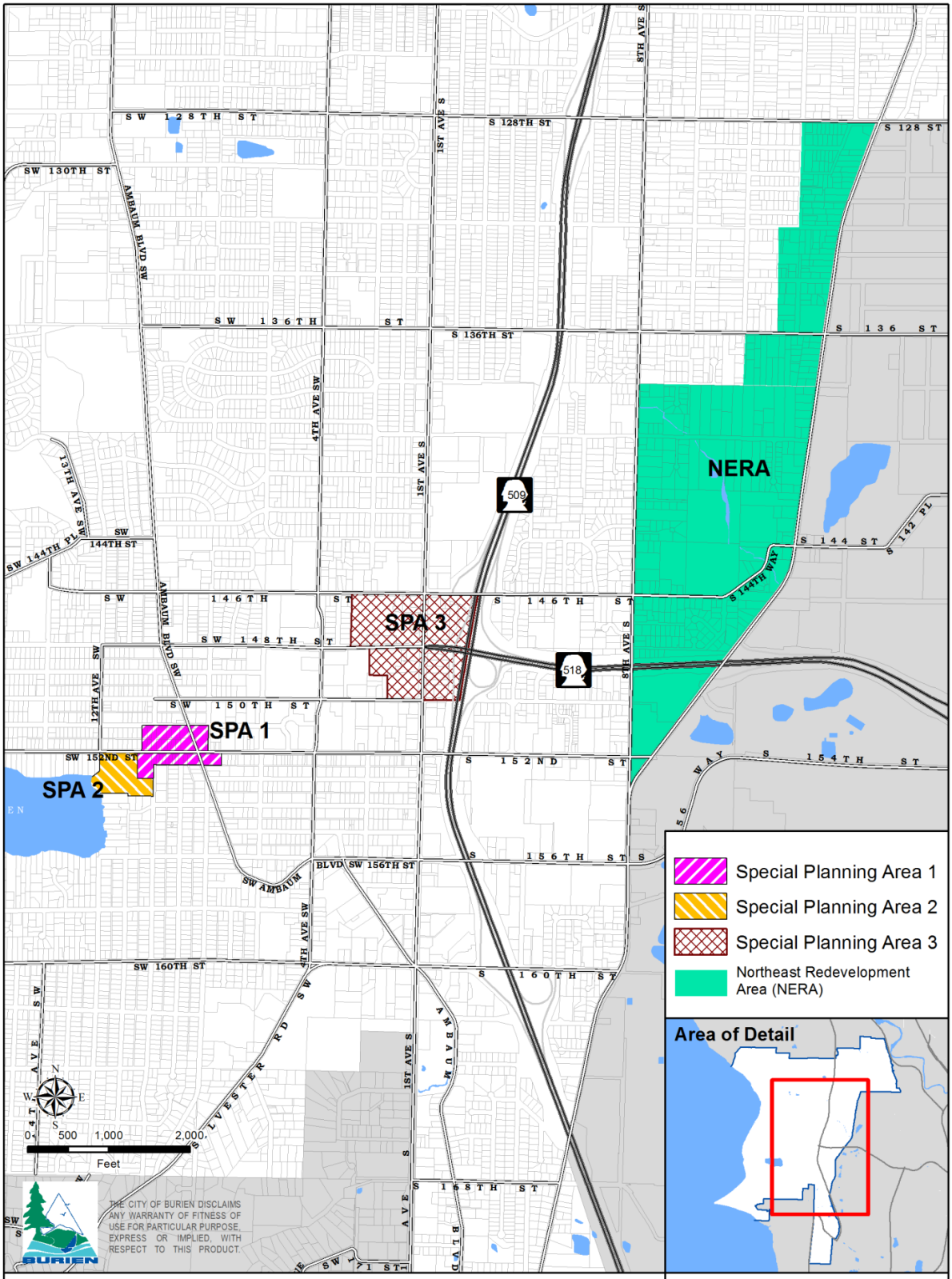

Figure 2-SE1 - Special Planning Areas | **December 2012**

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Last updated: 8/21/2012
By: Fernandol

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 Avoid impacts to critical areas where feasible, before considering minimizing impacts or providing mitigation.

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

Pol. EV 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)

Pol. EV 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.

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

Pol. EV 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 1.11 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.

Surface Water Quality

Pol. EV 2.2 Stream banks and stream channels should be maintained or restored to their natural condition wherever such conditions or opportunities exist. (Amended, Ord. 614, 2014)

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, Ordinance No. 573, April 1, 2013)

Air Quality

Pol. EV 2.6 Continue to support and rely on the various State, Federal, local and regional programs to protect and enhance air quality.

Pol. EV 2.7 Encourage the retention of native vegetation and top soil and require landscaping in new developments in order to provide filtering of suspended particulates.

Pol. EV 2.8 Consider the impacts of new development on air quality as a part of 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 2.11 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 2.12 The City should consider developing and implementing a measure which would preserve trees of historical significance.

Hazardous Materials

Pol. EV 2.13 Storage and disposal of any hazardous material shall be done only in strict compliance with applicable city, state and federal law.

Pol. EV 2.14 Consider the impacts of new development on the risk of hazardous materials as a part of the environmental review process and require any appropriate mitigating measures.

Pol. EV 2.15 (Deleted, Ordinance No. 573, April 1, 2013)

Education

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

Pol. EV 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 to 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 non-structural measures to stabilize soils, hillsides, bluffs and ravine sidewalls and to promote wildlife habitat by retaining or restoring native vegetation. (Amended, Ordinance No. 614, December 2014)

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, October 2008, as amended;

c. 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 Coordinate with adjacent jurisdictions and state, federal and tribal governments during land use review to identify and protect habitat networks that 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 re-establish 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 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 Protect fish and wildlife habitat conservation areas within the City 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. 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. The goals of those practices should be to promote aquifer recharge quality and quantity; and

b. 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 Provide incentives for and promote ground water recharge by allowing and encouraging the use of low-impact development techniques that infiltrate runoff where site conditions permit.

Pol. EV 5.4 Protect groundwater sources from contamination by requiring pollution source controls and stormwater pretreatment.

Pol. EV 5.5 Comprehensive Plan land use decisions shall consider impacts to quantity and quality of groundwater supply.

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 Protect 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 occurs within and outside of its municipal boundaries.

Pol. NO 1.1 Discourage the introduction of noise levels which are incompatible with current or planned land uses.

Pol. NO 1.2 Encourage the reduction of incompatible noise levels.

Pol. NO 1.3 Discourage the introduction of new land uses into areas where existing noise levels are incompatible with such land uses.

Pol. NO 1.4 Work with other jurisdictions and agencies to encourage the reduction of noise from Seattle-Tacoma International Airport.

Pol. NO 1.5 Work with the Port of Seattle and the Federal Aviation Administration to develop and implement airport operational procedures that will decrease adverse noise effects.

Historic Preservation

Goal HT.1

Ensure that historic resources are identified, protected from undue adverse impacts associated with incompatible land uses or transportation facilities.

Pol. HT 1.1 Protect local historic resources through designation and incentives for the preservation of such resources.

Pol. HT 1.2 (Deleted, Ordinance No. 573, April 1, 2013)

Pol. HT 1.3 (Deleted, Ordinance No. 573, April 1, 2013)

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

Pol. HT 1.5 (Deleted, Ordinance No. 573, April 1, 2013)

Community Character

Goal CC.1

Control and direct growth in a manner which enhances, rather than detracts from community quality and values.

Pol. CC 1.1 (Deleted, Ordinance No. 573, April 1, 2013)

Pol. CC 1.2 (Deleted, Ordinance No. 573, April 1, 2013)

Pol. CC 1.3 Cooperate with surrounding jurisdictions to enhance the consistency of development proposals with their land use goals and policies.

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 comply with 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, Ordinance No. 573, April 1, 2013)

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, activities, and development requirements.

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

Pol. PI 1.4 Provide for different levels of permit review processes, including administrative, appeal and hearing processes, based on the proposed use and its degree of potential impacts on the community.

Pol. PI 1.5 Burien's development regulations and zoning map must be consistent with the future land use map (Map LU-1).

Amendments to the Comprehensive Plan shall comply with the following criteria, using the procedures established in the Zoning Code:

a. The proposed amendment is the best means for meeting an identified public need; and

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

c. The proposed amendment will not result in a net loss to the community; and

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

e. The capability of the land can support the projected land use;

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

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.

Pol. PI 1.6 (Deleted, Ordinance No. 573, April 1, 2013)

Pol. PI 1.7 (Deleted, Ordinance No. 573, April 1, 2013)

Pol. PI 1.8 (Deleted, Ordinance No. 573, April 1, 2013)

Pol. PI 1.9 (Deleted, Ordinance No. 573, April 1, 2013)

Potential Annexation Area (Deleted, Ordinance No. 614, December 15, 2014)

Goal AN.1 (Deleted, Ordinance No. 614, December 15, 2014)

Pol. AN 1.1 (Deleted, Ordinance No. 614, December 15, 2014)

Pol. AN 1.2 (Deleted, Ordinance No. 614, December 15, 2014)

Pol. AN 1.3 (Deleted, Ordinance No. 614, December 15, 2014)

Pol. AN 1.4 (Deleted, Ordinance No. 614, December 15, 2014)

2.3 COMMUNITY CHARACTER ELEMENT

Visual Quality

Goal VQ.1

Ensure a quality visual environment through appropriate design standards and procedures.

Pol. VQ 1.1 The visual impact of large developments or significant improvements to existing developments should be a priority consideration in their review and approval.

Pol. VQ 1.2 The City should establish a design review process for multifamily dwellings in order to ensure visual compatibility with nearby single family neighborhoods.

Pol. VQ 1.3 The City should require the undergrounding of utilities in new residential or commercial development, when arterial street improvements are made, or whenever opportunities arise.

Pol. VQ 1.4 The construction of new billboards and large signs shall be limited to reduce visual clutter, enhance traffic safety and maintain views of mountains, Puget Sound, and community features.

Pol. VQ 1.5 The City shall encourage the use of distinctive, finely crafted signs designed to enhance the aesthetics of the downtown area and to improve pedestrian and traffic safety. Signs should be integrated into the building design, compatible with their surroundings and clearly inform pedestrians and motorists of business names and services, but should not detract from the architectural quality of individual buildings or from the streetscape.

***Discussion*:** A quality visual environment contributes to a positive overall image of the City, and helps maintain and enhance Burien's sense of place as a unique and desirable place to live. Of special concern to the City is how existing and new developments can enhance the quality of the built environment.

Environmental Quality

Goal EQ.1

Recognize the significant role that the natural environment plays in creating a healthy and attractive community.

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. EQ 1.1 To enhance the community's appearance, identity and natural beauty, the City shall promote the conservation and retention of trees of local and historical significance. The use and incorporation of non-invasive native vegetation into landscaping and buffer areas and is also encouraged for new development.

Pol. EQ 1.2 The City should maintain, protect and enhance greenbelts riparian corridors and wildlife habit corridors so that the extent and intensity of the built environment is balanced by these natural features.

Pol. EQ 1.3 The City shall work with property owners to encourage non-purchase options such as conservation easements, current use easements, and development covenants to preserve open space and greenbelts within the city's neighborhoods. The City should also accept donations of properties where public access is anticipated or planned.

***Discussion*:** Trees, landscaping, and open space all contribute to community image, while providing wildlife habitat and recreational opportunities. It is important to ensure that these natural features are conserved and enhanced so that they provide physical separation and some visual relief to the built environment.

Neighborhood Quality

Goal NQ.1

Reinforce and enhance the City's neighborhoods.

Pol. NQ 1.1 Design guidelines may be used to support and enhance the design characteristics of the City's neighborhoods. Neighborhood Plans may address these issues, and if so, the City will accommodate such plans by varying design guidelines, standards and requirements within and between the residential areas of the City, based on the neighborhood's unique "character." Qualities that influence the character of a neighborhood include setbacks; the ratio of scale, bulk and height of structures to lot area; landscaping; and roadway and pedestrian features. Consequently, design guidelines should address these qualities to ensure that new developments, or improvements to existing developments, are compatible with and enhance the character of development in surrounding sites.

Discussion: Neighborhood character has strong implications for the design and application of many of the design guidelines within the community character element of the comprehensive plan. While design guidelines are necessary to ensure that new development, or improvements to existing developments, will not result in a dramatic change in neighborhood character, it is important that the guidelines also be somewhat flexible to allow neighborhood character to evolve over time.

Pol. NQ 1.2 The City will encourage and support the development of neighborhood plans. These plans will carry out and refine the vision of the Comprehensive Plan at the neighborhood level. The zoning code will

specify the Neighborhood Planning Process. Eventually, all neighborhoods will have the opportunity for the development of a plan. Neighborhood Plans while developed at the neighborhood level shall be reviewed by the City Council and shall be adopted into the Comprehensive Plan. Once adopted each plan should be periodically reviewed. The city will supply the administrative support and personnel to educate and support the neighborhoods in their plan development process. Neighborhood plans may vary as to content but should include:

- A description of the natural and built environment and history of the neighborhood
- The neighborhood's vision for the next 20 years
- Identification of all open spaces, sensitive areas, wetlands, conservancy areas, public access trails, both existing or as envisioned by the neighborhood
- A description of the qualities of the neighborhood that should be preserved, enhanced or changed
- Road and other infrastructure standards as appropriate at the neighborhood level
- Identification of existing educational, cultural and athletic facilities, together with envisioning anticipated facilities
- Priorities for public and other investments in the neighborhood
- Appropriate standards for development of areas adjacent to the neighborhood in order to achieve an acceptable transition of design standards between the adjacent area and the neighborhood
- Such other attributes or components that any neighborhood deems appropriate, helpful or necessary to its plan.

***Discussion*:** An important part of the Burien Vision is reinforcing the character of the well-established neighborhoods as the City continues to grow. Measures to accomplish this should address "blending" infill, redevelopment and new development with existing neighborhoods, balancing development with preservation of open space, regulating site design to enhance the sense of community, and mitigating the impacts of traffic.

Pol. NQ 1.3 High density development should be avoided where the existing development pattern or terrain poses constraints to the development of facilities for walking, bicycling or frequent transit service, and where multiple access routes to the development are not feasible.

Pol. NQ 1.4 Prevention and alleviation of traffic impacts on residential neighborhoods shall be a high priority within the City. The adverse impacts on residential neighborhoods should be minimized by discouraging the use of local streets by non-local traffic and providing alternative routes.

Pol. NQ 1.5 Pedestrian movement in neighborhoods should be enhanced by encouraging the development of a system of paths and trails linking neighborhoods with each other open spaces, parks, activity centers, shopping and employment centers.

Pol. NQ 1.6 Public participation in decisions affecting the livability of neighborhoods shall be encouraged by the City. Participation programs typically used by the City include town meetings, surveys, and public hearings. Other creative methods, such as videos and kids programs that attempt to reach residents who have not participated in planning processes in the past is encouraged.

Pol. NQ 1.7 Single family development regulations should encourage compatibility with the existing scale of residential structures in the neighborhood, provide an appropriate relationship of lot area, building scale, and siting; and encourage a sense of community (e.g. mature trees, pedestrian scale, sensitive transition between public and private spaces).

Pol. NQ 1.8 Multifamily housing shall be designed to high quality standards so that it contributes to the neighborhood character and is compatible with adjacent single family developments through:

a. Site planning focused on neighborhood design integration;

b. Building design architecturally linked with the surrounding neighborhood and style;

c. Streetscapes with trees and landscaping that encourage pedestrian use and safe transition to private spaces, and that reduces the visual effects of large paved areas;

d. On-site recreational space and facilities; and

e. Creative project design that provides a diversity of housing types within adopted design criteria, standards and guidelines.

Neighborhood Preservation

Goal NP.1

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

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

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

Pol. NP 1.2 The City shall develop plans, land use regulations and review procedures to preserve and protect its designated residential communities from inconsistent and incompatible land uses which threaten to undermine their stability and residential character.

Pol. NP 1.3 The City shall adopt appropriate plans, zoning, development and building regulations and review procedures to ensure that residential neighborhoods, to the extent allowed by federal and state law, will not be exposed to exterior noise levels which exceed an Ldn of 55 dBA at the property line.

Pol. NP 1.4 The City shall establish and adopt restrictions on the use of surface streets in residential neighborhoods to ensure that commercial traffic does not damage residential roads or subject residential neighborhoods to congestion, noise or increased surface street traffic.

Discussion: Residential neighborhoods need to be protected from undue adverse impacts associated with local and regional development projects. The City should take steps to ensure that plans and regulations are in place that establish and implement the desired Vision for the City so that any future projects with direct or indirect adverse impacts on neighborhoods can be prohibited or appropriately mitigated.

Residential Commercial Areas

Goal RC.1

Support and enhance existing nodes of small-scale commercial uses within neighborhoods that provide access to convenience goods and services that serve the everyday needs of the surrounding neighborhood, while protecting neighborhood character.

Pol. RC 1.1 Neighborhood commercial developments shall reflect the scale of surrounding residential structures, employ appropriate design elements to blend in with the character of the residential neighborhood, and encourage non-motorized access.

Pol. RC 1.2 Neighborhood commercial developments shall incorporate small-scale pedestrian amenities, such as benches and canopies, in order to convey the impression of a residential center and neighborhood focal point.

***Discussion*:** There are a number of existing nodes of commercial development within the City's residential neighborhoods that serve as a neighborhood focal point and help provide a unique identity to the area. (The land use element designates these areas as "Neighborhood Centers.")

While these pockets of commercial development are usually considered convenient for the neighborhoods, they can also detract from the desired neighborhood character if not appropriately designed, or if auto traffic or pedestrian safety becomes an issue.

Downtown Burien

Goal DB.1

Enhance the distinctive character and viability of downtown Burien, and reinforce it as the focal point of the community by encouraging the implementation of the Conceptual Framework for the Town Square, the Downtown Master Plan, and the following downtown policies.

The following describes the vision of Downtown Burien the in 2020. It attempts to describe what a visitor or resident would see, feel and do in Burien's downtown in 2020.

Downtown Burien has seen much change over the last 20 years. Initially the change occurred almost imperceptibly, the pace increasing as the years progressed. Strong partnerships between the citizens, the government and private investors resulted in early pioneering efforts. As development succeeded, investments occurred more readily.

With its easy access to Seattle and the airport, and commanding views of Puget Sound, the downtown has become the town center for southwest King County, providing distinctive shopping, art and entertainment areas, offices, residences, parks and open spaces, and government services.

PEOPLE in 2020

Downtown Burien's citizens are diverse and respectful of the vitality and vibrancy that their diversity has brought to the downtown. While retaining the personality of a small town, the downtown has all the positive assets of an urban area. Those who work and those who live in the downtown are personable, positive and optimistic about the future of their community. More than anything they are committed to seeing the community continue to succeed. Strong leadership has emerged in the downtown from both the businesses and residents to assure that the can-do attitude continues.

DESIGN in 2020

Strong design guidelines adopted 20 years ago have assured that as development occurs it is in keeping with the overall vision for the downtown. All of the streets are fully landscaped, lighted and pedestrian-friendly. Landscaping is evident throughout the area, from boulevard medians and street trees to rooftop gardens and balconies. Pedestrian and bike corridors link all areas of the downtown and the downtown to the rest of the community.

