



Burien
WASHINGTON

PLANNING COMMISSION AGENDA
October 11, 2011, 7:00 p.m.
Multipurpose Room/Council Chamber
Burien City Hall, 400 SW 152nd Street
Burien, Washington 98166

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

1. ROLL CALL

2. AGENDA CONFIRMATION

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

4. APPROVAL OF MINUTES September 27, 2011

5. PUBLIC HEARING a. PLA 11-0883 Group Health Cooperative Proposed Comprehensive Plan Amendment, Zoning Map Amendment and Zoning Code Amendment

6. NEW BUSINESS

7. OLD BUSINESS a. Discussion and Possible Recommendation on PLA 11-0883 Group Health Cooperative Proposed Comprehensive Plan Amendment, Zoning Map Amendment and Zoning Code Amendment
b. Draft Comprehensive Plan Transportation Policies
c. Discussion of North Burien Zoning

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

9. PLANNING COMMISSION COMMUNICATIONS

10. DIRECTOR'S REPORT

11. ADJOURNMENT

Future Agendas (Tentative) October 25, 2011:
• 2011 Comprehensive Plan Amendment—Group Health
• Transportation Master Plan

Planning Commissioners

Greg Duff
Brooks Stanfield

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

Rachel Pizarro
John Uptegrove

City of Burien

BURIEN PLANNING COMMISSION
September 27, 2011
7:00 p.m.
Multipurpose Room/Council Chambers
MINUTES

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

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

CALL TO ORDER

Chair Jim Clingan called the September 27, 2011, meeting of the Burien Planning Commission to order at 7 p.m.

ROLL CALL

Present: Jim Clingan, Greg Duff, Ray Helms, Brooks Stanfield, Nancy Tosta, John Upthegrove

Absent: Rachel Pizarro

Administrative staff present: Scott Greenberg, Community Development director; David Johanson, senior planner; Art Pederson, planner

AGENDA CONFIRMATION

Direction/Action

Motion was made by Commissioner Duff, seconded by Commissioner Tosta, and passed 6-0 to approve the agenda for the September 27, 2011, meeting.

PUBLIC COMMENT

Chestine Edgar, 1811 SW 152nd St., commented on the proposed Group Health amendments to the Comprehensive Plan map, zoning map and Zoning Code.

Bob Edgar, 12674 Shorewood Dr. SW, commented on the reformatting of the Comprehensive Plan.

APPROVAL OF MINUTES

Direction/Action

Motion was made by Commissioner Stanfield, seconded by Commissioner Helms, and passed 6-0 to approve the minutes of the September 13, 2011, meeting.

NEW BUSINESS

Introduction and discussion on Group Health Comprehensive Plan map amendment, zoning map amendment and Zoning Code amendment

Planner Art Pederson introduced the Comprehensive Plan map amendment, zoning map amendment and Zoning Code amendment proposed by Group Health to allow it to expand its existing clinic on Southwest 146th Street. The applicant is requesting that seven parcels change from multi-family to office. The clinic was built in the mid-1960s and Group Health wants to modernize and expand it to meet its patients' needs. Representatives of Group Health addressed the Planning Commission about their proposed amendments.

Direction/Action

The commission will conduct a public hearing on the application at its Oct. 11th meeting. Prior to the public hearing, the city attorney will provide clarity about the appearance of fairness in this quasi-judicial process.

Presentation of North Burien Land Use Alternatives

Senior Planner David Johanson presented the commissioners with a series of draft land use designation options for the newly annexed North Burien area. He told the commissioners the intent was to provide the commissioners with some tools to get them to start thinking about Comprehensive Plan land use designations for the area.

Direction/Action

The commissioners were asked by Mr. Greenberg to think in terms of what is appropriate for the community as a whole and encouraged them to spend some time in the area to get a feel for what level of density is appropriate for the area.

OLD BUSINESS

Comprehensive Plan Reformatting

The commissioners accepted the staff outline for the reformatting of the Comprehensive Plan. Commissioner Tosta asked to go on record as saying she did not find the staff outline to be logical in structure.

Direction/Action

None.

FUNCTIONAL PLANNING UPDATES

None.

PLANNING COMMISSION COMMUNICATIONS

None.

DIRECTOR'S REPORT

None.

ADJOURNMENT

Direction/Action

Commissioner Tosta moved for adjournment; the meeting was adjourned at 9:13 p.m.

APPROVED: _____

Jim Clingan, chair
Planning Commission

**CITY OF BURIEN, WASHINGTON
MEMORANDUM**

DATE: October 11, 2011

TO: Planning Commission

FROM: Art Pederson, Planner
Scott Greenberg, AICP, Community Development Director

SUBJECT: Public Hearing and Possible Recommendation on 2011 Comprehensive Plan, Zoning Map and Zoning Code Amendments
File # 2011-1

PURPOSE/REQUIRED ACTION

This agenda item is for the Planning Commission to conduct a public hearing on the above docket item. No action is required; however following the public hearing the Commission may make a recommendation to the City Council if so inclined.

BACKGROUND

The Planning Commission recommended this item be on the 2011 docket to the City Council on June 14, 2011. The City Council subsequently adopted the 2011 Comprehensive Plan Docket.

On September 27th the Planning Commission received a presentation from staff which included a summary of each proposed item accompanied by staff recommendations in favor of the Comprehensive Plan, Zoning Map and Zoning Code amendments. The commission also received information for Amendment 2011-1 from the applicant.

COMPREHENSIVE PLAN AMENDMENTS

Attached is the staff recommendation for each of the proposed amendments that were provided in your September 20, 2011 meeting packet. The recommendation reports include a brief description of the amendments and an analysis of the applicable review criteria.

During the public notice and comment period for this hearing the City received no written public comments at the time of this memo. One public comment was received at the September 20th meeting. If written comments are received after dissemination of this memo, they will be provided to you at the meeting.

NEXT STEPS

Following the public hearing on this docket item the Commission may choose to take action or defer action until your next scheduled meeting on October 26, 2010. If action will be taken the options for action are:

- 1) Recommend the City Council approve the requests; or
- 2) Recommend the City Council deny the requests; or
- 3) Make modifications to the recommendation and outline the findings and conclusions in support of the modifications; or
- 4) Take no action and pass the request to the City Council without a recommendation. This would occur if there are tie votes on separate motions for approval and denial.

If the Commission wants to discuss the proposed amendments staff recommends the Commission make a motion for each of the proposed amendment recommendations, discuss each amendment and then make a recommendation to the City Council.