Throughout is a sense of permanence, attention to detail, quality and investment by the developers of each project. Heights vary from the three- to four-story structures along Southwest 152nd and 153rd streets to the six-story and higher structures further north along Southwest 150th and 148th streets. Early investment by the city in boulevards along Southwest 152nd and 148th streets set an overall tone of quality and commitment. No utility lines are evident. Signage reflects the commitment to quality and appropriate scale. Each individual development and improvement while unique and innovative seem to fit with everything else as if designed to complement each other.

Besides the Town Square with its water feature, plentiful open spaces have been developed either by the city or private developments. Public art is seen throughout; every turn along a sidewalk can bring a new and delightful surprise. Clear and consistent design standards for public improvements ensure that even the newest resident knows that he or she is in a distinctive and appreciated neighborhood. Public transit is accessible throughout the downtown and assures that downtown Burien is closely connected to the neighborhoods and to the entire region through the transit hub and the new light rail connection.

A frequent discussion at the City Council is the recurring proposal to further enhance the distinctiveness of the downtown by renaming the streets to reflect the heritage of the city. One of the elements clearly leading to the acceptance and success of the downtown has been the land use policies that have been in place and adhered to for 20 years, allowing the community and investors to plan with assurance for the future. Among the most important policies is the clear definition of the downtown and the commitment to maintain those boundaries.

LAND USE in 2020

The downtown has become a clear destination for those seeking a quality shopping experience. Local and national retailers are evident and successful. While the downtown has retained and enhanced its position as the daily shopping and service area for residents in the surrounding neighborhoods and cities; comparison-shopping, hotels, art galleries, museums, educational services and entertainment have become regional attractions. With the monthly art walk among the galleries, live theater at the performing arts center, movie theaters and nationally renowned museums, downtown Burien has become much more than a neighborhood shopping area.

Offices also have increased in prominence. Newer offices in the northern portion provide professional services to the free trade area of the airport. International trade and commerce, technology, and education have become a major source of tenants throughout the downtown.

While 20 years ago there were few residences in the downtown, they now are a significant component in the mix of downtown uses. Among the options available are the upper levels of the three-story buildings along Southwest 152nd Street, immersed in the daily hum of activity, or the higher structures to the north, taking advantage of the spectacular views. Restaurants flourish in the downtown, many with regional reputations.

EVENTS in 2020

A full schedule of public events centers on the downtown, particularly the Town Square, bringing positive regional and national notoriety to Burien. Whether it is the weekly farmers' market, the annual Burien Bite and Sip food festival and wine tasting, the yearly Burien Concours d'Elegance and Custom Car Show, or frequent events centering around the bandstand, the Town Square is the hub of activity in the downtown.

The diversity of Burien is frequently honored with events celebrating one or more of the cultures making up the community. The National Hydroplane Museum and the Burien Historical Museum draw visitors from around the region and the nation. Local residents also enjoy the fun and camaraderie both before and after buses leave from the transit hub or other downtown locations for sports and cultural events throughout the region. Whether it is for travel to a Husky or Hawk game or the symphony, the downtown serves as a major point for residents to gather and celebrate.

Pol. DB 1.1 Downtown should continue to be recognized as the business, governmental and cultural focal point of the community.

Pol. DB 1.2 The City should encourage and support locating distinctive, quality developments within the downtown area that are consistent with the character established by this comprehensive plan.

Pol. DB 1.3 The City should encourage the provision of "gateways" and landscaping at points around the community which distinctively identify the entrances to downtown.

Pol. DB 1.4 A town square should be developed as the central public focal point for the downtown core.

Pol. DB 1.5 The City should encourage the development of a local, quality view restaurant in a moderate or high rise downtown building.

Pol. DB 1.6 The City should offer development incentives for developers to design and construct public amenities into their projects. These incentives should include public benefits relating to elements such as pedestrian streetscapes, landscaping, public art and open space, preferred land uses, design elements, and purchase of development rights from properties that contain critical areas. In exchange for providing such public benefits, the developer should be allowed to increase building height and/or bulk, consistent with these policies. The magnitude of the development incentive should be based on the magnitude of the public benefit.

Pol. DB 1.7 The City should encourage downtown developments to take advantage of the scenic views of Mount Rainier, Puget Sound, Cascade Mountains and Olympic Mountains that are available from portions of the downtown area.

Pol. DB 1.8 The City should reinforce and enhance Burien's unique character and sense of place by creating an attractive, distinctive and well-defined downtown that supports and encourages walking and use of transit, as well as travel by the automobile. To help achieve this objective, the City should implement the Downtown Master Plan and Conceptual Framework for the Town Square to address issues such as (but not limited to) street and right-of-way standards, design guidelines, infrastructure needs, and public facilities needs and locations *(these documents are on file with the City and are incorporated herein by reference).*

Discussion: In 1998, the City of Burien began a major planning effort to redevelop Downtown Burien into a more attractive, pedestrian and business friendly environment that would provide public gathering spaces, mixed use development, and special public facilities. Several strategic economic and planning endeavors (1998 HyettPalma Report, 1999 Makers Streetscape Design Plan, 2000 Town Square Study, 2002 Downtown Master Plan) culminated into the Conceptual Framework for the Town Square. This planning effort envisions a "multi-use and multi-faceted downtown that appeals to a broad spectrum of users as a place to work, shop, be entertained, and live—a downtown of businesses that are fun, funky, and functional, offering both the essentials and the enjoyments of life." The City of Burien realizes the market for retail, office and residential growth in downtown and opportunities for views of Puget Sound, Mt. Rainier and the Olympic and Cascade mountain ranges. Views are one of downtown's strongest assets, distinguishing downtown Burien from other economic centers in the area. Rather than protecting views from existing or future buildings, policies herein are intended to encourage developers to design projects to take advantage of this valuable asset, and to encourage those marketing downtown Burien to use this asset to attract new businesses. Burien's proximity to SeaTac International Airport and downtown Seattle will prove to be a catalyst for retail, office, and residential development.

The policies in this plan support redevelopment of downtown Burien to evolve over time from a sprawling, inefficient, auto-oriented, moderate-quality suburban shopping area to a dense, distinctive, pedestrian-friendly, transit supportive, high-quality multiple-use urban center.

Public Art

Pol. DB 1.9 The City should support the growth of arts and cultural activities which are a vital part of the Burien Vision and community life in the downtown area.

Pol. DB 1.10 The City should enhance the appearance and enjoyment of downtown by seeking opportunities to integrate public art into public and private improvements and developments.

Open Space and Landscaping

Pol. DB 1.11 Downtown developments should seek to reduce the impact of the built environment by providing public open space as part of the development. Such open space may include gardens, water features, street furniture, public art, pocket parks, or pathways that connect other open spaces.

Pol. DB 1.12 Public open space plazas or parks should be designed to be accessible from adjacent sidewalks or pedestrian linkages, and located in sunny areas with plenty of seating on benches, ledges or steps in order to serve both building tenants and the larger community.

Building Bulk and Scale

Pol. DB 1.13 Building height limits in downtown should not exceed those identified in Figure 2-DB1.13.

Discussion: The tallest buildings should be located north of SW 152nd Street in the central portion of downtown. This area has the largest parcels and ownerships in downtown, where adequate on-site area would be available for parking and amenities, and where the greatest opportunity for higher density redevelopment exists. Building height should step down from these larger parcels to the edges of downtown, especially on the northwest and south in proximity to residential areas. Lower buildings along SW 152nd Street would allow for adequate light to reach the most important pedestrian-oriented street in downtown, without new buildings creating a canyon effect. Three to five story buildings along SW 152nd Street will maintain the current pedestrian scale of the corridor. Lower buildings (3-4 stories) along the SW 153rd Street corridor provide a visual transition between the higher SW 152nd Street corridor and the lower multi-family area south of downtown. In the northwest corner of downtown, 3-6 stories are appropriate as a transition between the taller buildings to the east and south, and the community commercial and residential neighborhoods to the north and west.

Streetscapes

Pol. DB 1.14 Streets within downtown should be designed to allow both pedestrian and vehicular use. However, vehicular traffic speeds should be controlled to facilitate pedestrian safety and movement, and to be consistent with a pedestrian oriented environment.

Pol. DB 1.15 The City should prepare a downtown street plan that provides for adequate right-of-way width to accommodate existing and future vehicular and non-motorized transportation needs. In exchange for allowing building height and bulk to exceed the base amount referenced in Policy DB 1.13, right-of-way width complying with the street plan should be dedicated to the City. Figure DB1.15 provides a general illustration of streetscape aesthetic components the City encourages Downtown. Until this plan is adopted (scheduled for 2000), the 1999 Makers Streetscape Design Plan should be

used. If a street is not addressed by the Streetscape Design Plan, the Streets not addressed in this process should apply the following standards:

a. New sidewalks, or improvements to existing sidewalks, should be required at a minimum width of eight feet. Reductions in the width of existing sidewalks greater than eight feet should not be allowed.

b. Curbs, sidewalks and pedestrian oriented street furnishings should be required by the City to develop a stronger pedestrian-oriented identity.

c. Other street design elements, such as right-of-way and paving widths, should comply with the City's adopted road standards.

Pol. DB 1.16 Downtown streets should have a high level of pedestrian-oriented amenities to provide a comfortable street-level environment. Figure DB1.16 designates Class A and Class B pedestrian streets. Class A pedestrian streets are intended to be those streets in which a high level of pedestrian activity will occur. Class B pedestrian streets will have less intensive pedestrian activity than a Class A pedestrian street.

Pol. DB 1.17 Sidewalks should be maintained in a clean and safe condition, absent broken or buckled sections.

Pol. DB 1.18 Interconnected traffic and pedestrian-actuated signals should be required on all downtown arterial streets, including all pedestrian connections to surrounding neighborhoods.

Pol. DB 1.19 The types of uses which attract pedestrians, such as cafe seating and small-scale merchandise displays, should be encouraged to extend out onto sidewalks where there is adequate building setback and sidewalk width to ensure that the uses do not impede pedestrian circulation and safety.

Pol. DB 1.20 Pedestrian amenities should be encouraged along buildings that front sidewalks in the downtown area.

Land Uses

Pol. DB 1.21 The City should encourage the development of uses in or near Burien's Transit Center that are compatible with transit activity, reinforce transit use and are consistent with the Burien Vision for the downtown.

Pol. DB 1.22 Prohibit auto-oriented uses such as car sales within downtown.

Pol. DB 1.23 Prohibit drive-through facilities (except financial institutions), that may conflict with pedestrian circulation or degrade the pedestrian environment along Class A pedestrian streets.

Pol. DB 1.23 Outdoor storage areas or industrial uses should be prohibited.

Pol. DB 1.24 Mixed use and owner-occupied residential developments are encouraged. Mixed use developments should include retail uses and restaurants on any floor, but especially on the street-level, office uses on upper floors (offices may be allowed on the street level, but are not encouraged) and residential uses on upper floors.

Pol. DB 1.25 Development of transit-oriented uses are encouraged on the current Burien Transit Center property. The City should continue to work with King County METRO and Sound Transit to facilitate development of a mixed use project on the property that accommodates the short-term needs of both the Transit Center and Park & Ride functions, as well as uses supportive of transit such as quality, high density housing, shops and offices. The City, King County METRO and Sound Transit should evaluate the feasibility of the long-term future transition of the Park and Ride functions (but not the Transit Center functions), to an alternative location or an enhanced configuration at the Transit Center property, as part of the mixed-use project.

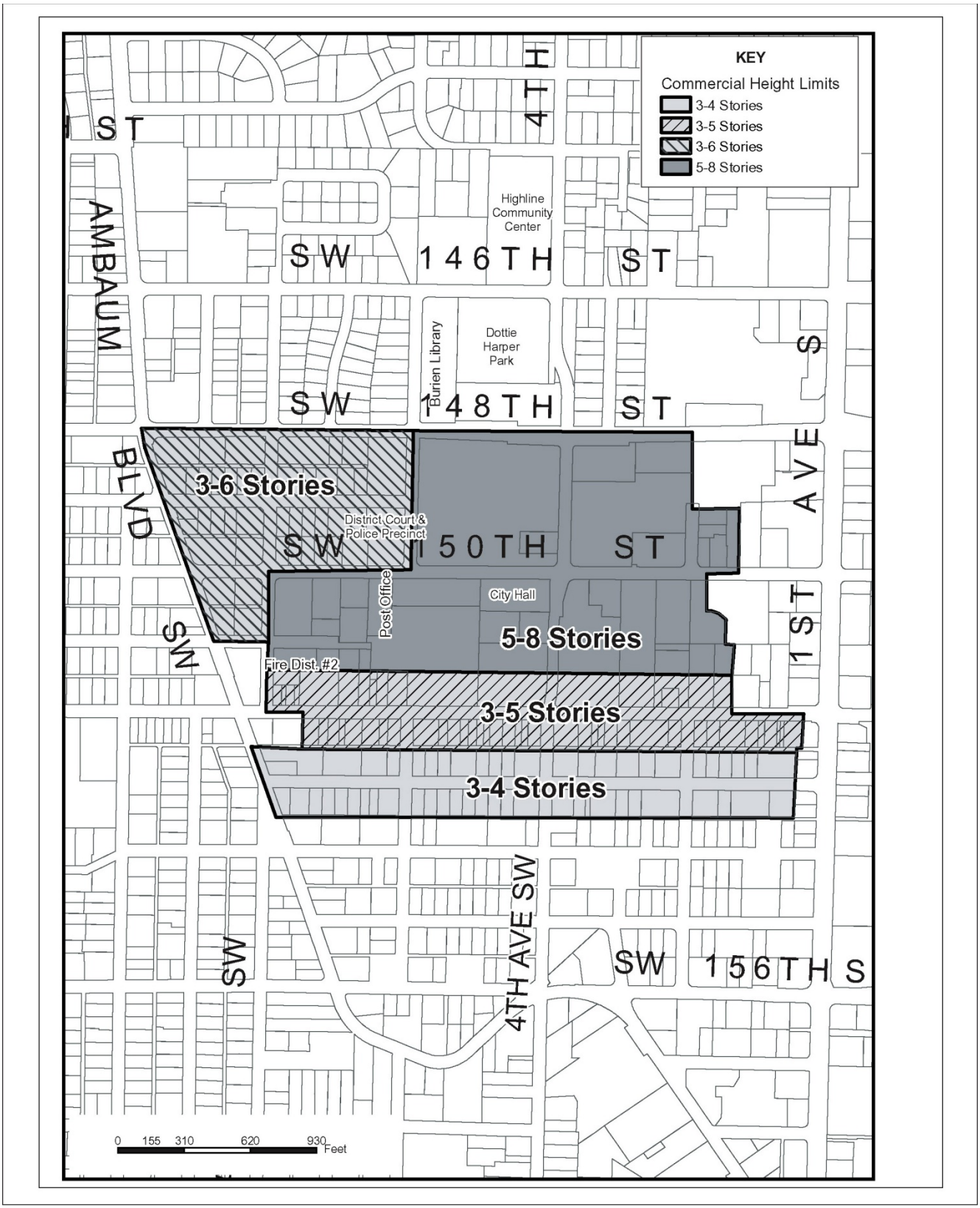

Figure 2-DB1.13 - DT Commercial Height Limits

November 2003

Source: King County GIS
p/1e066.01 Burien Crit_Comp/Graphics/Figures/FinalPDFs/Figure2DB113.pdf

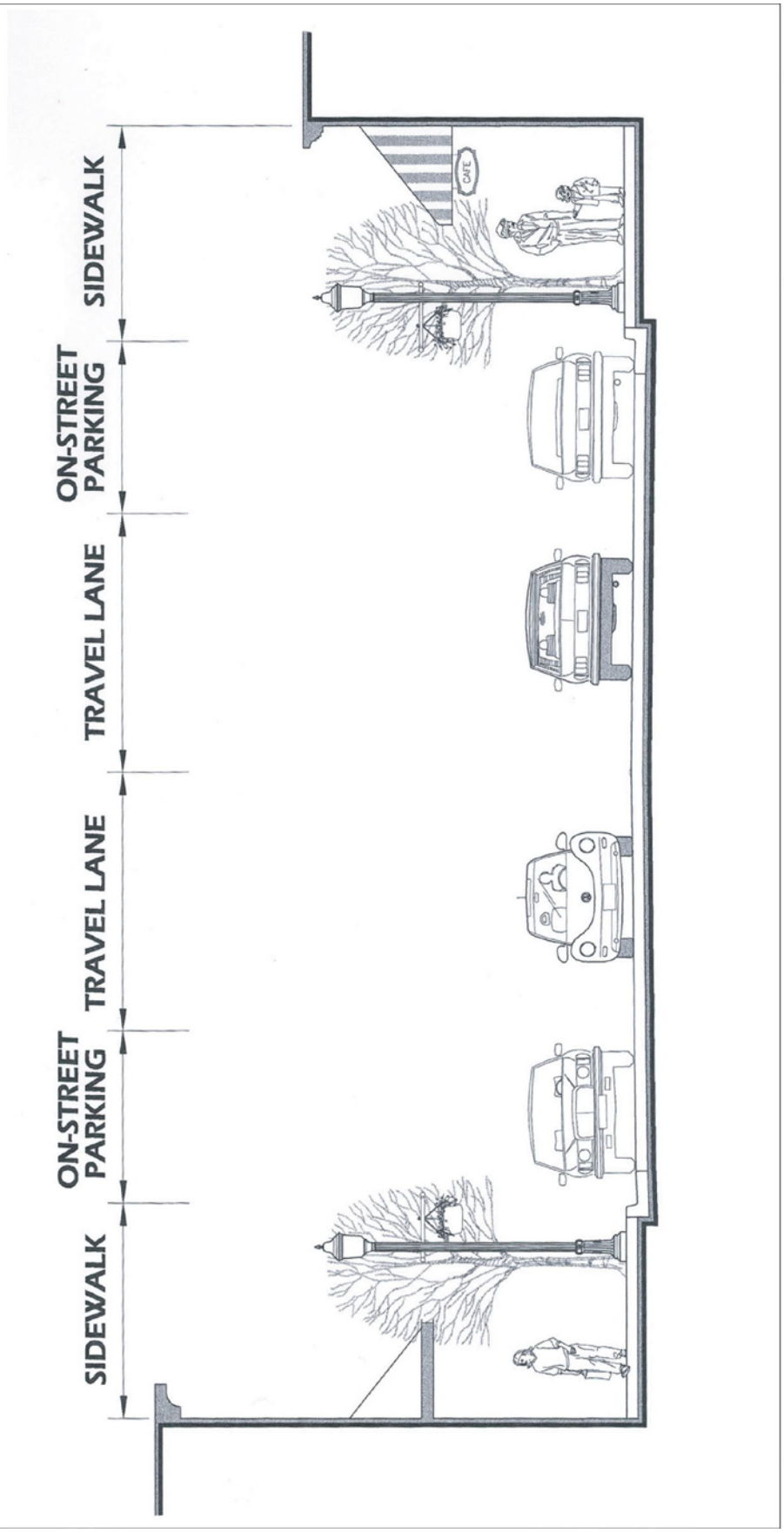

Figure 2-DB1.15 - Typical Downtown Street Section

November 2003

Source: KPG, Inc., 2003
p/1e066.01 Burien Cnt Comp/Graphics/Figures/FinalPDFs/Figure2DB1115.pdf

Pol. DB 1.26 Maximum residential density in downtown developments should be limited by structure height and bulk, parking requirements and infrastructure needs and capacity.

Pol. DB 1.27 Downtown Burien shall be the preferred site for City and other governmental buildings.

Pol. DB 1.28 Commercial loading zones shall not be allowed on Class 'A' pedestrian streets unless there is no alternative access available. Figure 2-DB1.16 designates Class 'A' pedestrian streets.

Downtown Urban Design

Goal DB.2

Recognize urban design principles which promote quality development and reinforce the City's identity in the downtown core, and implement these principles in the design of both public and private development.

Pol. DB 2.1 Burien's downtown area should be the most prominent and intensively developed area of Burien's built environment, yet still achieve the Burien Vision for an attractive, customer-friendly downtown.

Pol. DB 2.2 The City should develop design guidelines to encourage the appropriate design of new development that is consistent with and implements the Burien Vision and the goals for downtown.

Pol. DB 2.3 Existing structures should be considered conforming to the design guidelines, if the structure is not enlarged, intensified, increased or altered more than 50% of the value of the existing structure.

Pol. DB 2.4 The City should provide a mechanism for project applicants to apply for a "design departure" from the design guidelines, if they can show that the guidelines or requirements disadvantage a project unnecessarily or if a different method could be used to achieve the design objective of the guideline or requirement.

Pol. DB 2.5 The City's design guidelines should encourage new development to provide features which contribute to a unifying visual framework for the City.

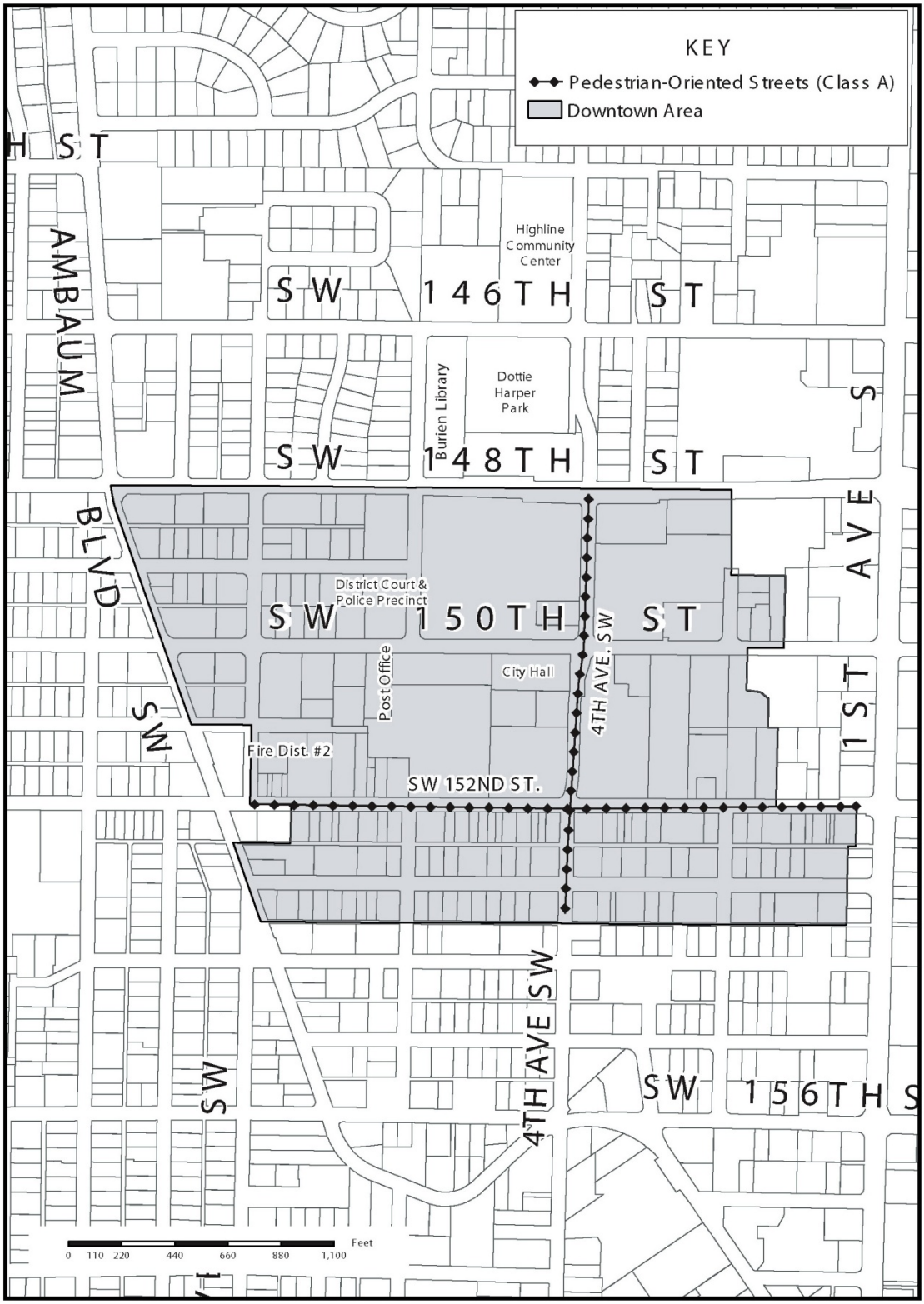

Figure 2-DB1.16 - DT Pedestrian Oriented Streets

November 2003

Source: King County GIS 2003
p/1e066.01 Burien Crit_Comp/Graphics/Figures/FinalPDFs/Figure2DB116.pdf

Pol. DB 2.6 City design guidelines should encourage a harmonious blend of colors to be used on buildings within the downtown area. Garish or bright colors intended to call attention to individual buildings in order to dominate the landscape are not allowed. The following general principles should be used to guide the use of color downtown:

a. where appropriate, use the natural color of materials such as brick, stone, tile and stained or painted wood;

b. use only high quality coatings for concrete;

c. reserve bright colors for trim or accents;

d. avoid highly tinted or mirrored glass (except stained-glass windows) as a major building element; and

e. consider the color of neighboring buildings when selecting colors repainting existing buildings, or for new structures.

Pol. DB 2.7 Public buildings should serve as models of superior design quality. These buildings should serve as community gathering areas and as a community resource. Public art should be incorporated into the design of the building and its site.

Pol. DB 2.8 The City should encourage the use of development patterns and architectural elements that create a compatible transition between the downtown core and adjacent residential areas.

Pol. DB 2.9 Building design, zoning regulations and design standards should:

a. provide for buildings of a character and scale appropriate to the site and are consistent with, and achieve the type of development envisioned by this comprehensive plan;

b. encourage building variety while providing for designs that reflect the distinctive natural features and local and historic character;

c. provide for building setbacks and orientations appropriate to the site and use that implement the type of development envisioned by this comprehensive plan;

d. encourage building fronts along streets in downtown that provide pedestrian friendly features, such as recesses, trellises with climbing vines or with landscaping, window displays, artwork or other means of breaking up the blank wall surface;

e. encourage pedestrian access to buildings at frequent, regular intervals and discourage long, uninterrupted facades;

f. encourage continuous building frontages and discourage large breaks, driveways or parking between buildings.

g. encourage parking to be located within structures or behind buildings rather than in surface parking lots between buildings and streets.

h. encourage buildings to face the street and have front doors onto the street.

i. encourage use of materials and designs that convey a sense of permanence, attention to detail and quality.

i. use landscaping to enhance building and site appearance.

j. regulate signs to minimize clutter, view blockage and other adverse impacts.

k. be flexible and balance the community's desire to create a well-designed downtown with the preservation and maintenance of existing, viable downtown developments.

Pol. DB 2.10 Building and site design should encourage personal safety by providing adequate lighting that allows building occupants and people passing by to view parking areas and open spaces as part of their daily activities.

Pol. DB 2.11 All on-site service areas, loading zones, garbage collection, recycling areas and similar activities should be screened and located in an area not visible from public streets or pedestrian areas. Common service courts at the interior of blocks should be developed.

Discussion: To achieve a quality downtown that is pedestrian oriented, it is necessary to look at a variety of mechanisms that can enhance Burien's downtown character. These mechanisms include building and site design requirements and standards that implement the Vision of a small town atmosphere, attractive downtown, and pedestrian oriented areas.

Streetscapes

Goal SC.1

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

Citywide

Pol. SC 1.1 Pedestrian and other non-motorized travel facilities should be provided consistent with the Pedestrian and Bicycle Facilities Plan, giving priority to community pathways that connect public places, such as parks, recreation facilities, open spaces, downtown, schools, and neighborhood gathering spots. (Amended, Ord. 445, 2005)

Pol. SC 1.2 The small town character of the community should be promoted and encouraged by preserving existing street landscaping and vegetation, and by planting street trees.

Pol. SC 1.3 The City shall develop a street tree guide for selecting appropriate tree species for landscaped and median strips, sidewalks, and other landscaped right of way areas.

Pol. SC 1.4 As an integral part of street construction or reconstruction, the City should encourage the establishment of planting strips with adequate width for appropriate types of vegetation and street trees.

Pol. SC 1.5 Streets shall be designed to fit the character of the area through which they pass. The City's design guidelines shall develop scenic street standards for certain areas of the City.

Pol. SC 1.6 Street design guidelines should incorporate elements in roadway design consistent with the Pedestrian and Bicycle Facilities Plan. These elements include collector lanes, wider sidewalks, separated sidewalks, planting strips, benches, curb line trees and pedestrian oriented street lights. (Amended, Ord. 445, 2005)

Pol. SC 1.7 (Deleted, Ordinance No. 445, December 2005)

Pol. SC 1.8 (Deleted, Ordinance No. 445, December 2005)

Pol. SC 1.9 1st Avenue South between 128th Avenue SW and approximately SW 164th Pl. should be developed as a boulevard by:

a. Incorporating street trees, sidewalks, planting strips, and a planted median strip along its length;

b. Requiring the undergrounding of utilities in new development, when street improvements are made, or whenever opportunities arise; and

c. Minimizing the number of access points to 1st Avenue South from adjacent uses by encouraging shared parking and driveways, where appropriate. (Amended, Ord. 445, 2005)

Pol. SC 1.10 The City should work with the Washington State Department of Transportation (WSDOT) to develop a planting plan distinctive to Burien for the length of State Routes 509 and 518 corridor located within the City. The plan should utilize native drought tolerant plants, shrubs and trees.

Pol. SC 1.11 The City should continue its coordination of the "gateway" to the City in the vicinity of 1st Avenue South and the intersection of State Routes 509 and 518 with WSDOT. Consideration should be given to the impact of WSDOT highway signage on the visual character of the community.

Neighborhoods

Pol. SC 1.12 New rights of way and access easements should be paved to the smallest dimension necessary to accommodate their designed function (including emergency access) and to maintain the character of the neighborhood.

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

Pol. SC 1.14 Street lights commensurate with neighborhood character and density should be provided, based upon the following prioritized criteria:

a. Enhancement of pedestrian and vehicular safety;

b. Existing and projected traffic volumes;

c. Location of school or transit stops;

d. High-density land uses;

e. Proximity to nearest intersection; and

f. Other relevant state, federal, local or utility design requirements.

Pol. SC 1.15 Pedestrian connections should be provided through subdivisions and cul-de-sacs.

Downtown

Pol. SC 1.16 Vehicular access and pedestrian linkages through mid-blocks and between properties in the downtown core should be provided using creatively designed, clean cross-block routes. Lighting should be provided for pedestrian safety. Amenities such as sculptures, planters and water features should be provided to encourage pedestrian circulation. Pedestrian linkages should be integrated into adjacent development and located and designed to be obvious and inviting.

***Discussion*:** The Burien Vision calls for a transportation system that links the different areas of the City and offers alternatives to the automobile, including travel by foot, bicycle or transit. Standards and design guidelines for transportation system improvements need to be sensitive to the characteristics and desires of the area through which the circulation system passes. New commercial and residential development also needs to be designed so that the specific transportation and land use goals for an area are achieved.

Regulatory Measures

Goal RM.1

Provide flexibility in the regulation of land use and development, and accent performance standards that address the specific impacts of development.

Pol. RM 1.1 Zoning districts shall include limits on height, impervious surfaces, building bulk and intensity applicable to the particular uses allowed within the zoning districts which are necessary to:

a. Provide for compatibility between uses, achieve the desired scale and character for an area;

b. Ensure adequate light, shade and air;

c. Protect environmental quality;

d. Recognize the development capacity of an area, and the conditions that may reduce capacity, such as environmental constraints; and

e. Manage potential impacts on transportation systems, and other public facilities and services.

Pol. RM 1.2 Ordinances regulating the development of commercial or industrial areas should be based on performance standards that provide flexibility to respond to market conditions. Such performance standards shall ensure compatibility with the comprehensive plan, and with present and potential adjacent uses.

Pol. RM 1.3 The City should provide reasonable flexibility in applying development requirements and building codes to encourage the preservation and historically sensitive rehabilitation of historic and culturally valuable buildings and sites.

Pol. RM 1.4 Ordinance provisions designed to protect residential areas shall give priority to providing predictability for neighborhood design and uses and be in conformance with the Neighborhood Plan.

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

Pol. RM 1.6 New larger developments, including multifamily, commercial, retail, office and industrial uses, should be designed to incorporate features that encourage alternative modes of travel, such as transit, biking and walking.

***Discussion*:** To invite and allow creative proposals, the plan should include options for flexibility in most regulations, while at the same time provide for the long term stability of the character of existing development in the community.

Goal HC.1

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

Pol. HC 1.1 Develop public, private and non-profit partnerships to support the goal of healthy eating and active living, including education, awareness, enforcement and development partnerships.

2.4 HOUSING ELEMENT

Goal HS.1

Encourage the provision of a variety of attractive, well-designed housing types and densities that reinforce and retain the character of the neighborhoods and meet the needs of existing and future City residents, while recognizing the need for a range of affordable housing.

Pol. HS 1.2 Burien should promote an economically diversified housing supply, including low, middle, and upper income levels, to serve a broad range of community needs.

Discussion: Burien currently maintains a housing supply that has a significant majority that is affordable to very low and moderate income households. Burien will continue to provide its fair share of affordable housing and supports a regional approach ensuring that housing is affordable to all income levels. (Amended, Ordinance No. 614, December 2014)

Pol. HS 1.3 The City should encourage multi-family residential uses near and within designated commercial nodes and within its urban center, subject to development standards and design guidelines.

Discussion: Mixed-use development provides a residential lifestyle that many people find desirable. Residents can minimize transportation costs and travel time by residing in commercial nodes close to employment, shopping, and leisure activities. Mixed-use development also provides businesses with consumers in the immediate vicinity. Mixed use can increase the perception of safety in commercial areas by providing "eyes on the street" at all times of the day. Allowing some of the new residential growth to locate in commercial nodes will also help to protect the character of existing single family neighborhoods. (Amended, Ordinance No. 614, December 2014)

Pol. HS 1.4 Deleted, Ordinance No. 614, December 2014

Pol. HS 1.5 Deleted, Ordinance No. 614, December 2014

Pol. HS 1.6 Neighborhood design considerations should be included in City land use policies and regulations, such as site standards, landscaping requirements and building design guidelines.

Pol. HS 1.7 Deleted, Ordinance No. 614, December 2014

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.

Affordable Housing

There is an important distinction between “affordable housing” and “market rate housing”. The term “affordable housing” could apply to many different household income levels and will vary depending on the total household income. “Market rate housing” may be a better term to use when describing housing costs for average incomes however, it is important that housing be available to all income levels and preferably near employment opportunities. Low income housing is particularly challenging to provide and is not often created by developers without some sort of financial assistance or incentives Under the guidelines used by the federal Department of Housing and Urban Development, housing is considered affordable if monthly housing costs are no greater than 30% of a household’s monthly income. The Countywide Planning Policies categorize affordability levels and establishes affordability targets to be applied to the Countywide Growth Targets as set forth in Table 2LU 2.1, and are as follows:

Moderate - 16% of target (50-80% of Average Median Income)

Low income - 12% of target (30-50% of Average Median Income)

Very low income - 12% of target (0-30% of Average Median Income)

(Amended, Ordinance No. 614, December 2014)

Pol. HS 1.8 The City’s affordable housing strategy shall place a high priority on conserving and improving the City's existing housing stock. The City should accomplish this through code enforcement, appropriate zoning, and participation in housing rehabilitation programs.

Discussion: The comprehensive plan recognizes the existing housing stock as the most affordable form of housing within the community. Burien’s existing housing stock is some of the most affordable in the Greater Seattle region, and its preservation is an appropriate mechanism for pursuing affordable housing choices for residents. This policy is particularly important because certain residential areas could transition to other uses due to airport noise, disinvestment, or other impacts. .

Pol. HS 1.10 The City’s strategy for affordable housing will also include:

a. allowing quality designed prefabricated housing within single family neighborhoods,

b. facilitating the construction of multi-family developments in downtown and in commercial nodes which are in close proximity to services and facilities; and

c. allowing accessory dwelling units in single family neighborhoods.

d. encouraging and allowing mixed use developments within identified commercial nodes. (Amended, Ordinance No. 614, December 2014)

Pol. HS 1.11 The development of accessory dwelling units in single-family residences should be allowed to continue. In addition:

a. regulatory guidelines should minimize procedural requirements, but should address neighborhood compatibility;

b. owner-occupation shall be a requirement of either the primary or accessory unit, and the City should determine and implement a means of enforcing this criteria;

c. on large lots accessory units may be either attached or detached from the primary unit;

d. a limitation shall be placed on the size of the accessory unit relative to the primary unit; and

e. regulatory guidelines for accessory units shall include a provision for off-street parking.

Discussion: One option for achieving affordable housing in existing neighborhoods is to more efficiently use the existing housing stock. Accessory units can help meet the need for housing by opening up surplus space in single family homes through the conversion of a garage, basement, attic or extra bedroom.

Income from these units can help first time home buyers purchase a home, allow seniors to remain in their homes after their children have grown, assist single parents in their living arrangements such as for child care, and provide an option for elderly with some need for assistance such as property maintenance or everyday errands. This income can also help preserve the City's existing housing by supplementing residents' maintenance costs and thereby extending the life of a dwelling.

Pol. HS 1.12 Existing mobile home parks in the City provide an important affordable housing choice for low-income residents and should be protected from closures without adequate relocation plans. The City should ensure that sufficient relocation plans are in place prior to closure of any housing that serves low-income residents.

Discussion: Within Burien, mobile home parks could be closed or redeveloped. In such cases, mobile home park residents must either sell their home or relocate it. The costs of relocating a mobile home can be prohibitive for many low and moderate-income residents. By state law, mobile home park owners must give a year's notice before closing their park.

The City will require mobile home park owners to prepare a relocation plan that outlines the options available to each tenant, and includes information on locations and phone numbers of mobile home parks with vacancies, apartment complexes with rent levels equivalent to monthly

housing payments in mobile home parks, and data on any available state or regional relocation funding programs. (Amended, Ordinance No. 614, December 2014)

Pol. HS 1.13 The City should encourage the development of affordable housing through incentives including density bonuses. (Amended, Ordinance No. 614, December 2014)

Pol. HS 1.14 The City will coordinate its affordable housing analysis with the affordable housing policies of the King County Countywide Planning Policies.