Suggested Motions for Approval:

- 1. I move the Planning Commission recommend to the City Council approval of the Comprehensive Plan amendment request from High Density Multi-Family Neighborhood to Office and zoning map amendment from RM to Office and adopt the findings and conclusions as presented in the staff report.*
- 2. I move the Planning Commission recommend to the City Council approval of the Zoning Code amendment to add a new sub-section to BMC 19.15.045.1, Special Regulations, and adopt the findings and conclusions as presented in the staff report.*

Suggested Motions for Denial (Numbers 1 and 2 must be approved together. If the pair are denied, Number 3 must also be denied. Number 3 may be denied alone; it is not required if Numbers 1 and 2 are approved.):

- 1. I move the Planning Commission recommend to the City Council denial of the Comprehensive Plan amendment request from High Density Multi-Family Neighborhood to Office and zoning map amendment from RM to Office and outline your findings and conclusions in support of the denial.*
- 2. I move the Planning Commission recommend to the City Council denial of the Zoning Code amendment to add a new sub-section to BMC 19.15.045.1, Special Regulations and outline your findings and conclusions in support of the denial.*

If you have any questions before the meeting, please contact Art Pederson (206) 436-5576 or by e-mail at artp@burienwa.gov.

Attachments:

- A. Staff Recommendation 2011-1 with attachments.**



CITY OF BURIEN, WASHINGTON

Department of Community Development

400 SW 152nd Street, Suite 300, Burien, Washington 98166

Phone: (206) 241-4647 Fax: (206) 248-5539

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

APPLICANT: William Biggs, Group Health Cooperative (Harold Moniz, Collins Woerman Architects, Applicant Representatives)

LOCATION: 140, 158 & 204 SW 146th Street and 14416, 14424, 14430 & 14441 2nd Avenue SW.
(See Attachments 1a & 1b, Address Map and Aerial Photo)

CURRENT LAND USE: Group Health Clinic (140 SW 146th St) and Five Single-Family Residences on remaining parcels

TAX PARCEL #'s: 192304-9149, 192304-9181, 192304-9182, 192304-9248, 192304-9302, 192304-9381 & 192304-9200

REQUEST:

- 1) Change the Comprehensive Plan Designation from High Density Multi-Family Neighborhood to Office.
- 2) Change the Zoning Designation from Residential Multi-Family 24 (RM 24) to Office (O).
- 3) (Added by planning staff): Amend the Zoning Code, BMC 19.15.045.1, Special Regulations, to include a provision that prohibits non-residential vehicle access from 2nd Avenue SW to any lot in the Office zone in this specific location.

STAFF RECOMMENDATION:

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

FINDINGS & CONCLUSIONS

BACKGROUND

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

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

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

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

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

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

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

REVIEW OF CRITERIA FOR A COMPREHENSIVE PLAN AMENDMENT

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Staff Recommendation for Proposed Comprehensive Plan Amendment.

The criteria to change to an Office Comprehensive Plan designation have been met. Staff recommends approval.

REZONE REQUEST

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

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

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

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

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

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

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

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

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

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

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

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

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

Staff Recommendation for Rezone Request.

The proposed rezone request meets the above criteria. Staff recommends approval.

ZONING CODE AMENDMENT

REVIEW OF CRITERIA FOR A ZONING CODE AMENDMENT

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

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

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

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

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

A. The amendment is consistent with the Comprehensive Plan.

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

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

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

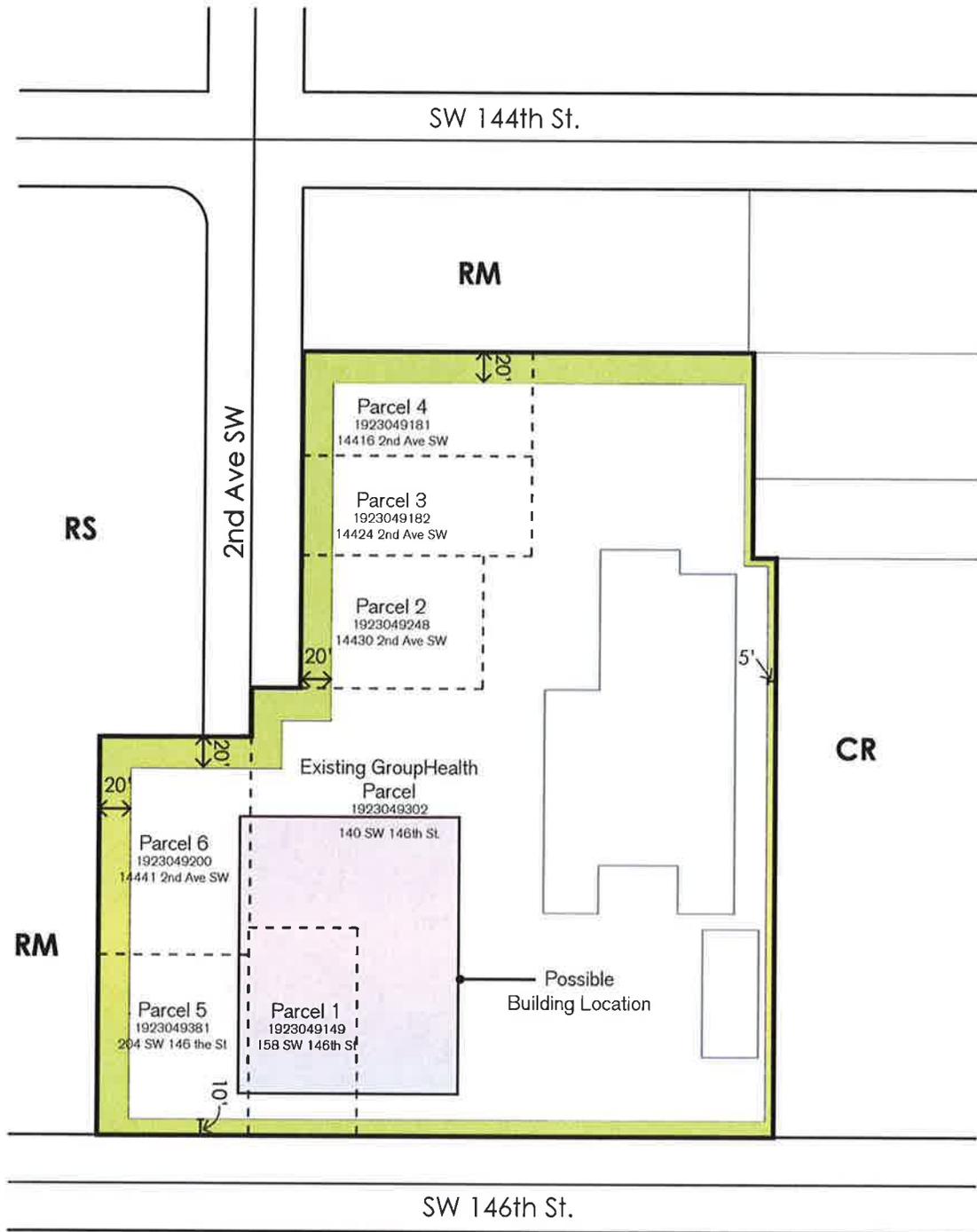
The purpose and intent of the proposed amendment is to avoid non-residential traffic impacts from the proposed Office zone on the adjacent and single-family residential zone. Because the overall site has substantial frontage on SW 146th Street, an arterial connected to the larger surrounding arterial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