Pol. HS 1.15 The City should compile and make available housing and housing agency services information to assist both low and moderate income families in finding adequate housing and to assist both non and for profit developers in locating affordable housing. (Amended, Ordinance No. 614, December 2014)

Pol. HS 1.16 The City should periodically evaluate its development standards and regulations for effects on housing costs, and, where appropriate, modify development regulations that unnecessarily add to housing costs. (Amended, Ordinance No. 614, December 2014)

Pol. HS 1.17 The City should advocate for additional funding at County, Federal, State, and other levels to expand programs that facilitate home ownership by low and moderate income families, and provide assistance for repair, rehabilitation, energy efficiency, and weatherization. (Amended, Ordinance No. 614, December 2014)

Pol. HS 1.18 The City should ensure that affordable housing created or preserved using local public resources or by regulation retains its affordability over time.

Pol. HS 1.19 The City should establish a process for measuring the effectiveness of policies and regulations in meeting the housing needs of Burien residents.

Pol. HS 1.20 The City should create a Demonstration Housing Program to test innovative residential designs that would encourage affordable housing production. The pilot program should test alternative development standards that increase the diversity of housing types and levels of affordability.

Discussion: Since Burien's incorporation in 1993, a low percentage of new housing has been introduced to the community relative to the total housing stock. Encouraging quality new affordable housing development in Burien is an important step towards providing housing for all residents and reaching Burien's housing target set for the year 2035 by the King County Growth Management Planning Council (GMPC). A pilot program

could test new or more flexible regulations and processes that are not currently allowed under existing land use regulations in efforts to:

- Encourage housing production, particularly types of housing that are not readily available in Burien, or are not currently being produced, but that are in demand regionally.
- Stimulate innovative housing design that is consistent with the housing goals of a neighborhood, and that fits in with or improves the character of the neighborhood.
- Encourage the development of housing that will serve as a catalyst to stimulate housing production and/or improvement, particularly in neighborhoods where new or rehabilitated residential development has been limited.
- Serve as a model for other neighborhoods, demonstrating housing solutions that could have broader application in other neighborhoods.
- Increase the diversity of housing types and levels of affordability to meet the varied needs and goals of a neighborhood.

Demonstration projects, which could include cottage housing or other clustered small-lot planning concepts, should be evaluated against program goals to determine whether amendments to the City's Land Use Code are appropriate to allow these housing types generally. (Amended, Ordinance No. 614, December 2014)

Goal HS.2

Ensure adequate housing for all current and future residents of Burien by achieving and maintaining a high quality residential housing stock.

Pol. HS 2.1 Burien's plans and regulations should facilitate home ownership and rental opportunities for all economic segments of the community.

Pol. HS 2.2 The City's existing housing stock should be conserved through:

a. Code enforcement;

b. Appropriate zoning;

c. Supporting the maintenance, soundproofing, weatherization, rehabilitation, and long-term preservation of existing housing, especially for low and moderate-income citizens;

d. Discouraging conversion to inappropriate nonresidential uses.

Pol. HS 2.3 Development standards and regulations for single family areas should avoid unnecessary barriers to the renovation and improvement of homes in established neighborhoods built to past standards.

Pol. HS 2.4 The City should give special attention to improving the quality of low-income neighborhoods and seek to implement programs which encourage

rehabilitation of deteriorating structures and facilities in such neighborhoods.

Pol. HS 2.5 The city should consider established housing targets when evaluating land use designation changes.
(Ordinance No. 614, December 2014)

Pol. HS 2.6 As necessary evaluate the performance of multifamily zoning designations and adjust development standards to increase efficient use of land.
(Ordinance No. 614, December 2014)

Goal HS.3

Develop and preserve a variety of housing options for Burien citizens with special needs due to age, disability, or personal circumstance.

Pol. HS 3.1 Equal access to housing should be ensured for all people, without regard to special need, race, color, national origin, religion, sex, family status, or disability.

Pol. HS 3.2 The City should implement non-discriminatory zoning regulations for group homes that is consistent with the Federal Fair Housing Act, enabling different classes of group homes to be permitted in appropriate residential neighborhoods.

Pol. HS 3.3 The City should encourage the dispersal of special needs and senior housing throughout the City. However, special needs and senior housing must still meet the development requirements of the underlying zone. Some clustering of special needs and senior housing may be appropriate if proximity to public transportation, medical facilities or other essential services is necessary.

Discussion: Special needs housing serves persons with disabilities or other circumstances that face difficulty living independently and who require supportive services on a transitional or long-term basis.
(Amended, Ordinance No. 614, December 2014)

Pol. HS 3.4 In coordination with other local and regional agencies, the City should support and plan for assisted housing opportunities using available federal, state, and county resources.

Discussion: Because of the need for deep subsidies, assisted housing must be addressed in conjunction with regional, state and federal resources. The City recognizes the role which other levels of government play in assisted housing, and supports such efforts.

2.5 TRANSPORTATION ELEMENT

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

Goal 1 Multimodal Transportation System

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

Objective TR 1.1 Multimodal Layered Network Concept
In planning roadway improvements, refer to the City's adopted layered network concept in the Transportation Master Plan, which designates specific streets as serving different user types, including local vehicle trips, through trips, freight, transit vehicles, bicycles, and pedestrians.

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

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

Objective TR 1.2
Encourage multimodal connections where feasible, including strong pedestrian linkages between the transit center/TOD with downtown Burien.

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

Pol. TR 1.2.2 Provide pedestrians and bicyclists with a system of facilities, incentives, and services that fully support trip-making connections between residential areas, employment centers, shopping, recreational facilities, schools, public transit and other public services within the City. The City should develop a safe and convenient environment for walking and bicycling by:

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

d. Giving special considerations to pedestrian and bicyclist opportunities in school, park, sports and commercial areas.

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

Objective TR 1.3 Multi Modal Level of Service

Establish Level of Service standards that encourage development of a multimodal transportation system.

Pol. TR 1.3.1 The City shall maintain and monitor transportation Level of Service (LOS) standards for Burien roadways, encompassing all modes of travel.

Pol. TR 1.3.2 The City adopts the following Level-of-Service standards for **vehicles**: LOS standard D for designated vehicle priority roadways; LOS standard E for downtown Burien streets; and LOS C for all other roadway facilities and services.

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

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

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

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

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

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

Objective TR 1.4

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

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

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

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

Pol. TR 1.4.3 If transportation improvements needed to maintain adopted LOS standards are not able to be funded:

- Phase development consistent with the land use plan until such time that adequate resources can be identified to provide adequate transportation improvements; or
- Reassess the City's land use plan to reduce the travel demand placed on the system to the degree necessary to meet adopted transportation LOS standards; or
- Reassess the City's adopted LOS standards to reflect service levels that can be maintained given known financial resources.

Pol. TR 1.4.4 Consider funded pursuant to Policy TR 1.4.3 only when:

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

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

Objective TR 1.5
Ensure that new development mitigates its impacts on the transportation system.

Pol. TR 1.5.1 Implement a concurrency ordinance.

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

Pol. TR 1.5.3 Require developers to conduct traffic studies or analyses to determine development impacts on the transportation system.

Pol. TR 1.5.4 Require developers to mitigate development impacts through improvements or strategies such as nonmotorized transportation modes, transit, ridesharing or transportation demand management.

Pol. TR 1.5.5 Require that new development must be responsible for street improvements adjacent to and internal to the development (e.g. through environmental review).

Pol. TR 1.5.6 Assess a transportation impact fee for all new development which is related to and proportionate to the impact caused by new development and is applied to growth related transportation system improvements as articulated in the project list. The City shall provide an annual report for the impact fee account outlining monies collected, earned or received and system improvements that were financed by impact fees. (Amended, Ord. 497, 2008)

Goal 2 **Roadway Network**

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

Objective TR 2.1
Implement the Roadway Facilities identified in the Transportation Master Plan.

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

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

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

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

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

Objective TR 2.2

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

Pol. TR 2.2.1 Control the location and spacing of driveways and the design of parking lots to avoid vehicle and pedestrian/bicycle conflicts and maximize traffic flow, especially along principal arterials.

Pol. TR 2.2.2 Encourage driveway sharing, where possible.

Pol. TR 2.2.3 Emphasize the use of local residential streets for residential traffic, and improvements should enhance safety for vehicles and nonmotorized travel.

Objective TR 2.3

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

Pol. TR 2.3.1 The City's adopted functional classification system shall be as shown on Figure 2-TR2.3.

Pol. TR 2.3.2 When involved with any roadway improvements or transportation funding issues, the City shall also refer to the most recent U.S. Department of Transportation/Washington State Department of Transportation/King County Functional Classification of Public Roads map (Seattle-Everett Urban Area).

Objective TR 2.4

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

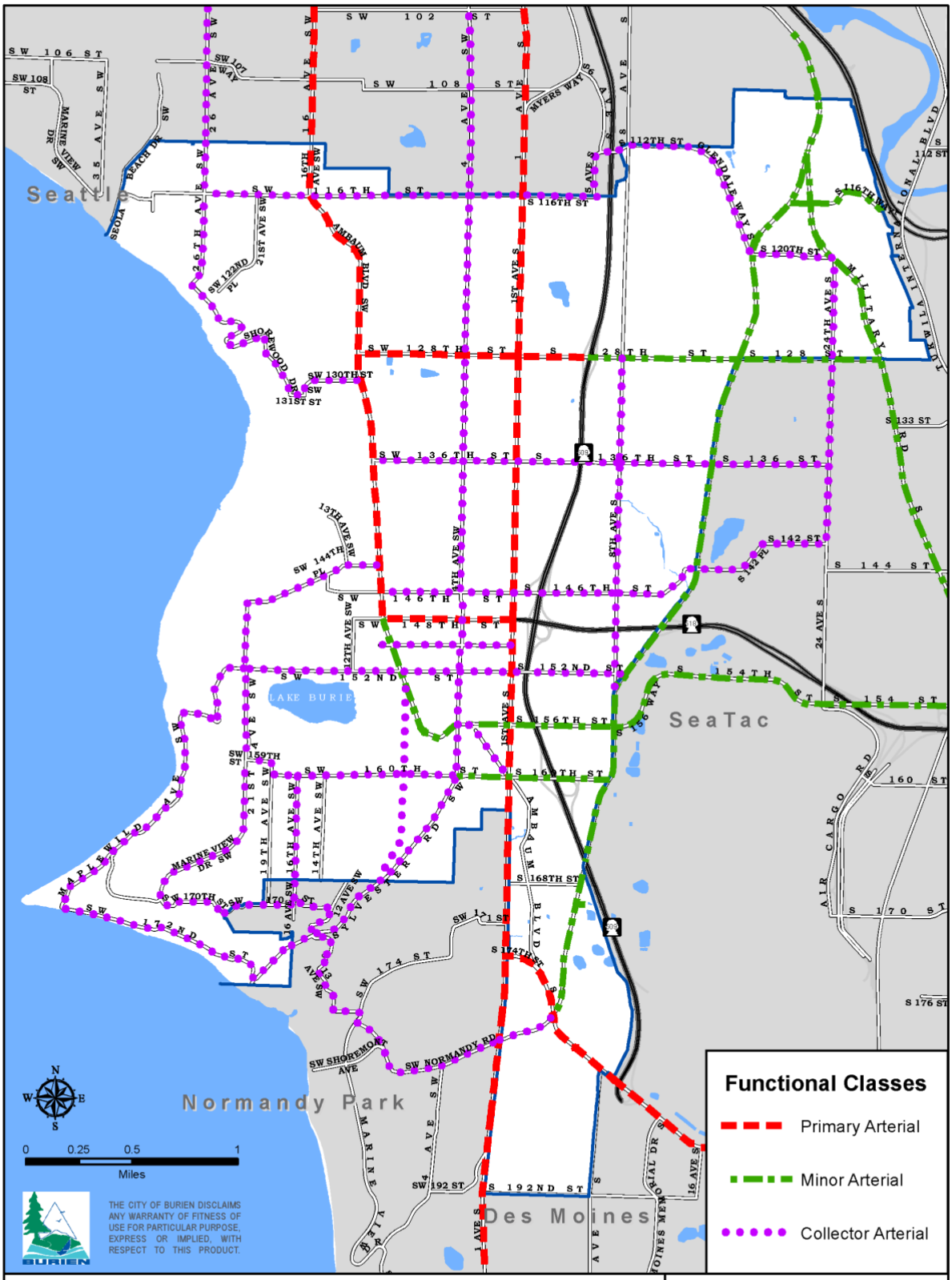

Figure 2 - TR2.3 - Roadway Functional Classification | **November 2011**

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Last updated: 11/18/2011
By: FernandoL

Objective TR 2.5
Design and maintain designated truck routes to accommodate truck freight traffic.

Pol. TR 2.5.1 Truck routes in Burien shall be designated as shown on Figure 2-TR2.5.

Figure TR 2.5 - Primary Truck Routes (Removed, Ordinance No. 630, 12/21/15)

Goal 3 Public Transportation

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

Objective TR 3.1
The City shall coordinate with King County METRO, Sound Transit and other transit service providers to promote and enhance transit use for those living, working and traveling within or to/from Burien.

Pol. TR 3.1.1 Coordinate with transit service providers during development of transit plan updates, to ensure that local transit routes provide convenient and efficient service to public services, community centers, parks, medical facilities, schools, day care and after school programs and commercial centers.

Pol. TR 3.1.2 Coordinate with transit service providers regarding transit level of service (LOS) standards.

Pol. TR 3.1.3 Coordinate with transit service providers to ensure transit stops are safe, attractive, and well-maintained.

Pol. TR 3.1.4 Promote the expansion of convenient fixed-route and dial-a-ride transit service, specifically east-west routes connecting Burien with east side cities and routes to central locations.

Pol. TR 3.1.5 Work to improve transit system efficiency by incorporating transit-supportive design features into its capital projects and road standards. Examples of transit-supportive design features include signal prioritization and stop-in-lane roadway designs. (Amended, Ord. 497, 2008)

Pol. TR 3.1.6 Support enhanced local and regional transit service and facilities that provide frequent and reliable service between Burien, downtown Seattle, Sea-Tac Airport, employment centers and other designated centers or transit hubs. (Amended, Ord. 497, 2008)

Objective TR 3.2
In coordination with King County METRO, promote the development of the Burien Transit Center as a Transit Oriented Development (TOD) with uses that support Burien's vision for the downtown area and Town Square. (Amended, Ord. 497, 2008)

Objective TR 3.3
Explore the feasibility of a downtown shuttle bus.

Objective TR 3.4
Coordinate with Sound Transit or other agencies to explore the development of commuter/light rail or elevated transportation in Burien.

Objective TR 3.5
Coordinate with the Washington Department of Transportation regarding the development of an integrated system of High-Occupancy Vehicle (HOV) improvements on SR-509, SR-518, and I-5.

Objective TR 3.6
Work with state, regional and local jurisdictions to develop land use strategies that will support public transportation.

Goal 4 Pedestrian and Bicycle Facilities

Create a safe and convenient environment for walking and bicycling integrated with roads and other transportation facilities.

Pol. TR 4.1.1 Implement the Pedestrian and Bicycle Facilities Plan as identified in the Transportation Master Plan.

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

Pol. TR 4.1.3 Work with the Highline School District to implement safe routes to school, to assure that safety and accident prevention for pedestrian and bicycle travel to school receives the highest consideration. The safest routes to school should include transportation facilities that:

a. Provide pedestrian pathways on streets connecting to, or within, the school zone, and pedestrian facilities that are physically separated from vehicle and bicycle traffic;

b. Locate appropriate signs to alert motorists entering school zones;

c. Install adequate lighting along roadways and pathways;

d. Use appropriate traffic-calming devices in school zones;

e. Establish crosswalks in areas of good sign visibility, lighting and proximity to connecting modes; and

f. Promote safe and convenient pedestrian and non-motorized access to bus transportation. (Amended, Ord. 445, 2005)

Pol. TR 4.1.4 Encourage bicycle and pedestrian travel within the City by:

a. Providing and promoting the development of pedestrian and bicycle paths between neighborhoods and other activity centers, such as schools, parks, transit and downtown;

b. Encouraging the location of bicycle racks at appropriate destination points, such as outside of commercial businesses, City Hall, parks, schools, and transit facilities;

c. Minimizing potential conflicts between pedestrian, bicycle and automobile traffic by providing signage at intersections of trails and paths with roadways; and

d. Accommodating bicycles and pedestrians safely in the management and design of the City street network.

Pol. TR 4.1.5 Require new development and redevelopment to incorporate pedestrian supportive measures such as:

a. Providing secure and attractive pedestrian spaces;

b. Providing adequate sidewalks, bikeways, pathways and crosswalks;

c. Minimizing walking distances between buildings and street, sidewalks and transit stops;

d. Clustering building near each other, near streets, sidewalks and transit stops;

e. Preserving the connectivity of the pedestrian, bicycle and street system;

f. Reducing vehicle speeds, walkway crossing distances and improving visual character of neighborhood streets (through measures such as reduced street widths); and

g. Designing transit access into large developments, considering bus lanes, stops and shelters as part of the project.

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

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

Pol. TR 4.1.7 Design and manage the street network to improve the attractiveness of existing street corridors to pedestrians, and shall incorporate high standards of design when developing new streets, including sidewalk construction

where appropriate. Implement landscaping measures to enhance the walking experience. To the extent feasible without impairing street capacity, safety, or structural integrity, preserve existing trees along street rights-of-way.

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

a. Required along principal and minor arterials, where there is a need for enhanced pedestrian safety because of the larger traffic volumes and higher densities of development;

b. Encouraged along neighborhood arterials, where appropriate and feasible;

c. Required along roadways serving multifamily areas, and encouraged to link these areas to other activity centers and pedestrian oriented areas within the City;

d. Encouraged along roadways within a one-half mile radius of schools, to provide safe pedestrian connections to residential areas for children; and

e. Encouraged along collector streets in higher density single family neighborhoods.

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

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

Goal 5 Parking

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

Objective TR 5.1
Provide a balanced source of parking in Burien, including both on-street and off-street (on-site) parking that together meets parking requirements.

Pol. TR 5.1.1 Require that property owners be responsible for providing adequate parking and for managing parking demand on-site to avoid spillover parking on neighboring properties or streets.

Pol. TR 5.1.2 Reduce the impact of parking lots in the downtown area by encouraging the redevelopment of parking lots where excess parking exists for current and future uses, discouraging the development of new parking lots adjacent to existing parking lots, and incorporating landscaping, defined edges, and safe connected pedestrian circulation within lots and between lots and streets, storefronts, and transit.

Objective TR 5.2
Ensure adequate parking in commercial areas that supports economic growth and is consistent with design and pedestrian circulation goals.

Pol. TR 5.2.1 Continue to implement and maintain short-term on-street parking limitations in the downtown area to allow access to businesses (e.g. 2-hour limits) as well as reduce traffic speed and provide a buffer between traffic and pedestrians.

Pol. TR 5.2.2 Promote shared parking, carpool use, and bicycle/pedestrian/transit use by allowing developers reductions in on-site parking requirements if such measures are used.

Pol. TR 5.2.3 Implement parking strategies that maximize the ability for the greatest number of people to use the downtown and accommodate “person trips” as opposed to “vehicle trips”.

Pol. TR 5.2.4 Protect on-street parking in residential neighborhoods near downtown first for residents and secondarily for customers and visitors.