Staff Recommendation for Proposed Zoning Amendment.

The proposed amendment to BMC 19.15.045.1 meets the above criteria. Staff recommends approval.

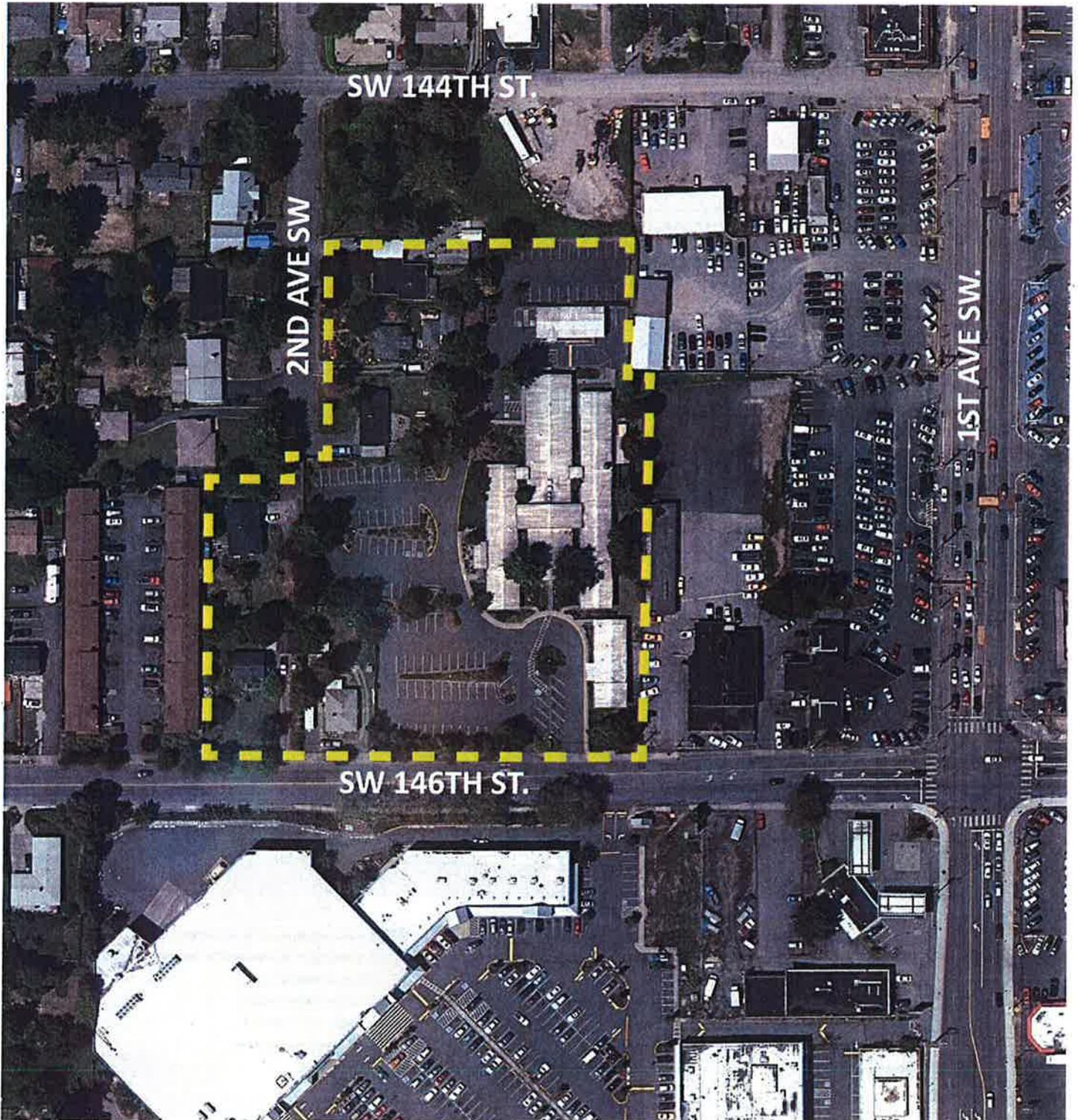
ATTACHMENTS

1. Vicinity Photo
2. (a) Current Comprehensive Plan Land Use Designations
(b) Proposed Comprehensive Plan Land Use Designation
3. (a) Current Zoning Designations
(b) Proposed Zoning Designations
4. 1983 King County Comprehensive Plan Map
5. 1965 King County Zoning Code 24.16, RM-900
6. Group Health Application Packet



SPA-3

PROPOSED SITE PLAN



AERIAL PHOTO



Current Comprehensive Plan Designations for Group Health and Surroundings



Legend

Addresses

Parcels

- Tax Parcel
- Tract
- Condo/Townhome

Encumbrances

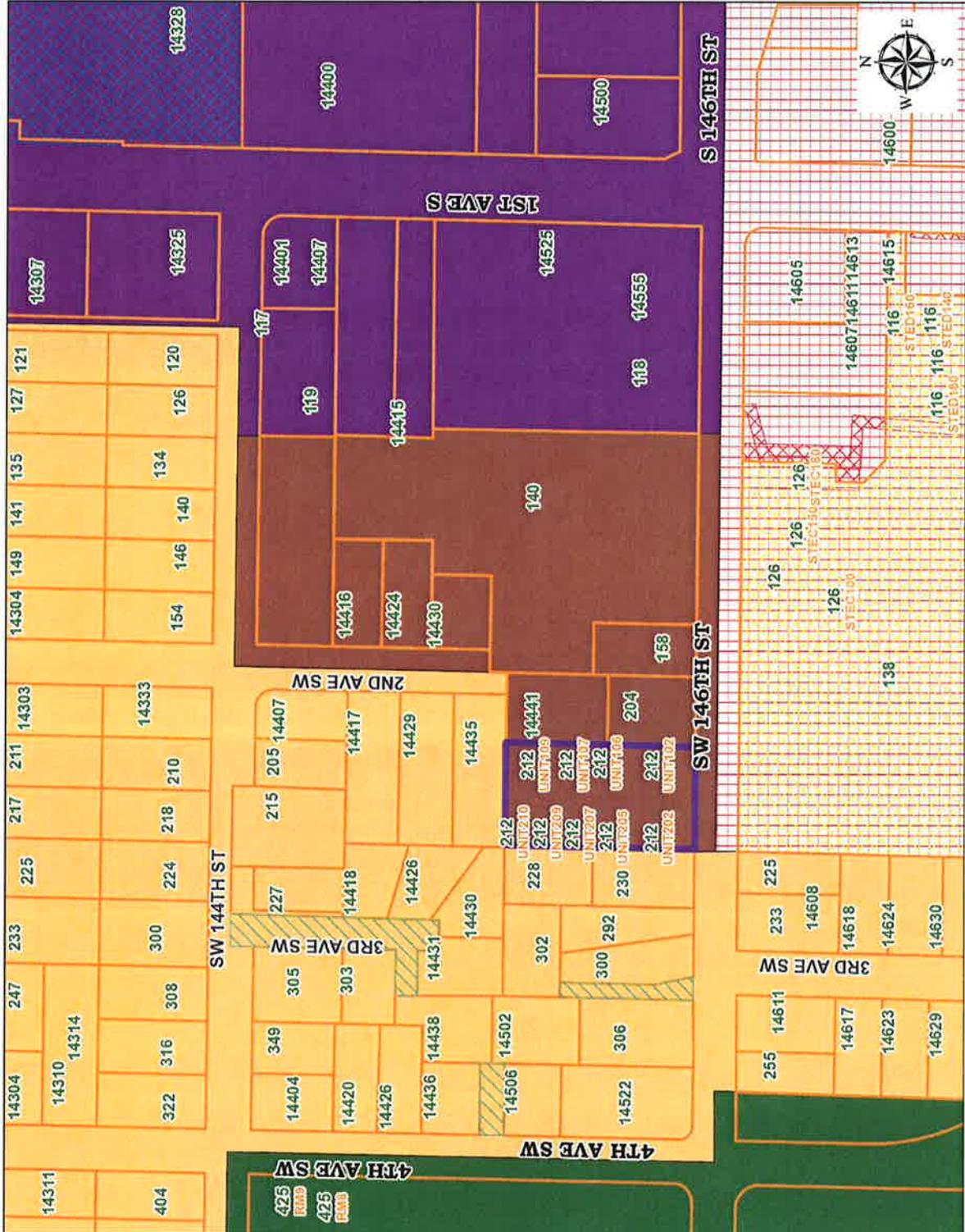
- Easement
- Agreement
- Critical Area
- Drainage Covenant
- Other
- Relinquished Encumbrances

Comprehensive Land Use Plan

- Low Density Residential Neighbor
- Moderate Density Residential Neig
- Low Density Multi-Family Neighbor
- High Density Multi-Family Neighbor
- Intersection Commercial
- Neighborhood Commercial
- Downtown Commercial
- Community Commercial
- Regional Commercial
- Office
- Professional/Residential
- Industrial
- Airport Industrial with Auto Mall/Cor
- Airport Industrial
- Public Park/Schools/Recreation/Op
- Quasi-Public Parks/Schools/Recre
- Special Planning Area 1
- Special Planning Area 2
- Special Planning Area 3

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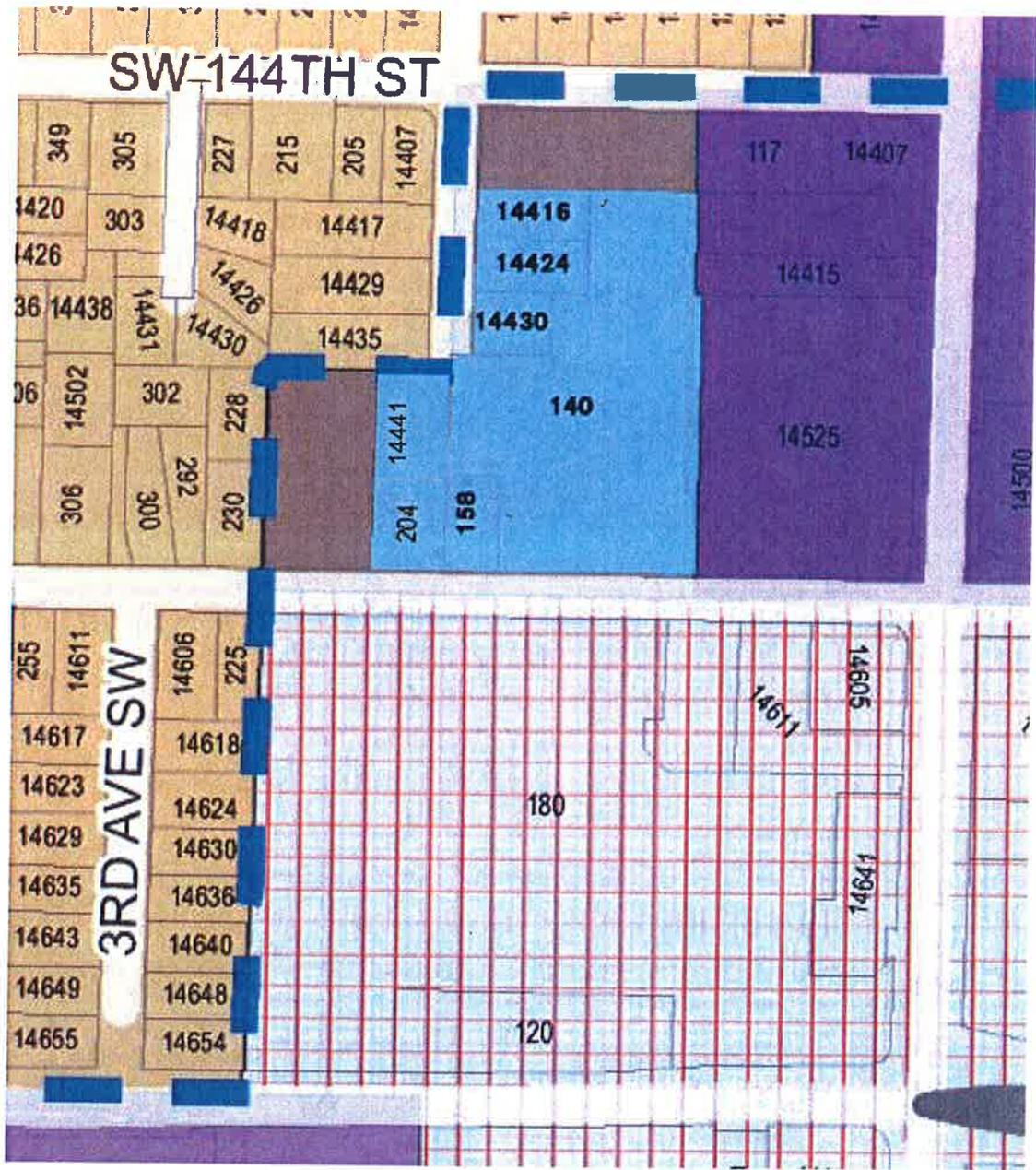
Notes