Pol. TR 5.2.5 Establish and maintain a consistent parking enforcement program. A successful parking enforcement program is consistent and should be coupled with an education program that includes the use of maps to direct patrons to available parking.

Pol. TR 5.2.6 Develop and install clear, user-friendly way-finding signage to direct the public to parking facilities.

Pol. TR 5.2.7 Make City-owned remote parking lots available to the general public.

Pol. TR 5.2.8 Consider a residential parking permit program for areas adjacent the downtown to avoid and minimize spill-over parking demand generated by nearby commercial land uses.

Pol. TR 5.2.9 Consider the use of parking meters as a parking management tool in high-demand locations.

Pol. TR 5.2.10 Where feasible, bus stops should be located in areas that do not conflict with public on-street parking or the ability to provide on-street parking in the future.

Goal 6 Safety

Provide a transportation system that maintains adequate levels of safety for all users and all modes of transportation.

Objective TR 6.1
Address safety issues in an organized, prioritized manner.

Pol. TR 6.1.1 Conduct an annual review of accidents and accident locations in Burien, and place high priority on those locations with relatively higher numbers of vehicle or pedestrian/bicycle accidents.

Objective TR 6.2
Place high priority on the access needs of public safety vehicles.

Objective TR 6.3
Coordinate transportation improvements and plans with the Burien Fire Department and Burien Police Services.

Goal 7 Parks and Open Spaces

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

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

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

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

Goal 8 Environment

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

Objective TR 8.1
Support a transportation system that encourages energy conservation via the promotion of roadway connectivity, use of alternative transportation modes, development that minimizes reliance on vehicles, and street improvement standards.

Pol. TR 8.1.1 Promote transit, bicycle and pedestrian travel.

Pol. TR 8.1.2 Support current federal, state and regional policies aimed at reducing vehicle-related air pollution, including transportation demand strategies.

Pol. TR 8.1.3 Coordinate with the Puget Sound Regional Council, Puget Sound Clean Air Agency, Washington State Department of Transportation, transit agencies and other jurisdictions to develop transportation control measures and air quality programs when warranted.

Objective TR 8.2
Promote a transportation system that minimizes impacts on natural drainage patterns and protects water quality.

Pol. TR 8.2.1 Explore street improvement standards that incorporate surface water management strategies such as the minimization of impervious surfaces and landscaping that works to reduce runoff, consistent with the City's Stormwater Management Plan.

Objective TR 8.3
Ensure that transportation facilities and services are sited, designed and buffered to fit in with their surroundings, including screening of noise, light and glare impacts.

Goal 9 Health and Wellness

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

Objective TR 9.1
Develop a health and safety index to place emphasis on active living and healthful food access components when considering transportation project funding priorities.

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

Goal 10 Transportation Finance

Provide reasonable and effective funding mechanisms for prioritized transportation improvements.

Objective TR 10.1
Prepare a six-year financial Transportation Capital Improvement Program and update it annually. The Transportation Capital Improvement Program shall include cost estimates and estimated project timing.

Objective TR 10.2
Allocate resources in the Transportation Capital Improvement Program according to the following ranked priorities: (1) safety and public health, (2) preservation and maintenance of existing facilities, (3) growth-supportive improvements, (4) new road construction.

Objective TR 10.3
Pursue the development of financial mechanisms that ensure new development contributes to the mitigation of transportation impacts related to growth. (Amended, Ord. 497, 2008)

Objective TR 10.4
Provide funding mechanisms that allow neighborhoods to rebuild their existing roadways to roadway standards.

Objective TR 10.5
Implement measures that relieve congestion and safety concerns on Burien roadways.

Objective TR 10.6
Transportation funding shall emphasize investments in facilities and services that support compact, pedestrian- and transit-oriented densities, alternative travel options, along connecting corridors.

Goal 11 Coordination

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

Objective TR 11.1
Coordinate with transit service providers to ensure accessibility to all transit facilities and services.

Objective TR 11.2
Pursue the coordination and development of joint projects with adjacent jurisdictions, the state, transit providers and the Port of Seattle, particularly where such partnerships will increase the likelihood of obtaining funding or enhance the livability of the community.

Pol. TR 11.2.1 Continue to coordinate with the State regarding the SR 518 Route Development Plan, the SR 509 extension to Interstate 5, and level of service on state routes.

Pol. TR 11.2.2 Coordinate with local jurisdictions, King County and the State to program and construct improvements that will maintain LOS standards on Burien roadways and state routes within Burien.

Pol. TR 11.2.3 Continue to coordinate with local jurisdictions, King County and the State regarding pedestrian and bicycle route linkages. (Amended, Ord. 445, 2005)

Pol. TR 11.2.4 Coordinate with the City of SeaTac and the Port of Seattle regarding roadway improvements related to land use changes in the Northeast Redevelopment Area (NERA) including Des Moines Memorial Drive and 8th Avenue South.

Objective TR 11.3

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

CHAPTER 2.6 UTILITIES ELEMENT

The City of Burien does not directly provide utility services to its residents and businesses; rather, it is served by a number of utility districts providing water, sewer and electrical services. Other services are provided by privately owned companies such as telecommunication and solid waste service providers. Each utility district has and maintains a system plan containing information about its system inventory, system capacity, capital improvement program and a wealth of other information about the district and the services it provides. Most, if not all, districts are overseen by state or federal departments to ensure they meet operational and quality standards.

The following is a list of the essential utility providers for the City of Burien.

Domestic Water

Water District 20
Water District 49
Water District 75
Water District 125
Seattle Public Utilities, Water

Sanitary Sewer

Midway Sewer District
Southwest Suburban Sewer District
Valley View Sewer District

Electrical Power

Seattle City Light
Puget Sound Energy

Solid Waste Collection

Recology® CleanScapes

Stormwater

City of Burien
(Ordinance No. 614, December 2014)

Goal UT.1

Ensure that the utility services needed to support current and future development are available when they are needed.

Pol. UT 1.1 To facilitate the coordination of providing utility services, the City will discuss and exchange population forecasts, development plans and technical data with the service providers. (Amended, Ordinance No. 614, December 2014)

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. UT 1.2 Electrical power, sanitary sewer, domestic water, solid waste disposal and stormwater drainage (as addressed in the stormwater management element) are herein designated essential utility services.

Pol. UT 1.3 Development shall be allowed only when and where all essential utility services are adequate in accord with their level of service guidelines, and only when and where such development can be adequately served by essential utilities without reducing levels of service below the level of service guidelines elsewhere. Alternative means of providing essential utility services shall be allowed only when consistent with the policies of this element.

Pol. UT 1.4 A development shall not be approved if it causes the level of service of an essential utility service to decline below the guidelines set forth in Pol. UT 1.6, unless improvements to accommodate the impacts are made concurrent with the development for the purposes of this policy. "Concurrent with the development" shall mean that improvements are in place at the time of the development or that a financial commitment is in place to complete the improvements.

Pol. UT 1.5 If adequate essential utility services are currently unavailable and public funds are not committed to provide such facilities, developers must provide such facilities at their own expense in order to develop. Where appropriate, reimbursement agreements may be utilized by developers.

Pol. UT 1.6 The following level of service guidelines should be used to evaluate whether there is sufficient capacity available to accommodate the demands of new development:

Electrical Power:

Adequate electrical power connections must be available for any development within the City.

Water:

Fire Flow Requirements:

1. Pursuant to the Fire Code, single-family, multi-family, public facilities, commercial and industrial developments require different minimum available fire-flows based on the type of construction and amount of floor area. Available fire-flow serving the land use designations as set forth in the City of Burien long range land use map (Map LU-1) shall meet or exceed standards consistent with those designations. Water service providers shall plan and design system improvements to provide minimum fire flows consistent with a reasonable range of anticipated long-term land use designations.

2. Sprinkler systems may only be approved by the City as an alternative to meeting fire flow requirements when no other means of achieving the standard is practical, subject to the requirements of the International Fire Code (IFC) as locally adopted and amended. However, as described in the IFC, sprinklers may be required in addition to adequate fire flow under specific conditions.

3. All new short plats and formal subdivisions shall meet fire flow requirements. Sprinkling shall only be approved as an alternative fire protection method where domestic water service is not available, planned, or adequate.

Water Quality LOS:

The water system quality shall be in compliance with Washington Administrative Code requirements for water quality.

Sewer:

1. All new development must be served by or provision made for an adequate public sewage disposal system.

2. On-site sewage disposal systems may be allowed for new single family homes where no other alternative is cost effective and technically feasible, if approved by the Seattle-King County Department of Public Health, in accordance with the Seattle-King County Board of Health rules and regulations. Existing residential on-site disposal systems will not be required by the City to connect to sewer unless their current systems fail.

3. Existing residential on-site disposal systems will not be required by the city to connect to sewer unless their current systems fail.

Solid Waste Disposal Services:

Curbside collection for solid waste and recycling must be available for any single-family home, multifamily dwelling and business development*.

Stormwater Drainage:

As provided in the Stormwater Management Element policies.

(Amended, Ordinance No. 614, December 2014)

Pol. UT 1.7 Natural gas and communication services (including cable TV and cellular telephone services) are herein designated as optional utility services. Optional utility services should be available to serve new development, but are not a requirement for development approval.
(Amended, Ordinance No. 614, December 2014)

* Solid waste and recycling services shall be available to any new development, but are considered a voluntary service. Requiring service to be provided does not eliminate a citizen's right to haul his or her own waste.

Pol. UT 1.8 When franchising and working with the communication utilities the City will encourage upgrades to the system improving capacity, speed and reliability. This will improve the City's competitive advantage in business retention and recruitment while also supplying residents with improved service and access to information and communication technologies. (Amended, Ordinance No. 614, December 2014)

Pol. UT 1.9 Street lights commensurate with an area's character and ultimate level of density should be provided, based upon the following prioritized criteria:

a. Enhancement of pedestrian and vehicular safety;

b. Existing and projected traffic volumes;

c. Location of school or transit stops;

d. High-density land uses;

e. Proximity to nearest intersection; and

f. Other relevant state, federal, local or utility design requirements.

Pol. UT 1.10 (Deleted, Ordinance No. 614, December 2014)

Pol. UT 1.11 New or expanded facilities should be compatible with surrounding land uses; such facilities should have a minimal impact on the natural or built environment.

Pol. UT 1.12 All facilities provided in accordance with these policies shall be constructed consistent with the design standards as specified in each provider's system plan. (Amended, Ordinance No. 614, December 2014)

Pol. UT 1.13 Land use and utility planning should be coordinated to allow for the siting and construction of necessary facilities.

Pol. UT 1.14 Coordinate facility planning so that utilities may locate in transportation corridors and dedicated right-of-way.

Pol. UT 1.15 Utility plans should use and support Burien's land use plan. The City shall adopt procedures for the City's review of and comment on the proposed plans, policies and actions of public and private utility providers.

Pol. UT 1.16 The City should actively work with water utility service providers to ensure that areas of low water flow are upgraded. Water service shall be provided at acceptable levels for the adequate provision of emergency fire response services.

Goal UT.2

Minimize impacts associated with the siting, development, and operation of utility services and facilities on adjacent properties and the natural environment.

Pol. UT 2.1 The City shall ensure that utility facilities are designed, located, constructed and buffered (through extensive screening and/or landscaping) to blend in with their surroundings and to reasonably minimize significant, individual and cumulative adverse impacts on adjacent properties, and to protect environmentally sensitive areas. When sited within or adjacent to residential areas, special attention should be given to minimizing noise, light and glare impacts.

Pol. UT 2.2 The City shall encourage or require implementation of resource conservation practices and best management practices according to the USDA Soil Conservation Service during the construction, operation, and maintenance of utility structures and improvements.

Pol. UT 2.3 The City shall work with surrounding municipalities, King County and the state during the siting and development of utility facilities of regional significance.

Pol. UT 2.4 The City shall encourage joint use of utility corridors and properties for recreational facilities.

Goal UT.3

Ensure provision of the most cost-effective, high quality, and efficient water and sewer service to residents of Burien. (Amended, Ordinance No. 614, December 2014)

Pol. UT 3.1 New industrial and commercial development shall not be allowed on community or on-site sewage systems.

Pol. UT 3.2 The City shall require sewer connections, where connection is available, for all new plats. (Amended, Ordinance No. 614, December 2014)

Pol. UT 3.3 The City should encourage conversion from on-site wastewater disposal systems as sewer lines become available and should require connections when possible. (Amended, Ordinance No. 614, December 2014)

Pol. UT 3.4 (Deleted, Ordinance No. 614, December 2014)

Pol. UT 3.5 The City should support cooperative regional efforts in pursuing options for the development of additional water sources for future needs. The City should also support efforts to encourage the efficient use of water from existing sources.

Pol. UT 3.6 The City will maintain information on water and sewer service rates and hook-up/system development charges for public review.

Goal UT.4

Maintain an adequate and effective solid waste and recycling program to serve the needs of Burien's residents and businesses, which maintains public health, environmental and land use quality.

Pol. UT 4.1 The City shall encourage private and public sector involvement in recycling programs and in the use of recycled products, primarily through an enhanced public education campaign.

Pol. UT 4.2 The City should strive to achieve an overall waste diversion rate goal of 65% by the year 2024. (Amended, Ordinance No. 614, December 2014)

Pol. UT 4.3 The City should strive to achieve:

a. a 95% recycling participation rate in the single family sector;

b. a 75% recycling participation rate in the multifamily sector; and

c. a 60% recycling participation rate in the commercial sector.

(Amended, Ordinance No. 614, December 2014)

Pol. UT 4.4 The City should build upon existing recycling programs, and initiate new programs that will result in a significant impact at a reasonable cost.

Discussion: The commercial and multi-family sectors should be targeted as priorities, because these sectors are very low performing with regard to waste diversion rates. (Amended, Ordinance No. 614, December 2014)

2.7 PARKS, RECREATION AND OPEN SPACE ELEMENT

Goal PRO.1

Develop a well-maintained, interconnected system of multi-functional parks, recreation facilities and open spaces that is attractive, safe and accessible for all geographic regions and population segments within the City and supports the community's well-established neighborhoods and small town atmosphere.

Pol. PRO 1.1 In considering its park, recreation and open space program, the City should first emphasize the maintenance, enhancement and multiple use of existing parks, schools, recreation facilities and open space; then examine opportunities for the acquisition or development of new park and recreation areas which are needed or locally unique in character and financially feasible to maintain.

Pol. PRO 1.2 The City should maximize the use of the existing park, recreation and open space resources within the City by connecting them with a coordinated system of trails and sidewalks.

Pol. PRO 1.3 The City should strive to equitably distribute neighborhood park and recreation facilities throughout the City.

Pol. PRO 1.4 The City should coordinate park planning, acquisition and development with other City projects and programs that implement the comprehensive plan.

Pol. PRO 1.5 The City shall plan to provide, in coordination with other agencies, a range of park facilities that serve a variety of recreational and open space purposes. Such planning should use the following designations and guidelines to provide such diversity:

1. Mini or Pocket Park

Use Description: Passive recreation or specialized facilities that *may* serve a concentrated or limited population such as children or senior citizens.

Service area: Approximately 1/3 of a mile radius.

Size: No Minimum to approximately one-acre

Desirable Characteristics: These parks should be in close proximity to dwellings and or other centers of activity. Mini parks should be designed for intensive use and should be accessible and visible from surrounding area.

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.

Examples: In Burien these types of parks are primarily private parks consisting of play areas in large multiple family developments (such as Seahurst), beach access for adjacent subdivisions, view appreciation areas (bench or platform), picnic tables and trees in a small area, children's play area, game tables, or public gardens or planted areas.

Other Considerations: Since maintenance costs of these smaller parks are high relative to their service areas, few jurisdictions are able to meet the desired quantity. This type of park is most suitable to provide unique local needs, such as the Shore accesses, or as a consideration in the design of new development. The City should seek a variety of means for financing and maintaining mini-parks, including considering opportunities for community stewardship and grant or private funding.

2. Neighborhood Park

Use Description: All uses designed to serve the immediate neighborhood of residential uses. Such parks usually include areas for active recreational areas, such as ball fields and open basketball courts, as well as passive areas.

Service area: Approximately 1/2 of a mile radius.

Size: No Minimum to approximately 15+ acres.

Desirable Characteristics: The City should strive to develop these types of parks in all of the neighborhoods with neighborhood support and an availability of land. These parks should be in close proximity to dwellings and/or employment centers of activity. Neighborhood parks should be designed for intensive use and should be accessible and visible from surrounding area. Often such parks may be school facilities when those facilities do not have limited access. Restroom facilities are a recommended improvement in these parks.

Examples: In Burien, these types of parks are primarily elementary school yards. Chelsea and Shorewood Parks tend to be neighborhood parks, though each could serve some community park services.

3. Community Parks

Use Description: All uses and facilities designed to serve the surrounding community. Such parks may contain special amenities, facilities or features that attract people from throughout the community or the city. Such facilities commonly include sports complexes, swimming pools and similar intensive uses. Such facilities require on-site parking.

Service area: Approximately 1 to 2 mile radius.

Size: Approximately 2 to 20 acres.

Desirable Characteristics: Not only should these parks be easily accessible from the surrounding neighborhoods, they should also be easily accessible by automobile from more distant neighborhoods.

Examples: Moshier Park is the most typical park of this type. However, Sylvester Middle School and the Highline High School also perform services in this role. The unique quality of Lake Burien School Park gives this park a community character in addition to its role as a neighborhood park. Similarly Dottie Harper Park fits this category due to the community attractions of the arts building, library and community center, all located nearby.

4. Regional Parks

Use Description: Areas of natural or ornamental quality for outdoor recreation such as picnicking, boating, beach activities, swimming, and trails. Such parks may contain special amenities, facilities or features that attract people from throughout the surrounding region. Such facilities require extensive on-site parking and good access by automobile.

Service area: Approximately 1/2 to 1 hour driving time.

Size: Approximately 90 acres.

Desirable Characteristics: Contiguous to or encompassing significant natural resources.

Examples: Seahurst Park.

5. Special Use Park

Use Description: Specialized or single purpose recreational activities such as golf courses, walking and bicycle trails, skateboard parks, street ends, zoos, arenas or areas that preserve buildings, sites or features of historical significance.

Service area: Variable

Size: Depends on nature of facility.

Desirable Characteristics: Compatibility with adjacent facilities and uses.

Examples: Examples within the incorporated limits of Burien consist primarily of limited access high school athletic fields, designated view points and historical markers, and waterfront street ends (including those at SW 170th Pl., SW 163rd Pl., and at the intersection of Maplewild Ave. SW and SW 172nd St.).

6. Downtown Special Use Park

Use Description: Specialized publicly or privately owned parks or open space facilities that are open to the public and oriented to the pedestrian, and can be used to balance the built environment in the

downtown area, enhance pedestrian activity, and provide for community gathering spots. Such parks or open spaces may contain special amenities or features such as landscaping, water features, public art, historic landmarks, and places for pedestrians to rest, such as steps or benches.

Service Area: Variable

Size: Depends on nature of facility.

Desirable Characteristics: These facilities should be located in pedestrian oriented areas of the downtown, and be accessible to the public via sidewalks or paths.

Examples: This type of facilities may include a pedestrian pocket park, landscaped area, plaza, or town square. Currently, there is one small pocket park located on SW 152nd Street across from the Feed Store in Old Burien.