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- | | | |
|---|--|--|
| Low Density Residential Neighborhood | Regional Commercial | Public Park/Schools/Recreation/Open Space |
| Moderate Density Residential Neighborhood | Community Commercial | Quasi-Public Parks/Schools/Recreation/Open Space |
| Low Density Multi-Family Neighborhood | Office | Special Planning Area 1 |
| High Density Multi-Family Neighborhood | Professional/Residential | Special Planning Area 2 |
| Intersection Commercial | Industrial | Special Planning Area 3 |
| Neighborhood Commercial | Airport Industrial | NE Special Planning Area |
| Downtown Commercial | Airport Industrial with Automall/Commercial Retail | Urban Center |

REVISED COMPREHENSIVE PLAN MAP



Current Zoning for Group Health and Surroundings



Legend

Addresses

- Parcels
- Tax Parcel
- Tract
- Condo/Townhome

Encumbrances

- Easement
- Agreement
- Critical Area
- Drainage Covenant
- Other
- Relinquished Encumbrances

Zoning

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

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Notes



400.0 0 200.00 400.0 Feet

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

REVISED ZONING MAP

highline

Community Plan

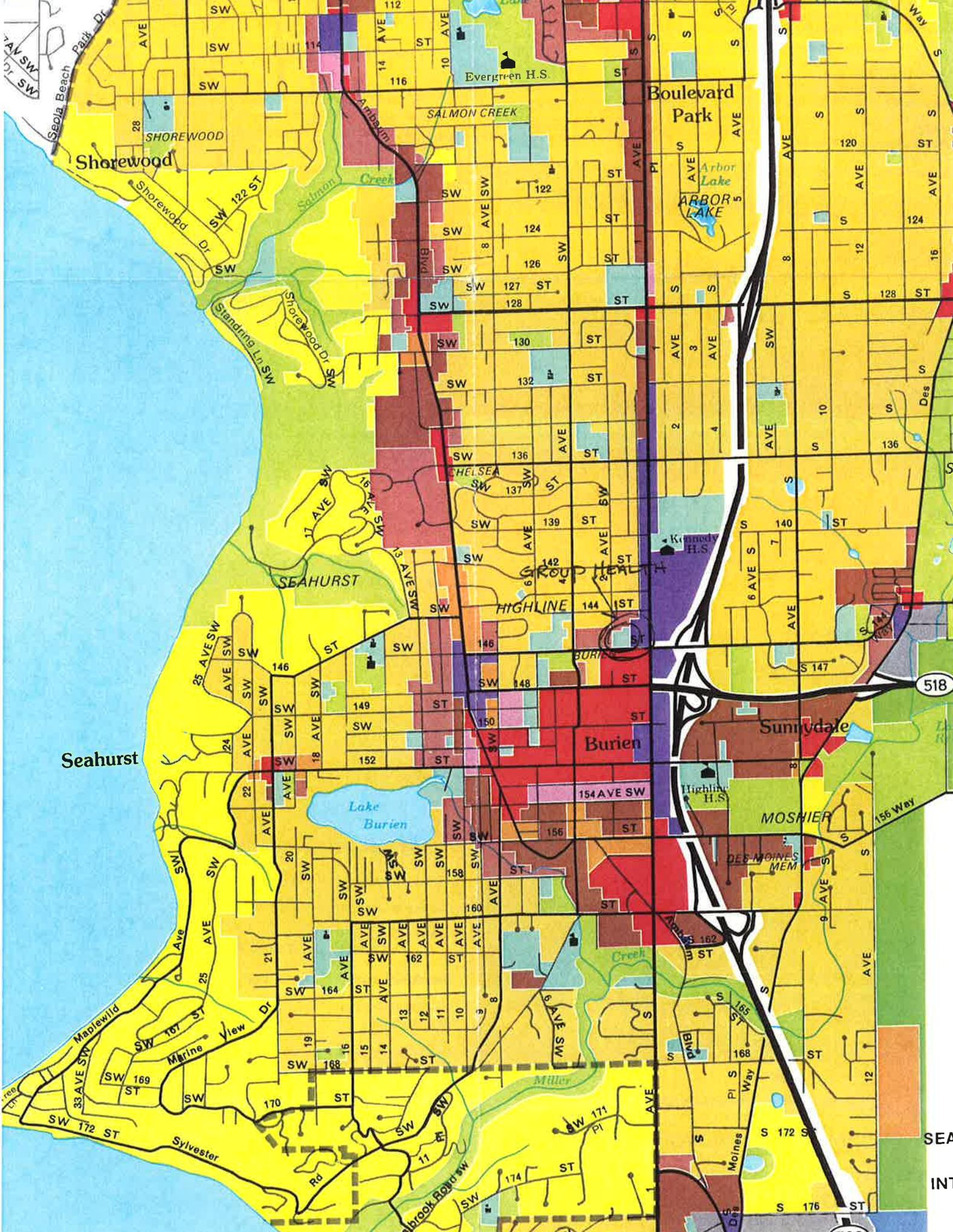
KING COUNTY
PLANNING
DIVISION
DEC. 1983

Land Use

	SINGLE FAMILY 1 to 3 Units Per Acre.	SE, RS 1500
	SINGLE FAMILY 4 to 6 Units Per Acre.	RS 7200
	LOW/MEDIUM DENSITY MULTI-FAMILY HOUSING 7 to 18 Units Per Acre.	RD 3600, RM 2400
	HIGH/MAXIMUM DENSITY MULTI-FAMILY HOUSING 18 to 32 Units Per Acre, Multistoried or high-rise structures could achieve up to 48 units per gross acre through large Planned Unit Developments.	RM 1800, RM 900
	RESIDENTIAL/RETAIL MIXED USE Mixed Use is characterized by integrating significant medium to high density residential and retail and/or office components within a coherent concept.	BR-C, BR-N
	OFFICE Potential uses include hospitals, clinics and private clubs.	RM 900
	NEIGHBORHOOD AND COMMUNITY BUSINESS The typical neighborhood and community applications would utilize a 3 to 100 acre retail shopping area serving 8,000 to 100,000 residents within a 3-mile radius. Stores include food, drug, variety, furniture and apparel. Barber/beauty, laundry, auto service stations, restaurants, taverns, recreation, offices, hotels and motels and commercial businesses are also allowed.	BN, BC