7. Conservancy Park

Use Description: Conservancy Parks are formally designated public resource areas. In such parks the primary management objectives are protection and management of historical, cultural and natural resources, including fish and wildlife habitat areas and may include appropriate passive recreational activities.

Service area: None

Size: As appropriate for the resource.

Desirable Characteristics: As appropriate for the resource.

Examples: Currently Salmon Creek Ravine is most appropriately classified in this category although its feasibility for including other types of park activities consistent with its character should be evaluated. This category would also apply to any significant formally designated land, protected wetlands or steep slope areas by private or public means.

Pol. PRO 1.6 Existing park and recreation resources in the city are designated as follows:

Community Parks
Lake Burien School
Moshier
Dottie Harper
Sylvester Middle School
Highline High School
Neighborhood Parks
Chelsea
Shorewood
Lakeview
Gregory Heights Elementary School
Sunnydale Elementary School
Shorewood Elementary School
Hazel Valley Elementary School
Cedarhurst Elementary School
Seahurst Elementary School
Regional
Seahurst
Conservancy
Salmon Creek
Special Use
Des Moines Memorial Drive
Trails
Waterfront Street Ends

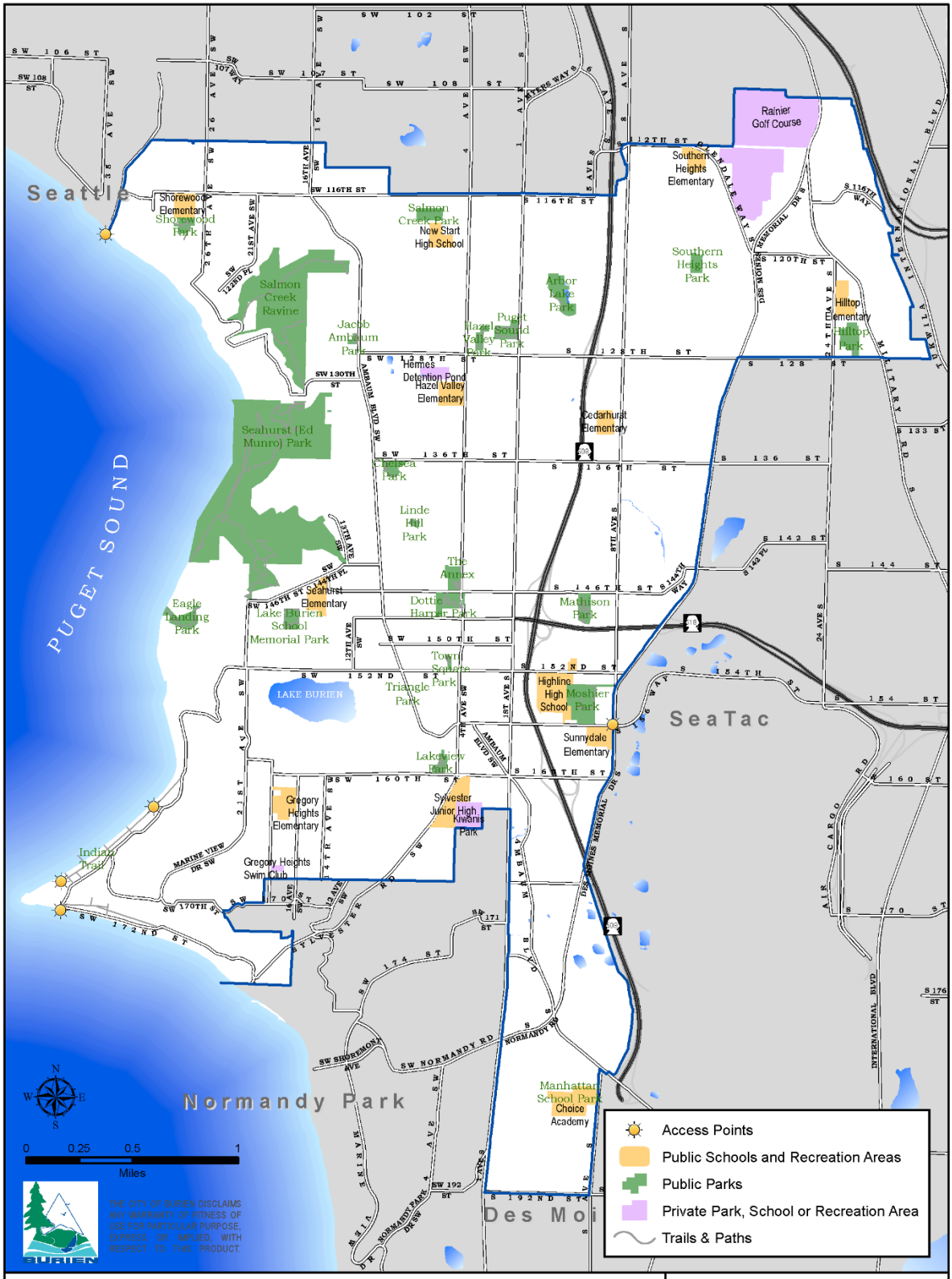

Figure 2 - PRO1 - Parks, Recreation and Open Space Areas | **December 2015**

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Last updated: 9/17/2015
By: fernandol

Pol. PRO 1.7 By 2020 the City should increase the supply of active recreation areas from 2.7 acres per thousand population (excluding Seahurst and Salmon Creek, and including School play areas) to 3.0 acres per thousand.

Discussion: The level of service (LOS) standard described above is a general standard for active recreation areas that includes designated community and neighborhood parks. Since the City's primary responsibility is serving the local community, the LOS standard excludes regional parks that draw a significant amount of users from areas outside the City. Conservancy areas were also excluded because they are considered more passive rather than active recreation areas.

Pol. PRO 1.8 Figure 2-PRO1 identifies potential areas for future park acquisition and park development.

Discussion: The areas depicted on Figure 2-PRO1 are generalized to indicate where resource acquisition or development may take place. They are not intended to indicate specific parcels for development or acquisition.

Pol. PRO 1.9 The City should place priority on maximizing grants and other external sources of funding, or inter-agency cooperative arrangements, to expand the City's park resources.

Pol. PRO 1.10 The City should formulate development plans for each city owned park to take maximum advantage of grants or other funding opportunities that may arise for use in resource development, expansion, maintenance, operation or improvements of these facilities.

Goal PRO.2

Ensure that new park and recreational services to support growth are provided concurrent with new development.

Pol. PRO 2.1 Any significant new development (involving more than four new dwelling units) shall mitigate any reduction in the Level of Service (LOS) for parks below the level of service calculated for the year in which the new development is approved.

Pol. PRO 2.2 The level of service for parks should be calculated annually by dividing an appropriate measure(s) of recreational services (such as acres of developed park area) by the number of dwelling units in the community. The cost of maintaining this LOS for each housing unit shall be estimated at current dollars for the applicable year to determine any in lieu of fees.

Pol. PRO 2.3 The City shall evaluate the impacts of new development projects on the current LOS for parks, recreation and open space resources through the SEPA environmental review process, and shall take appropriate steps to mitigate any reduction in such services as a potential significant adverse

impact of the development. Such review should include any development with more than four dwelling units.

Pol. PRO 2.4 In conjunction with the approval of any higher density development project involving more that 20 new dwelling units, the City shall require the on-site (or nearby off-site) development of recreation facilities or appropriate and usable park land.

Pol. PRO 2.5 Residential units in the downtown area may be exempted from the requirement to provide on-site park, recreation or open space facilities. Instead, upon approval by the City, in lieu of fees may be accepted, to be spent on designated park, recreational or open space resources that serve the development within the downtown area.

Discussion: The City should encourage the development of parks, plazas, courtyards, landscaped areas and other open space resources as part of any development in the downtown core to balance the built environment and create "people places." However, site size and configuration may make this requirement impracticable. In lieu of fees can be used to encourage the development of these facilities elsewhere in the downtown core that are more appropriate in terms of space and location.

Pol. PRO 2.6 In all cases, on-site park and recreational facilities (or developer-constructed facilities off-site) shall be the preferred method of mitigation for a reduction in LOS. If such mitigation is not practicable in developments of less than 20 units, then in lieu of fees may be accepted by the City. In lieu of fees shall be spent only on designated park improvements within parks that serve the development. Such service area shall be determined by a radius of a third of a mile from a neighborhood park, half a mile from community parks and one mile from regional parks.

Pol. PRO 2.7 The City should develop and maintain annually a list of projects within each park for the use of any in lieu of fees collected.

Pol. PRO 2.8 Development projects along designated community path or neighborhood trail routes shall be designed to incorporate the path or trail as part of the analysis of the development's potential impacts on recreational and transportation services, in the same manner as potential impacts on street services.

Pol. PRO 2.9 In the process of planning for downtown amenities (such as parks, public art and open spaces) during the development of the City's downtown plan, the City should consider the responsibility of new commercial development in financing these amenities. In addition, the city should offer development bonuses as an incentive for developers to design and construct such public amenities.

Goal PRO.3

Develop, operate and maintain park, recreation and open space facilities, including trails, in a manner that is responsive to the site, and balances the needs of the community with available funding.

Pol. PRO 3.1 The City should ensure that park, recreation and open space facilities are designed, used, operated and maintained in a manner that is consistent with the ecology of natural systems.

Pol. PRO 3.2 Wherever possible, the City should use non-invasive native vegetation for landscaping in park and recreation facilities to reduce maintenance and encourage wildlife.

Pol. PRO 3.2 The City should evaluate existing parks and recreation facilities, and where appropriate, renovate to maximize efficient maintenance and operating practices, improve safety and accessibility for all users, and to reduce the impacts on adjacent properties.

Community Paths & Neighborhood Trails

Discussion: There are a variety of different types of publicly-owned “paths” and “trails" (as well as private lands with dedicated easements to the public) which provide both recreational and transportation opportunities within the City. One type of these facilities can be characterized as a paved path that could accommodate multimodal traffic, such as walking, bicycling, and even rollerblading. The system of paths tends to connect activity centers throughout the community, such as parks, neighborhoods, schools, and shopping areas. Paths may also connect with local trails as well as with regional paths or trails that pass through or nearby the City.

A second type of facility is more characteristic of a trail. Trails are typically less developed than paths and tend to accommodate only foot traffic. Trails are used to link neighborhood activity centers, such as residential areas with neighborhood parks, schools and shopping.

Pol. PRO 3.3 Publicly owned paths and trails within the City, as well as dedicated easements to the public across private lands, should be designated as either a neighborhood trail or community path. Community Paths are designated in the Pedestrian and Bicycle Facilities Plan as trail types #10, #11 and #12, and are identified in Figures 6 and 7. Neighborhood Trails are designated in the Pedestrian and Bicycle Facilities Plan as trail type #12 (as identified in Figures 6 and 7) or informal trails not classified as part of the Plan. The City should manage the use, maintenance and operation of each publicly owned resource accordingly. (Amended, Ord. 445, 2005)

Pol. PRO 3.4 (Deleted, Ordinance No. 445, December 2005)

Pol. PRO 3.5 (Deleted, Ordinance No. 445, December 2005)

Pol. PRO 3.6 Priority for the use of City funds shall first be allocated to designated community paths before neighborhood trails. (Amended, Ord. 445, 2005)

Community Paths

Pol. PRO 3.7 Designated "community paths" should be recognized as important community-wide resources that can provide significant park, recreational and open space areas and multimodal transportation services within the City. The City should use these paths as a recreation and transportation facility to connect and expand the network of regional, community and neighborhood park, recreation and open space resources, as well as to connect residential and business areas.

Pol. PRO 3.8 The City should manage community paths by:

a. promoting the use of these paths City-wide;

b. maintaining access to all developed publicly owned community paths;

c. ensuring that when these paths are opened, the paths and their supporting facilities (including parking) are developed at a level or capacity which supports community use and is consistent with City risk management practices;

d. ensuring that the paths are well-signed by installing and maintaining signs in conspicuous locations, indicating the public's right of access to developed paths and encouraging appropriate use; and

e. striving to minimize potential impacts from the use of these paths on adjacent private property.

Pol. PRO 3.9 (Deleted, Ordinance No. 445, December 2005)

Pol. PRO 3.10 The role of community paths, and consequently the priority of these paths in terms of management, development and enhancement, may vary within neighborhoods.

Neighborhood Trails

Pol. PRO 3.11 Designated "neighborhood trails" should be recognized as important resources that serve specific neighborhoods. The City should use publicly-owned neighborhood trails as a recreational and transportation facility to connect the network of neighborhood parks, schools, recreation and open space resources within each neighborhood, as well as different parts of each neighborhood.

Pol. PRO 3.12 The City should manage publicly-owned neighborhood trails by:

a. ensuring that the trails are provided with supporting facilities (including access) at a level or capacity which supports neighborhood use and is consistent with City risk management practices;

b. limiting promotion of the use of these trails to primarily neighborhood circulation and recreation;

c. installing and maintaining signs that identify the trail, and encourage appropriate use; and

d. striving to minimize potential impacts associated with their use on adjacent private property.

Pol. PRO 3.13 (Deleted, Ordinance No. 445, December 2005)

Pol. PRO 3.14 (Deleted, Ordinance No. 445, December 2005)

Shoreline Access

Goal SA.1

Increase and enhance public access to shoreline areas, consistent with the natural shoreline character, private rights, and public safety.

Discussion: *Shoreline public access is the physical and visual ability of the general public to reach and touch the water's edge and/or the ability to have a view of the water and the shoreline from upland locations. There are two main shorelines in Burien - those of the Puget Sound and Lake Burien. There are already a variety of types of public access to the Puget Sound shoreline in Burien, including parks and picnic areas, pathways and trails, street ends, tax title properties, and ingress and egress. However, there are very few vacant lots remaining that could be used to expand the types and locations of public access along the Puget Sound shoreline in Burien.*

The shoreline of Lake Burien is privately owned, and while there are a few locations around the Lake which offer views of the water, physical public access to this shoreline does not exist at the present time.

Waterfront Street Ends

Pol. SA 1.1 Waterfront street ends should be recognized as:

a. An important community resource that provides visual and physical access to the Puget Sound;

b. Special use parks which serve the community, yet fit and support the character of the surrounding neighborhoods;

c. A destination resource, where limited facilities and enhancements are provided.

Pol. SA 1.2 The City should manage and develop water front street ends by:

a. Supporting their use by residents city-wide, yet ensuring that the street ends and their supporting facilities are developed at a level or capacity which are appropriate to the neighborhood character,

promotes safety, and is consistent with City risk management practices;

b. Ensuring that public parking is available and limited to a level appropriate to the capacity of the public access site, and is harmonious with the surrounding neighborhood;

c. Ensuring that the waterfront street ends are preserved and maintained with limited enhancements, such as places to sit or rest which fit in with the natural environment of the area;

d. Installing signs that indicate the public's right of access, the rules of use, and penalties for misuse;

e. Installing limited trail improvements and enhancements to allow access to the water;

f. Protecting adjacent private property including but not limited to protecting individual privacy rights and ensuring public safety; and

g. Developing a street ends plan that promotes waterfront access and public safety.

(Amended, Ordinance No. 614, December 2014)

Pol. SA 1.3 Waterfront street ends or other shoreline access should be planned in conjunction with the affected neighborhoods. However, the broader community should be notified during the public notification process.

Other Shoreline Access

Pol. SA 1.4 The City should seek opportunities to develop new public access areas in locations dispersed throughout the shoreline. (Amended, Ord. 614, 2014)

Pol. SA 1.5 The City should prepare a long range park plan for Seahurst Regional Park. The plan should recognize the value of the resource for waterfront access, as well as for trails, open space and wildlife habitat, and educational facilities. The plan should discourage the development of motorized boat access to Puget Sound because of the Park's natural resource value, passive recreation orientation, and a lack of facilities to support boat access (e.g. parking for boat trailers, wide roadways).

Pol. SA 1.6 Public access to the City's shorelines should be designed to provide for public safety and to minimize potential impacts to private property and individual privacy rights. (Amended, Ordinance No. 614, December 2014)

Pol. SA 1.7 The public's visual access to the City's shorelines from streets, paths, trails and designated viewing areas should be conserved and enhanced.

Pol. SA 1.8 Public views from the shoreline upland areas should be enhanced and conserved, while recognizing that enhancement of views should not be necessarily construed to mean removal of vegetation.

Pol. SA 1.10 The vacation or sale of street-ends, other public right of ways and tax title properties that abut shoreline areas shall be prohibited except as provided for in RCW 35.79.035 (Streets-Vacation). The City should protect these areas for public access and public viewpoints. (Amended, Ordinance No. 614, December 2014)

Goal PRO.4

Ensure that park, recreation and open space areas of local or regional significance are identified and protected. Also, ensure that existing and planned park, recreation and open space areas are protected from adverse impacts associated with incompatible land uses and/or transportation activities. Such adverse impacts may include traffic congestion, inadequate parking, surface water runoff, vibration, air and water pollution, noise among others.

Pol. PRO 4.1 The City should preserve and protect park and recreation areas within its jurisdictional boundaries.

Pol. PRO 4.2 Park, recreation and open space areas which exhibit one or more of the following characteristics are designated by the City to be of local or regional significance:

a. The park, recreation, or open space area contains significant recreation or cultural opportunities or facilities, such as amphitheaters, museums, community centers, sports complexes, regional trails, etc.;

b. Because of its location, age, or scale, it is an easily identifiable visual feature and contributes to the distinctive quality or identity of the City or neighborhoods;

c. The park, recreation or open space area contains unusual or special botanical resources;

d. The park, recreation or open space area contains environmentally sensitive areas (as defined in the land use element) that serve a significant role or provide a significant function in the natural systems within the City of Burien;

e. It is associated in a significant way with an historic event, structure, or person with a significant effect upon the City, state or nation;

f. It is associated in a significant way with a significant aspect of a cultural heritage of the City, state or nation; or

g. The park, recreation or open space area contains public art.

Pol. PRO 4.3 The City shall adopt plans, policies land use, development and building regulations and review procedures to protect locally or regionally significant parks, recreation or open space areas from adverse physical and environmental impacts caused by incompatible land uses in the vicinity of these resources.

Pol. PRO 4.4 In order to minimize adverse impacts related to noise, unless prohibited by federal or state law, Burien's park, recreation and open space areas of local or regional significance should be protected from exterior noise exposure levels which exceed an Ldn of 55 dBA, except that outdoor amphitheaters and music shells should be protected from exterior noise exposure levels which exceed an Ldn of 50, unless prohibited by federal or state law, and except that golf courses, ball fields, outdoor spectator sports areas, amusement areas, riding stables, nature trails, wildlife refuges, auditoriums and concert halls should be protected from exterior noise exposure levels which exceed and Ldn of 60 dBA unless prohibited by federal or state law.

Goal PRO.5

Cooperate with other jurisdictions, public agencies, and the private sector to provide park, open space and recreation facilities.

Pol. PRO 5.1 The City should develop partnerships with other public agencies and the private sector to meet the demand for cultural and recreational facilities in the City.

Pol. PRO 5.2 The City shall develop partnerships with the Highline School District to utilize school sites to provide active recreation and cultural facilities.

Pol. PRO 5.3 The City should coordinate with other jurisdictions in the planning and development of regional parks, greenways, trails, cultural and recreational facilities.

Pol. PRO 5.4 The City, with the Cities of Normandy Park and SeaTac, should explore the opportunities to preserve and enhance the quality of the Miller Creek corridor. The City should develop a strategy that would enhance the habitat quality of the stream corridor for salmonid and other wildlife, and provide for passive enjoyment of the creek through the development of a regional trail system.

Pol. PRO 5.5 The City, with King County, should explore the opportunities to preserve and enhance the quality of the Salmon Creek Corridor for recreation, conservation and stormwater enhancement purposes.

Pol. PRO 5.6 (Deleted, Ordinance No. 445, December 2005)

Pol. PRO 5.7 Where feasible, the City should encourage the multiple use of existing facilities by incorporating storm drainage *facilities, especially retention ponds,* and other public lands into the open space or park system *to enhance recreational opportunities and improve wildlife habitat.* This should be accomplished through cooperative agreements with the appropriate agency or jurisdiction.

***Discussion*:** These stormwater retention facilities could include the Hermes Depression and other retention ponds owned by the City. These facilities

could serve as important community resources, and be linked to the network of community paths and trails, and used by school science programs.

Pol. PRO 5.8 (Deleted, Ordinance No. 445, December 2005)

Pol. PRO 5.9 The City should actively seek funding from a variety of sources to help implement a park, recreation and open space acquisition and development program.

Goal PRO.6

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

Policy PRO 6.1 Provide parks design, programming and planning to promote healthy eating and active living.

Open Space Areas

Goal OS.1

Protect and preserve as open space areas that:

- ***are ecologically significant sensitive areas;***
- ***serve as buffers between uses and link open space; and***
- ***provide trails, wildlife corridors and greenways.***

Pol. OS 1.1 The City shall seek to protect as open space, areas where the soils have been identified as having severe or very severe erosion potential, landslide hazard or seismic hazard.

Pol. OS 1.2 The City shall seek to retain as open space, those areas that provide essential habitat for any rare, threatened or endangered plant or wildlife species.

Pol. OS 1.3 The City shall seek to retain as open space, those areas having a unique combination of open space values, including: separation or buffering between incompatible land uses; visual delineation of the City or a distinct area or neighborhood of the City; unusually productive wildlife habitat; floodwater or stormwater storage; stormwater purification; recreational value; aesthetic value; and educational value.

Pol. OS 1.4 Development within areas designated for open space uses shall, in general, be low density or non-intensive in character. Developments shall be designed and sited in a manner that minimizes or mitigates disruption of the most important open space values of the site. Appropriate uses within designated open space areas may, under proper circumstances, include (but not necessarily be limited to): parks and other recreational facilities; very

low density residential; stormwater storage; agriculture; and watershed. It is recognized that designating private property for open space uses does not establish or promote any public access rights to such property.

Pol. OS 1.5 The City should promote the use of property tax reductions as an incentive to preserve desirable lands as a public benefit. The City should also encourage and support the participation of community-based non-profit organizations which offer options and alternatives to development in the interest of preserving desirable lands as a public benefit.

Pol. OS 1.6 The City shall work with property owners and encourage non-purchase options such as conservation easements, current use easements, and development covenants to preserve open spaces and greenbelts within the city's neighborhoods. The City should also accept donations of properties where public access is anticipated or planned. (Amended, Ord. 614, 2014)

Culture and Arts

Goal CA.1

Develop a diversity of cultural and art resources within the City to meet the needs of City residents, employees and visitors.

Pol. CA 1.1 Public art and theater and performing facilities are considered appropriate types of park resources for the City, and should be planned for and developed. The City should promote partnerships between other agencies, private organizations, and individuals in order to meet the needs of the general community for these facilities.

2.8 STORM WATER ELEMENT

Goal ST.1

Manage stormwater runoff in such a manner as to:

- ***protect steep slopes, streams, wetlands and shorelines from erosion and sedimentation to avoid the degradation of environmental quality, wildlife habitat, and natural system aesthetics;***
- ***preserve, protect, and restore natural habitat critical for the conservation of salmonid species listed under the federal ESA;***
- ***protect the quality of surface water and groundwater;***
- ***provide recharge of groundwater where appropriate; and***
- ***ensure natural control mechanisms are preferred, where appropriate.***

Managing Stormwater (General)

Pol. ST 1.1 The City shall separately adopt a detailed Storm Drainage Master Plan to implement these stormwater policies based on this comprehensive plan. This plan shall:

a. Provide a plan of drainage improvements and regulatory actions that will reduce or eliminate local erosion, landslide and flooding problems in Burien, thereby protecting existing and future development and property values;

b. Provide protection from erosion, landslides and flooding in the Puget Sound basins where perennial and seasonal streams exist, and also protect these streams from the impacts of urban runoff;

c. Provide for the long-term protection and restoration of Miller Creek Basin as a viable fish habitat and a natural amenity for the urban area. Require higher detention and water quality standards for development within this basin because it supports a federally listed species.

d. Provide long-term protection and restoration of Salmon Creek Basin, as a viable fish habitat and a natural amenity for the urban area. Require higher detention and water quality standards for development within this basin because it supports a federally listed species.

e. Encourage developers to incorporate into site planning various environmentally sensitive approaches to stormwater management, including low-impact development techniques, and preservation and restoration of natural landforms.

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. ST 1.2 The City should encourage regional approaches to managing stormwater to provide improved performance, maintenance and cost efficiency. Land should be acquired that is adequate for the development of regional detention and water quality facilities.

Pol. ST 1.3 Wherever possible, stormwater facilities should be considered as a multi-functional community resource which provides other public benefits such as recreational, habitat, cultural, educational, open space and aesthetic opportunities.

Pol. ST 1.4 Stormwater retention/detention facilities may be allowed to be used as partial fulfillment of open space requirements, where the facility provides significant recreation and open space amenities. In determining the degree to which this is allowed, consideration shall be given to the nature of the development. Where the development is non-residential, a greater percentage may be allowed for fulfillment. Commercial development shall make retention/detention facilities part of a more extensive landscaping. These facilities should be designed as an amenity, particularly in commercial developments, and to ensure the safety of its users.

Pol. ST 1.5 A watershed approach should be taken to surface water management, with responsibility shared among the City and other contributing jurisdictions. This approach should emphasize:

a. Prevention of water quality degradation through implementation of Best Management Practices and educational programs to reduce pollution entering surface waters;

b. Reduction of volumes and duration of urban flows to prevent flooding and erosion;

c. Cost sharing;

d. Consistency with the City's risk management practices; and

e. Maintenance and restoration of stream habitat for habitat preservation and enhancement.

f. Coordinated, knowledge based management decisions.

Protecting Natural Drainage Systems

Pol. ST 1.6 Development shall be designed and constructed to minimize disruption and/or degradation of natural drainage systems and the habitat they provide, both during and after construction. Development design which minimizes impervious surfaces through the use of appropriate low-impact development techniques, such as by limiting site coverage and maximizing the exposure of natural surfaces for the infiltration of water shall be required.

Pol. ST 1.7 Stormwater shall be detained and infiltrated on-site where possible. If on-site detention and infiltration is not possible, stormwater shall be detained so that the release rate is equal to or less than predevelopment or natural conditions. Any release must be to an approved drainage system, either natural or constructed, as approved by the City.

Pol. ST 1.8 As part of its review process, the City shall consider the impacts of stormwater runoff from new development on the City's natural drainage systems, and require any appropriate mitigating measures. When redevelopment occurs, and the amount of impervious surface increases, the City shall require existing development to be retrofitted with stormwater management facilities. Criteria for implementing this policy should also be developed using a threshold approach patterned after SEPA requirements.

Pol. ST 1.9 The City shall require development to provide off-site improvements necessary to avoid adverse downstream impacts.

Protecting Water Quality

Pol. ST 1.10 In the interest of the residents of Burien, the Puget Sound area and adjoining communities, the City will protect the quality of surface water bodies that are located within drainage basins of the City.

Pol. ST 1.11 The City will encourage all City residents and require businesses to implement Best Management Practices to prevent erosion and sedimentation from occurring, and to prevent pollutants from entering ground or surface waters to maintain natural aquatic communities and beneficial uses.

Pol. ST 1.12 The City shall establish enforcement mechanisms that may be used to prevent or stop contamination to surface water quality, as well as to implement all City stormwater policies. Enforcement mechanisms should address surface water contamination, including surface water flows. Through intergovernmental coordination, the city will seek similar enforcement mechanisms for all waters through or into the City from up to five miles from its corporate limit.

Discussion: The City currently does not have an adopted water quality ordinance.

Pol. ST 1.13 The City shall incorporate facilities such as detention ponds, bioswales, wetlands, and other natural drainage facilities to improve the water quality of surface water runoff from existing and new roadway improvements.

Providing Groundwater Recharge

Pol. ST 1.14 Where infiltration will not adversely effect down gradient properties, infiltration of stormwater is preferred over surface discharge to a natural stream system. The return of precipitation to the soil at natural rates near where it falls should be encouraged through the use of infiltration mechanisms, including but not limited to well designed open drainage systems, infiltration ponds, detention ponds and grass lined swales.

Pol. ST 1.15 The City should use Geographic Information Systems (GIS) and other analysis tools to assist in determining appropriate locations for implementation of low impact development techniques that are complementary to their respective geographic context. The resulting analysis (document/map) should be made available to the public to increase education and awareness of best storm water management practices. (Amended, Ord. 497, 2008)

Goal ST.2

Ensure that standards used for the design and development of stormwater drainage systems reflect and support the character of adjacent development and the stormwater, land use, and environmental protection goals of the City.

Pol. ST 2.1 Appropriate stormwater management practices shall be employed to prevent stormwater problems from urban runoff, which may include flooding, erosion, or stream channel scouring in natural drainage systems. These practices at a minimum should include the collection, control and treatment of storm water runoff at a rate and quantity that will prevent damage to both man-made and natural drainage systems. One or a combination of the following three approaches can be used to managed excessive storm water runoff:

a. Collect, control, and treat stormwater runoff to a level that will prevent damage to the natural drainage system and restore the ability of the natural drainage system to function as a productive biosystem; and/or

b. Remove excessive stormwater runoff from the natural drainage system by artificial means such as bypass systems in accordance with SEPA or other adopted plans, regulations or regional programs.

c. Repair/retrofit private storm drainage lines that route City stormwater to prevent damage to both man-made and natural drainage systems.

Pol. ST 2.2 The following guidelines shall be used to develop stormwater quantity and quality standards within the City:

a. *Multifamily and Moderate Density Single Family Neighborhoods:* The City shall require new development, as well as redevelopment projects involving external construction that may have drainage implications, to comply with full urban stormwater drainage

standards. Seek to implement stormwater management, including low-impact development standards, which require all development proposals to establish systems, preferably natural, for filtering the "first flush" (delivery of disproportionately large amounts of pollutants which occur during the early stages of the storm) of urban runoff near its source. The standards should also address maximum impervious lot coverage. Where appropriate, the Director of Public Works may modify these standards but only to the extent that runoff quantity and quality levels are maintained.

b. *Commercial and Industrial Areas:* The City shall require new development, as well as redevelopment projects involving external construction that may have drainage implications, to comply with full urban stormwater drainage standards, as described above.

c. *Low Density Single Family Neighborhoods:* The City shall allow low-impact development techniques that are appropriately designed to match the character of adjacent land uses, such as allowing well designed, open drainage systems which increase the amount of infiltration of rainfall as it occurs, as opposed to gutters and pipes which do not provide infiltration. (Facilities on arterials in these areas may require full urban stormwater drainage standards.)

d. *Low and Moderate Density Single Family Neighborhoods located in landslide hazard areas, on steep slopes, or in erosion hazard areas (as defined in the City's Environmentally Sensitive Areas Ordinance), or in areas with existing or potential drainage problems:* The City shall require new development, as well as redevelopment projects involving external construction that may have adverse impacts on the stormwater drainage system, to comply with stormwater drainage standards that include on-site drainage controls. (Facilities on arterials in these areas may require full urban stormwater drainage standards.)

Pol. ST 2.3. The City shall develop and adopt regulations to supplement the adopted King County Surface Water Design Manual to ensure that any clearing, grading or the addition of impervious area in steep slopes or landslide hazard areas (or projects that drain or discharge into such areas) be reviewed for drainage implications and regulated accordingly.

Pol. ST 2.4 Design and construction standards for development should address rate of discharge, water quality, method and point of discharge, and method of storm drainage control.

Pol. ST 2.5 Design and construction standards for development should require the use of temporary erosion and sedimentation control measures that minimize the transport of sediment to drainage facilities, water resources, and adjacent properties.

Pol. ST 2.6 Stormwater conveyance systems for proposed projects must be analyzed, designed and constructed to accommodate stormwater runoff originating off-site that are conveyed onto the project site, as well as runoff from the project itself. Encourage the use of semi-pervious or pervious surfaces, and other low-impact development techniques to ensure that stormwater discharge from the site occurs at the natural location.

Pol. ST 2.7 The City shall enact ordinances and review development and redevelopment proposals in a manner which controls the duration and discharge of storm water from new development. At a minimum, peak discharge shall not exceed the rate of the predevelopment or natural conditions.

Pol. ST 2.8 Maintenance of all drainage facilities constructed or modified by a proposed project becomes the responsibility of the property owner. The City of Burien may assume maintenance of all approved drainage facilities constructed for formal plat subdivisions, planned unit developments, and short plat subdivisions two years after construction approval and upon assurance that they are in working order.

Pol. ST 2.9 The City shall not convert any pervious residential driveways to impervious surfaces following completion of a stormwater improvement or capital improvement project, unless the residential driveway was impervious prior to the commencement of the project.

Pol. ST 2.10 Increase the overall coverage of tree canopies and other vegetation in the City by encouraging new site development and retrofit plans to include provisions for the addition or preservation of trees and vegetation.

Pol. ST 2.11 Implement public educational programs encouraging homeowners to use development modifications to reduce stormwater impacts. The program should distribute materials to the community or conduct outreach activities about the impacts of stormwater discharges on water bodies and the steps the public can take to reduce pollutants in stormwater runoff.

Pol. ST 2.12 The public shall be involved in creating, implementing, and updating the storm/surface water management program. Municipalities should make efforts to reach out and engage all economic and ethnic groups.

Pol. ST 2.13 The City shall enforce a program to detect and eliminate illicit discharges into the city's stormwater system, including illegal dumping to the system.

Pol. ST 2.14 Develop and implement an operation and maintenance program that includes a training component and has the ultimate goal of preventing or reducing pollutant runoff from municipal operations.

Goal ST.3

Minimize the risk to property and residents from flooding hazards.

Pol. ST 3.1 Flood prone properties outside of the floodway are developable provided that such development can meet the standards set forth in the federal flood insurance program.

Discussion: The general location of areas within the 100-year floodplain is depicted on the City's environmentally sensitive areas map.

Pol. ST 3.2 Site plan review shall be required under SEPA for all development in the flood plain, including single family development, short plats and redevelopment. Appropriate mitigating measures shall be required whenever needed to reduce potential hazards.

Pol. ST 3.3 Any development within the floodway, which would reduce the capacity of the floodway or create risks to property, shall be prohibited.

2.9 CAPITAL FACILITIES ELEMENT

Goal CF.1

Provide an effective strategy to balance land use with capital facility development.

Pol. CF 1.1 The City should balance the land use plan, levels of service, appropriate public facilities, and probable financial capacities in developing the Capital Improvements Program (CIP).

Pol. CF 1.2 The City shall integrate its land use and public works planning activities with an ongoing program of long range financial planning to ensure that the City's future land use plan and level of service standards can be supported by quality public facilities. Such planning should address the following in order of priority:

- Improvements needed to provide adequate public safety or to remove hazards
- Investments needed to maintain existing facilities from further deterioration
- New Investments to increase capacity for growth focused into specific areas that implement the comprehensive plan.
- Improvements to meet comprehensive planning objectives to serve existing residential neighborhoods.

Pol. CF 1.3 The City shall maximize the use of grants and other external resources to help increase the capacity of capital facilities to support the land use plan.

Pol. CF 1.4 The City should require new development to finance the facilities needed to support the development wherever a direct connection (known legally as a nexus) of benefit or impact can be demonstrated.

Pol. CF 1.5 The City should consider the use of non-financial options to meet its public facility development needs. Such can options include:

- Contracted services;
- Rent or lease options;
- Cooperative programs with nonprofit organizations and other public entities;
- Implementing Demand Management Strategies;
- Adjusting planned levels of service; and
- Volunteers, donations, trusts, etc.

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.

Goal CF.2

Assure that land use commitments are based on the planned capacity of capital facilities and that such facilities are provided when they are needed to support new development.

Pol. CF 2.1 Planning of capital improvements shall be based on and be consistent with the City's Comprehensive Plan.

Pol. CF 2.2 Land use densities and intensities, and other commitments, authorized in this plan, shall be appropriate for the capacity of supporting public facilities (either built or planned).

Pol. CF 2.3 The timing of implementing actions under the comprehensive plan, and its elements shall be included in the City's long-range capital improvement plans.

Pol. CF 2.4 The City's management of capital facilities should emphasize the following concepts:

a. Preventive maintenance and cost-effective replacement of aging elements;

b. Planning for the orderly extension and upgrading of capital systems while recognizing that system extensions associated with new development should be the responsibility of those desiring service;

c. Inspecting systems to ensure conformance with design standards; and

d. Reducing the potential for service rate increases through effective fiscal management and fair and equitable rate structures.

Pol. CF 2.5 The City on a regular basis should review its capital facility services to determine if they are being delivered cost effectively and which services are most cost-effectively delivered directly by the City and which services should be contracted out. Where appropriate, joint facilities with adjacent service purveyors should be used to provide the most efficient and cost-effective service to customers.

Goal CF.3

Ensure that the continued development and implementation of the Capital Improvement Program (CIP) reflects the policy priorities of the City Council.

Pol. CF 3.1 Funding and project planning priorities shall reflect these adopted goals and policies of the comprehensive plan.

Pol. CF 3.2 The city shall maintain a Capital Improvement Program list that includes all projects needed to implement the comprehensive plan during the planning period. This list shall include a six-year CIP list, which should include projects that can be planned, financed and implemented during the next six

years. The biennial budget should include a CIP list of those projects authorized for funding during the next fiscal year. (Amended, Ord. 528, 2009)

Pol. CF 3.3 Projects listed beyond the six year CIP may be generally described and estimated, or grouped into broad categories, while projects in the six year CIP should be more specifically described and individually listed.

Pol. CF 3.4 Projects shall be considered funded only when incorporated into the biennial City budget, as adopted by the City Council. (Amended, Ord. 528, 2009)

Pol. CF 3.5 The entire CIP list shall be updated biennially along with anticipated funding capacities as part of the biennial budget process. While the first six-year Capital Improvements Program list is adopted by reference in this plan, future revisions to the six-year list shall be made as part of the biennial budget process. New additions to the six year project list, which are not identified as part of the long range Capital Improvement Program list, shall be evaluated for their consistency with the comprehensive plan prior to their incorporation into the six year project list. (Amended, Ord. 528, 2009)

Pol. CF 3.6 Capital projects that are not included in the six-year Capital Facilities Plan shall be evaluated for consistency with the comprehensive plan prior to their inclusion into the City's biennial budget. (Amended, Ord. 528, 2009)

Pol. CF 3.7 City shall biennially review the capital facility project list to ensure that the proposed capital program reflects an equitable geographic distribution of projects and that the needs of the city’s neighborhoods are addressed along with city wide needs. (Amended, Ord. 528, 2009)

Goal CF.4

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

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

Pol. CF 4.2 If adequate facilities are currently unavailable and public funds are not committed to provide such facilities, developers must arrange appropriate financing or directly provide such facilities in order to develop.