	HIGHWAY ORIENTED COMMERCIAL Business area of a heavier, mixed, or general commercial variety as well as retail uses dependent on quick and easy auto access. Fast food franchises, motels, auto and truck sales and service, light fabrication and some offices are included in this classification.	BC, C-G
	AIR TERMINAL RELATED BUSINESS These businesses are particularly related to serving air passengers or the air travel industry and are both public and private. Uses included are hotels, rental car facilities, airline ticketing facilities, restaurants, offices, parking facilities, baggage processing and other activities related to terminal operations.	BC, C-G
	AIRPORT FACILITY Airport facilities include those related to the operation of aircraft or of the airport. Included are air cargo processing and handling facilities and offices, flight kitchens, airport maintenance and storage areas, fuel storage, waste treatment and general and corporate aviation.	
	LIGHT MANUFACTURING This includes processing, light warehousing and handling small produce manufacturing, and research and technological processes.	M-P, M-L
	INDUSTRY Heavy industrial uses include large-scale manufacturing and assembling, fabrication and processing, bulk handling and shipping, large warehousing and storage and heavy trucking.	M-H
	AIRPORT OPEN USE Passive buffer and landscape restoration areas around Sea-Tac Airport. Also included are some private properties within the noise impact area open space systems.	
	PARK AND RECREATION Public activity, (including swimming and viewing) leisure parks, public school athletic fields, golf courses and private recreation parks.	
	COMMUNITY FACILITIES Libraries, cultural facilities, governmental offices, community centers, police and fire stations, courts, post offices, hospitals, churches and cemeteries.	



ATTACHMENT 4



Shorewood

Boulevard Park

SEAHURST

Seahurst

Burien

Sunnydale

MOSHIER

518

509

SEA
INT

Evergreen H.S.

Kennedy H.S.

Highline H.S.

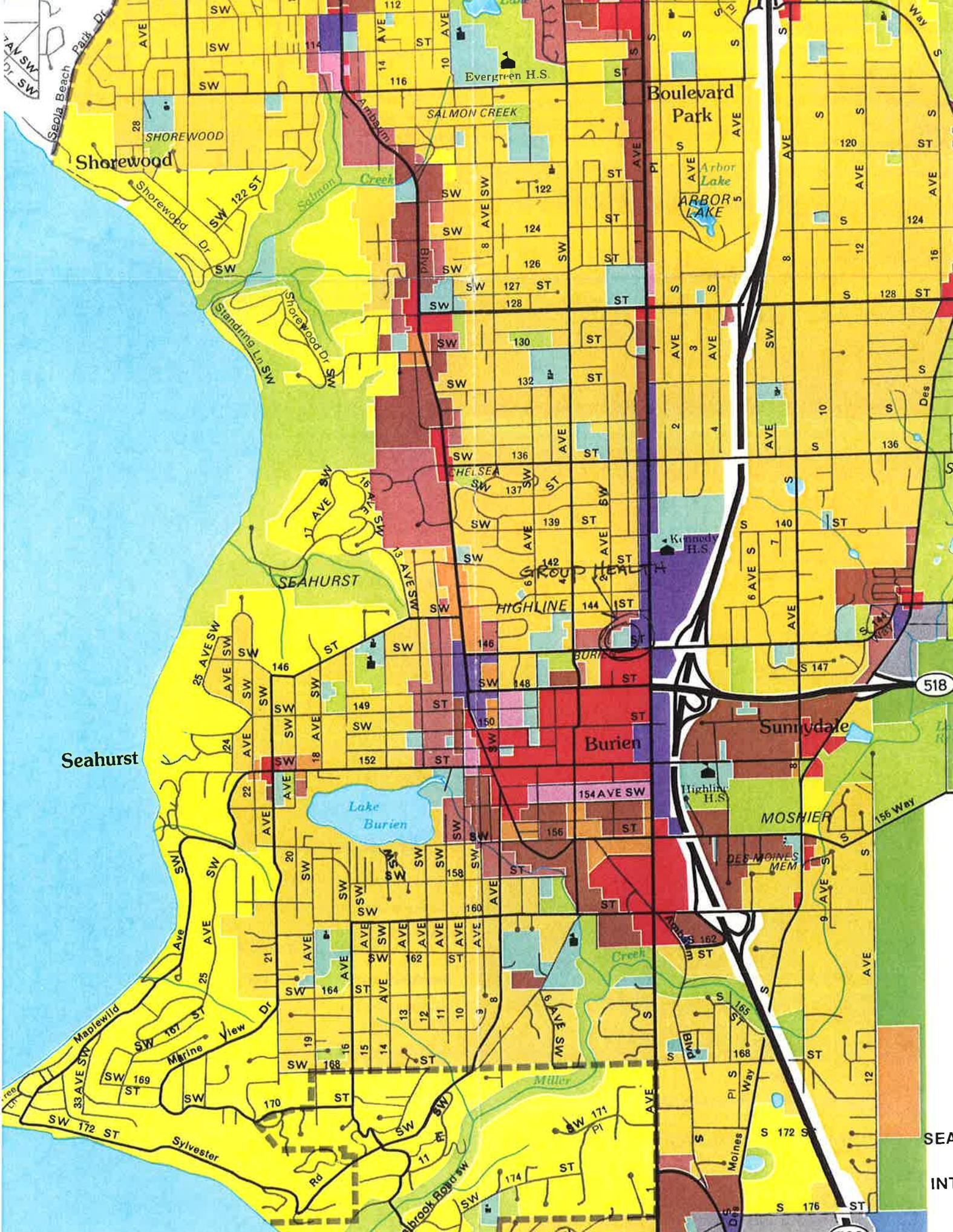
SALMON CREEK

Lake Burien

ARBOR LAKE

GROUP HEALTH

DESMOINES MEM



Chapter 24.16

RM — 900

MAXIMUM DENSITY MULTIPLE DWELLING—
RESTRICTED SERVICE CLASSIFICATION

Sections:

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

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

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

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

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

(3) *Apartment hotels.*

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

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

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

No landscaping or fencing requirement for parking lots per code

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

(5) *Hotels*, provided:

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

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

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

(6) *Motels*, provided:

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

12 (11) *Trailer parks* provided:

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

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

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REZONE APPLICATION

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Burien

Washington, USA

Comprehensive Plan Amendment Request (Includes rezones)

400 SW 152nd Street, Suite 300 Burien, WA 98166
Phone: (206) 241-4647 • FAX: (206) 248-5539
www.burienwa.gov

Amendment Type	Reference Number (staff will assign)
<input type="checkbox"/> Map amendment	
<input type="checkbox"/> Text amendment	
<input type="checkbox"/> Quasi-Judicial Rezone	

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

SITE INFORMATION (if applicable)		
Site Address: 140 SW 146th Street	Parcel Number: 1923049302	
Existing Zoning District: Residential Multi-Family (RM-24)	Existing Comprehensive Plan designation: High Density Multi-Family Neighborhood	
Requested Zoning: OFFICE (O)	Requested Plan designation: OFFICE	
Number of Acres: 3.56 acres	Current Land Use: Medical Office and Single Family Residential	
Critical areas present: <input type="checkbox"/> Wetlands <input type="checkbox"/> Streams <input type="checkbox"/> Critical Aquifer <input type="checkbox"/> Landslide Hazard Area <input type="checkbox"/> Fish & Wildlife		
Brief description of proposal (attach additional sheets if necessary):		
<p>Request for a Comprehensive Plan Map Amendment and Rezone to construct a new 34,000 square foot medical office facility. The new facility will replace an existing outdated 26,000 square foot facility which has reached it's capacity to effectively service the subscriber base in Burien and the surrounding communities. The new facility will allow Group Health Cooperative to continue to provide primary care services to its growing patient base in the region.</p>		

SIGNATURE

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

Dated: 5/26/11

Signature:

May 25, 2011

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

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

Sincerely,

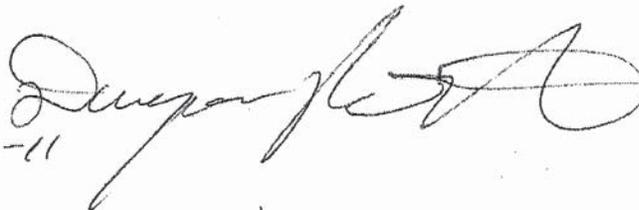

Property Owners
Date 5/26/11 5/26/11

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

I, Doraine Faust (property owner name), declare that I am the owner of the property located at 58 SW 146th St (street address) and legally identified as Parcel #: 1923049149. I hereby designate Group Health Cooperative to act as my agent with respect to a Comprehensive Plan Amendment Request and Rezone Application for the above mentioned property.

Sincerely,

Property Owner
Date 5-26-11



May 25, 2011

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

I, Aric & Sarah Cook (property owner name), declare that I am the owner of the property located at 14430 2nd Ave S.W. (street address) and legally identified as Parcel #: 1923049248. I hereby designate Group Health Cooperative to act as my agent with respect to a Comprehensive Plan Amendment Request and Rezone Application for the above mentioned property.

Sincerely,

WJK 5/26/11 Sarah Cook 5/26/11

Property Owner
Date

05/27/2011 08:41 FAX 2062983059

002

FAX
206/292/6033
STOVE Petrovich

CS RICHARD ELLIS INC

Fax: 206-292-8032

May 28 2011 10:56am P002/002

May 25, 2011

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

Kathy Brister (property owner name), declare that I am the owner of the property located at 14416 2nd Ave SW (street address) and legally identified as Parcel #: 1923049181. I hereby designate Group Health Cooperative to act as my agent with respect to a Comprehensive Plan Amendment Request and Rezone Application for the above mentioned property.

Sincerely,

Property Owner
Date

Kathy Brister
May 27, 2011

May 25, 2011

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

I, Larry A. Wyatt (property owner name), declare that I am the owner of the property located at 2045 W 146TH (street address) and legally identified as Parcel #: 1923049381 I hereby designate Group Health Cooperative to act as my agent with respect to a Comprehensive Plan Amendment Request and Rezone Application for the above mentioned property.