Goal CF.5

Finance the City's needed capital facilities in as economic, efficient, and equitable a manner as possible.

Pol. CF 5.1 The burden for financing capital facilities should be borne by the primary beneficiaries of the facility, unless potential sharing of benefits is related to the purpose of the facility.

Discussion: New development should bare the cost of new facilities that benefit such development, and areas that benefit from a specific facility should finance the cost of such facilities. However, this financing could be generated on a broader basis that supports several facilities. For example a bond issue might be used to finance several parks that benefit the entire city. Also neighborhood facilities may be financed by general revenue if there is an overall program to spread such benefits throughout the city over time.

This principle would not apply to some types of facilities that are intended to serve special populations, such as schools, parks, low income programs, disabled people, etc.

Pol. CF 5.2 General revenues should be used to fund projects that provide a general benefit to the entire community.

Pol. CF 5.3 Long term borrowing for capital facilities should be considered as an appropriate method of financing large facilities that benefit more than one generation of users in the future.

Pol. CF 5.4 Where possible, special assessment revenue and other self supporting bonds will be used instead of tax supported general obligation bonds. Special assessment financing mechanisms, such as Local Improvement Districts, should be preferred whenever the benefits of the proposed facility are limited to a specific geographic area.

Pol. CF 5.5 City programs should annually develop objectives by which to measure or evaluate progress towards customer satisfaction and service provision.

Pol. CF 5.6 The community should consider the use of general obligation bonds for municipal improvements that are of general benefit to the public, such as arterial streets, bridges, lighting, municipal buildings, general maintenance facilities and equipment, community centers, and parks.

Pol. CF 5.7 In evaluating whether to continue, change or begin a new contract for services, the City shall include the impact of such decision on capital facility requirements.

Discussion: For example, if the City were deciding whether to internalize park maintenance functions, the cost of providing or constructing a building

to house the maintenance materials and machinery should be included in the decision making process.

Pol. CF 5.8 The City shall include the costs of maintaining, operating, and other life cycle costs, in the consideration of whether to authorize or support the funding of any capital facility. Funding of life cycle costs should be included in future financial forecasting and planning, and incorporated into City budget decisions.

Pol. CF 5.9 Wherever possible, the City, special districts and private utilities should coordinate their construction programs to avoid unnecessary construction and street work. The six year plans of all special purpose districts shall be coordinated with the city street repaving program and other districts six year plans.

Goal CF.6

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

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

Pol. CF 6.2 The extension of any individual facility to serve new development, irrespective of the mode of financing, should be approved only if it is determined that adequate fiscal capacity exists to support:

- the extension of any other needed facilities, and
- cost effective service delivery by all on-going public services.

Discussion: For example, in deciding whether to build new streets, the City would need to evaluate the impact of providing police protection to the development, as well as any associated costs. Or, if the water district were going to invest in new water mains, the City would need to look at the costs associated with improving existing streets or building new streets in areas where the new mains were to be located.

Pol. CF 6.3 The City shall use the procedures of the State Environmental Policy Act (SEPA) to achieve "concurrency" for facilities defined herein as essential to support development. Pursuant to those procedures, the City shall evaluate the impact of any new development on the capacity of the supporting public facilities and require, prior to final development approval, that financing be guaranteed to correct any public facility deficiency related to the development. The impact of such development shall consider the cumulative effects of similar development proposals in the same area.

Pol. CF 6.4 Under the SEPA procedures, the City will coordinate concurrency review. Developers shall provide information relating to impacts that the proposed development will have on public facilities and services. The City shall evaluate the impact analysis and determine whether the development will be served by adequate public facilities.

Pol. CF 6.5 The City shall not approve any land division which cannot be supported, either individually or cumulatively, by essential facilities.

Pol. CF 6.6 In addition to those essential facilities identified in the Utilities Element, streets, fire services, schools and parks shall be considered essential for supporting new development. Transportation and park needs and standards, as related to new development, are defined and set forth in the related planning elements.

Pol. CF 6.7 As part of the City's annual review of the CIP list, the city shall also determine whether capital facility funding is falling short of meeting existing needs and ensuring that the land use and capital facilities plan are consistent with the community's financial capacity. The city shall then consider any adjustments, whether to the plan, level of service standards, or financing mechanisms, appropriate for consistency during its next annual consideration of amendments to the comprehensive plan.

Goal CF.7

Utilize all available capital improvement revenues to finance facilities to meet the community's need as established in this comprehensive plan.

Pol. CF 7.1 The Capital financing strategy should use all available capital revenues. Project planning and funding decisions should reflect the capacities and constraints associated with each source of revenue allocate each project to the source that optimizes potential resources.

Pol. CF 7.2. Opportunities should be identified to use available local and regional funding sources, grants, and other sources of revenue to finance projects that provide the most benefit such as in the downtown core or to support special planning areas.

Pol. CF 7.3 Existing on-going revenues should be directed at the following needs, by priority:

- Meeting basic safety needs and removing hazards;
- Removing inefficiencies such as reducing maintenance and operational costs, or reducing traffic bottlenecks;
- Rehabilitating and enhancing existing facilities;

- Implementing significant comprehensive plan objectives through small strategic investments incrementally as part of a long-range strategy (such as small downtown projects), especially as incentives or cost sharing with private revenue sources; and
- Adding new capacity to support growth.

In applying these priorities, all needs should be addressed in a balanced program of funding. In evaluating projects, relative cost benefits shall be considered along with the relative priorities.

Discussion: For example, a small capacity project that would have large benefits can outweigh an expensive safety project with relatively small benefits. Also in the case of general funding sources, projects with general benefits should outweigh projects that benefits only specific areas. In these cases local funding approaches, such as a Local Improvement District might be considered instead).

Pol. CF 7.4 The city should use general obligation bonds sparingly, but on a regular basis, for municipal improvements that are of general benefit to the public, such as arterial streets, bridges, lighting, municipal buildings, general maintenance facilities, community centers, and parks.

Pol. CF 7.5 Community support should be evident for any major public project that adds significant capacity to an existing facility, provides significant increase in level of service, or provides another major enhancement to the community. Such projects may include major transportation improvements, new parks, or major downtown improvements. In such cases, the most appropriate financing of these projects should be a voter approved bond issue to provide revenue.

Pol. CF 7.6 Potential King County Bond Issues for open space should be coordinated with any local planning for bond issues for Parks.

Discussion: Since generally in the past the King County bond issues have been used to develop passive parks or open space resources, County bond programs might best be directed at these purposes while local bond issues would best used to address active recreational needs, such as sports fields and playgrounds.)

Pol. CF 7.7 The Real Estate Excise Tax funds should be used to finance small project capital needs or to address capital needs that can be met on an incremental basis. Such projects include pursuing basic comprehensive plan objectives such as:

- Rehabilitation and redevelopment of deteriorating facilities;
- Supplement the arterial gas tax funds for transportation;

- Small projects to improve and enhance existing parks and recreational facilities;
- Small down town improvements in accord with the downtown plan;
- Links in the community path system; and
- Gateways.

Pol. CF 7.8 The arterial gas tax shall be used in coordination with major state and federal programs to support improvement of the city arterial street system consistent with the policies of the transportation element.

Pol. CF 7.9 The community development block grant program should be used to supplement other on-going sources of revenue if the CBDG criteria can be met. Particular opportunities may include:

- Continuing the housing rehabilitation program as an implementing tool of the housing element;
- Improving local streets, especially installing sidewalks in higher density low-income neighborhoods, or near facilities serving qualifying population groups;
- Coordinating installation of handicapped facilities with CBDG funds and small-scale downtown improvements; and
- Supporting social service providers with supporting facilities, in accord with a Human Services Plan.

Goal CF.8

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

Policy CF 8.1 Site and design public facilities to protect and promote public health, particularly in areas housing vulnerable populations.

2.10 ESSENTIAL PUBLIC FACILITIES ELEMENT

Discussion: As used in this section the term "essential public facilities" applies to those facilities described in RCW 36.70A.200. This use of the term is not the same as used in policies UT 1.2 (section 2.6, page 2-83) or policies CF 6.5 and 6.6 (section 2.9, page 2-117).

Goal EPF.1

Identify essential public facilities that may be sited in Burien.

Pol. EPF 1.1 Essential public facilities as described in the Growth Management Act may be sited in Burien provided that the facility is sited in accord with EFP Goal 2.

Goal EPF.2

Establish criteria for the siting of essential public facilities in Burien.

Pol. EPF 2.1 The planning and siting of essential public facilities shall be based on sound planning and resource management principles including:

- Objective identification and analysis of alternatives, including demand management as well as alternative siting options;
- Identification and analysis of impacts, including socioeconomic impacts, associated with each alternative;
- Providing appropriate mitigating measures;
- Equitable distribution of impacts and benefits associated with the facility; and
- Extensive and meaningful public participation.

Pol. EPF 2.2 The site selection process for essential public facilities identified in this plan or listed on the list maintained by the Office of Finance and Management pursuant to 36.70A.200 shall include the following components:

a) The facility sponsor must provide a demonstrated need for the public facility and its location in Burien based upon forecasted needs and a logical service area; and

b) The sponsor must establish a public process by which residents of Burien have an opportunity to participate in the site selection process.

Pol. EPF 2.3 These facilities should not be located in or significantly impact designated resource lands, critical areas, areas of cultural or historic resources, or other areas where the siting of such facilities would be incompatible.

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. EPF 2.4 Wherever appropriate the sponsor of the facility must first consider a site appropriately zoned for the use. Other sites can only be considered if the sponsor can demonstrate that appropriate sites are not reasonably available within appropriate zones

Pol. EPF 2.5 Siting these facilities adjacent to or near corridors for major utilities, trails, and transportation modes is encouraged.

Pol. EPF 2.6 Siting of public facilities outside of an appropriately zoned site shall be based upon criteria including, but not limited to:

a) Specific facility requirements (acreage, transportation access, etc.);

b) Land use compatibility;

c) Potential social impacts on the community;

d) Potential fiscal impacts;

e) Potential environmental impacts;

f) Potential traffic impacts;

g) A complete consideration of alternatives, both in terms of sites and demand management measurements if appropriate; and

h) Fair distribution of such public facilities throughout the County and region.

The application of these criteria shall be documented by independent professional analysis in an appropriate form such as an Environmental Impact Statement and be subject to meaningful public review prior to approval.

Pol. EPF 2.7 Wherever applicable, the proposal shall be included within any relevant adopted state or regional service plan which was developed through an appropriate public process. Such plans shall be based on applicable GMA plans and shall be consistent with applicable statutes and ordinances.

Pol. EPF 2.8 An analysis of the facility's impact on City finances shall be undertaken as part of the analysis of alternatives. If the study shows that locating a facility in the community would result in a disproportionate financial burden on the City of Burien or its citizens, the project's proponents shall mitigate the adverse financial impacts or the proposal should be conditioned or denied as allowed by law.

Pol. EPF 2.9 City plans and development regulations should identify, allow and regulate the siting of essential public facilities. The City should work cooperatively with surrounding municipalities and King County during the siting and development of facilities of regional significance.

Pol. EPF 2.10 The City should assist and facilitate the siting of essential public facilities when those facilities meet the siting criteria of EPF Goal 2 and all significant adverse environmental impacts are mitigated to the maximum extent allowed by law.

2.11 ECONOMIC DEVELOPMENT ELEMENT

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

Discussion: Burien City government has focused on the need to attract business and economic growth since incorporation in 1993. Working closely with the private sector, other public agencies and Burien residents, the City has participated in developing the Town Square complex, refurbishing SW 152nd Street, 4th Avenue SW, 1st Avenue South, and expanding the Transit Center. This leadership role must continue and expand to other parts of the city. Important economic development considerations are to capitalize on Burien's proximity to Sea-Tac airport, ensure the Northeast Redevelopment Area redevelops, support redevelopment along the Ambaum Boulevard corridor and SW 153rd Street, and promote wellness cluster investments centered on Highline Medical Center and other institutions. Most importantly, the City must continue to manage growth in a special way by celebrating diversity, protecting the natural environment, encouraging sustainable practices, recognizing partnerships and furthering Burien's "unique livability."

Goal ED. 1

Adopt and maintain a forward looking economic development strategy.

Pol. ED 1.1 Sponsor an ongoing community dialogue that focuses on the future of Burien's economic and business vitality.

Pol. ED 1.2 Adopt an ambitious and courageous vision and pursue it to completion.

Pol. ED 1.3 Establish a capital fund to stimulate and match private investment in key economic development projects. The City should explore use of a real estate excise tax as a financing mechanism for the fund.

Pol. ED 1.4 Set a goal to become a 'transformational city'.

Discussion: A transformational city maintains on-going dialogue with its citizens to ensure a shared responsibility for attaining the city's vision and the city's place in the broader region.

Goal ED. 2

Embrace Burien's unique "livability".

Pol. ED 2.1 Favor development projects that build and sustain a livable community with plenty of amenities.

Pol. ED 2.2 Support a high quality transportation system by making it convenient to travel from, to and through the City of Burien pursuant to objectives TR 1.1 – TR 9.2, MM 3.1 – MM 3.13 and TL 3.1 – TL 3.3.

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. ED 2.3 Engage, and plan for, a diverse ethnic, generational and lifestyle mix of people and activities.

Goal ED. 3

Diversify the economy and promote economic vitality and employment throughout the city.

Pol. ED 3.1 Continue to promote the development of downtown Burien as a dynamic commercial core for the Highline area pursuant to policies DB 1.1 – DB 2.11 and other downtown related policies.

Pol. ED 3.2 Develop the Northeast Redevelopment Area as an industrial and retail area. Place a high priority on the relocation of car dealerships, airport-related industries and other uses into the area.

Pol. ED. 3.3 A high priority should be placed on business retention and new business recruitment.

Pol. ED 3.4 Promote Mercado/plaza development zones.

Pol. ED 3.5 Encourage and support locally-owned, right-sized businesses.

Pol. ED 3.6 Support tourism, hotel, bed and breakfast businesses, and cultural events to attract visitors to all parts of Burien.

Goal ED. 4

Use Economic Clusters as a strategy for focused economic growth.

Pol. ED 4.1 Continue to promote Burien as a medical service and wellness center.

Pol. ED 4.2 Work with the private sector and educational system to identify the educational skills needed to fill locally created well paying jobs in health care.

Pol. ED 4.3 Identify and work with other economic clusters to attract well paying jobs to Burien.

Discussion: Burien is fortunate to historically have attracted several economic clusters that act as drivers of the City's future economic well being. These include a large number of eclectic restaurants, boutique retail stores, and auto dealerships. The development of a higher education cluster emphasizing visual and performing arts should be identified as a future economic cluster opportunity in Burien. Other possible economic clusters include airport related, "green collar" jobs and non-profit organizations.

Goal ED. 5

Promote clean, sustainable, environmentally-friendly businesses and jobs.

Pol. ED 5.1 Adopt a sustainability standard to guide development policy.

Pol. ED 5.2 Capitalize on the City's support of sustainability and a healthy environment for branding, marketing and communication value.

Goal ED. 6

View art, aesthetic design and cultural events as central to businesses and job retention and creation.

Pol. ED 6.1 Recognize the economic benefit of embracing arts and culture as a signature Burien identity.

Pol. ED 6.2 Establish a "culture/art district" near the City's downtown core and pursue establishment of a small performing arts venue.

Goal ED. 7

Balance regulatory and service programs to ensure economic growth and a high quality of life.

Pol. ED 7.1 Provide high quality customer service and an equitable and efficient development review/land use permitting process.

Goal ED. 8

Maintain a strong partnership with the business community.

Pol. ED 8.1 Maintain an open dialogue with the business community.

Pol. ED 8.2 Maintain the Burien Business and Economic Development Partnership.

Goal ED. 9

Communicate openly and often with the public on economic issues.

Pol. ED 9.1 Provide periodic reports to Council on economic development progress.

Pol. ED 9.2 Make timely press releases, newsletters and posting on City television channel.

Pol. ED 9.3 Keep economic development information current on City website.

Goal ED. 10

Monitor and report business and economic performance.

Pol. ED 10.1 Annually report to the Council on the following key economic development indicators;

- Unemployment
- retail sales
- new business licenses
- graduation rates
- infrastructure investments

(Amended, Ord. 528, 2009)

Goal ED.11

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

2.12 NEIGHBORHOOD PLAN ELEMENT

Discussion: Pursuant to policy contained in this chapter (Chapter 2.0) the City has developed its first neighborhood plan. The complete Salmon Creek Neighborhood Plan is adopted here by reference and contains goals and policies representing the distinctive desires and nature of Burien's northwest neighborhood. The plan can be found in its entirety in Chapter 6.0. [Ord. 411 § 10, 2004]

2.13 SUSTAINABILITY ELEMENT

Sustainability and decision making

Goal SU.1

Decision makers should have the knowledge and tools necessary to assess sustainability in their plans and decisions.

Pol. SU 1.1 The city should consider sustainability in all decisions.

Pol. SU 1.2 Decision makers should set an example for the rest of the city in its sustainability efforts.

Community participation

Goal SU.2

An informed and active community will be a cornerstone of the city's sustainability efforts.

Pol. SU 2.1 The community and community groups should assist in both the creation and implementation of the City's sustainability strategy.

Pol. SU 2.2 The city should promote community awareness, responsibility and participation in its sustainability efforts.

Reduce carbon emissions

Goal SU.3

Conserve energy and reduce the amount of carbon dioxide released into the atmosphere.

Pol. SU 3.1 The City should evaluate energy use and carbon emissions and develop targets for conservation.

Pol. SU 3.2 The community should work to become more efficient in our daily lives and our usage of resources.

Protection of Ecosystems

Goal SU.4

Prevent the loss and damage of currently functioning or distressed habitats

Pol. SU 4.1 Emphasis should be put on both the protection of current ecosystems, and the restoration of distressed or suffering ecosystems.

Pol. SU 4.2 Maintain and care for the land and resources which we currently have, and preserve them for the benefit of both the environment and the community in the present, and in the future.

Improved quality of life and Sustainable development

Goal SU.5

Work towards creating an attractive, vibrant, and livable community

Pol. SU 5.1 The City and Community should work towards creating an attractive, vibrant, and livable community.

Pol. SU 5.2 The city should continue supporting compact urban development in the downtown as a way to most efficiently use the land we have.

Climate Change

Pol. SU 6.1 Burien should take actions to both mitigate and adapt to climate change. Actions may include maximizing energy efficiency by increasing use of renewable energy resources, supporting green building initiatives, reduce greenhouse gas emissions of city vehicles, reduce motor vehicle miles traveled by improving convenience and safety of nonpolluting transportation modes such as bicycling and walking, protect and enhance the natural landscape and vegetation, and support recycling and waste reduction. (Ord. 630, 2015)

Pol. SU 6.2 Continue to partner with regional agencies and organizations such as the King County Cities Climate Collaboration, to monitor, establish base lines, and take actions to reduce impacts of climate change. (Ord. 630, 2015)