Sincerely,

Larry A. Wyatt
Property Owner
Date

Form 21 Exhibit C – Permission Letter

July 18, 2011

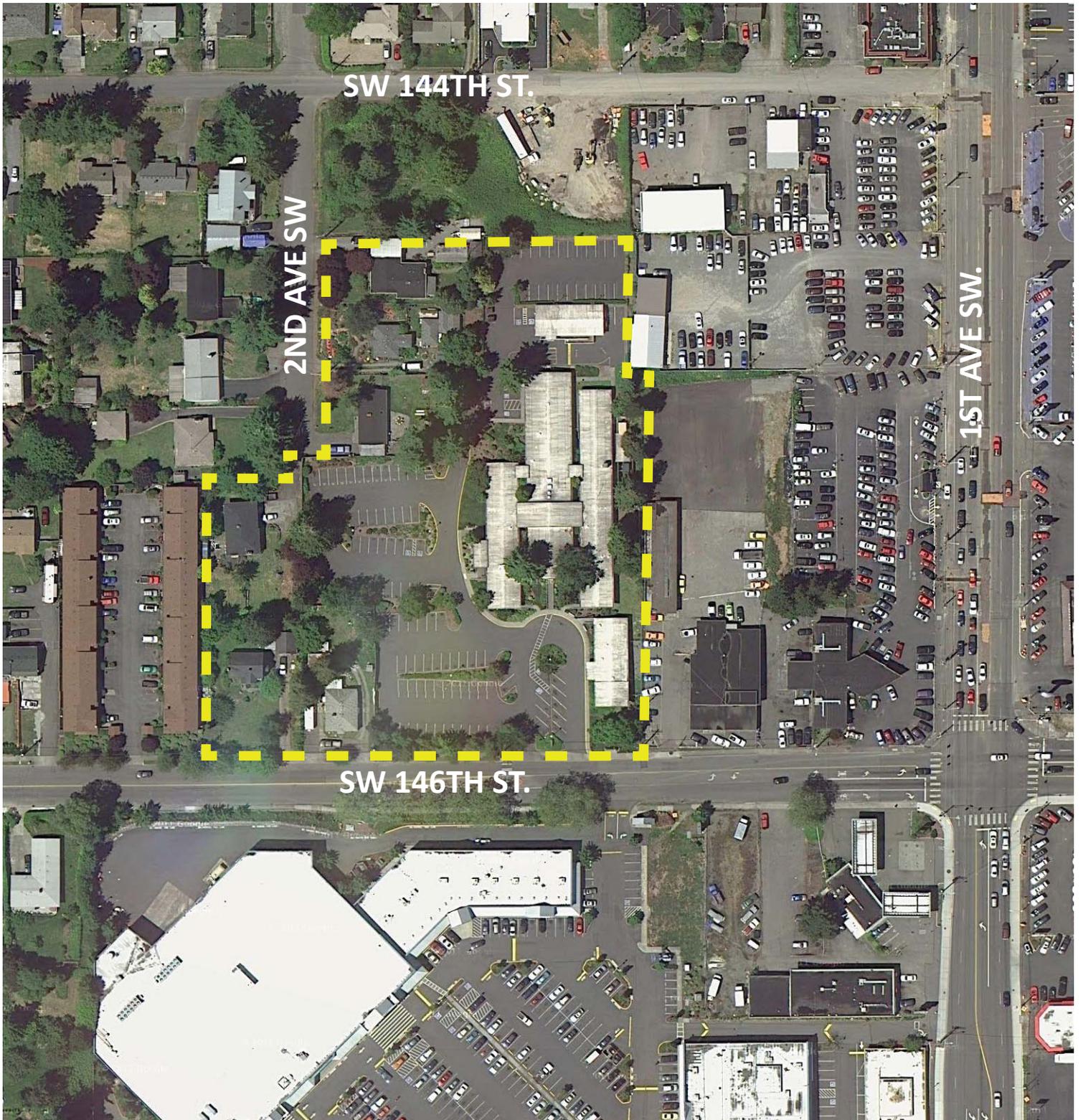
City of Burien
Community Development Department
400 SW 152nd Street, Suite 300
Burien, WA 98166

To Whom It May Concern:

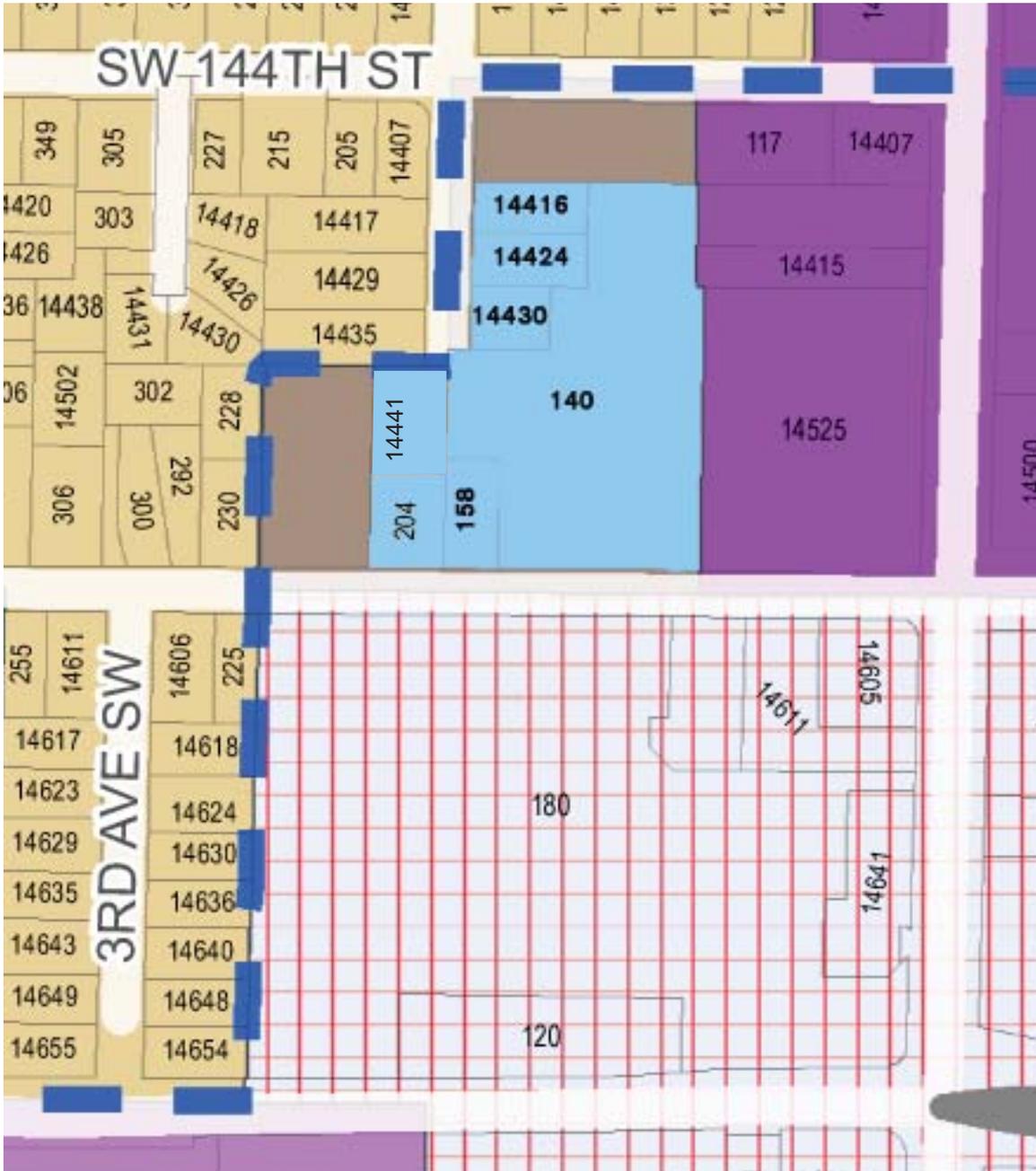
We, George and Sharlyn Noetzel, declare that we are the owners of the property located at 14441 2nd Avenue SW, Burien, WA and legally identified as Parcel #: 1923049200. We hereby designate Group Health Cooperative to act as our agent with respect to a Comprehensive Plan Amendment Request and Rezone Application for the above mentioned property.

Sincerely,

George Noetzel: George Noetzel
Date: 7-18-11
Sharlyn Noetzel: Sharlyn Noetzel
Date: 7-18-11



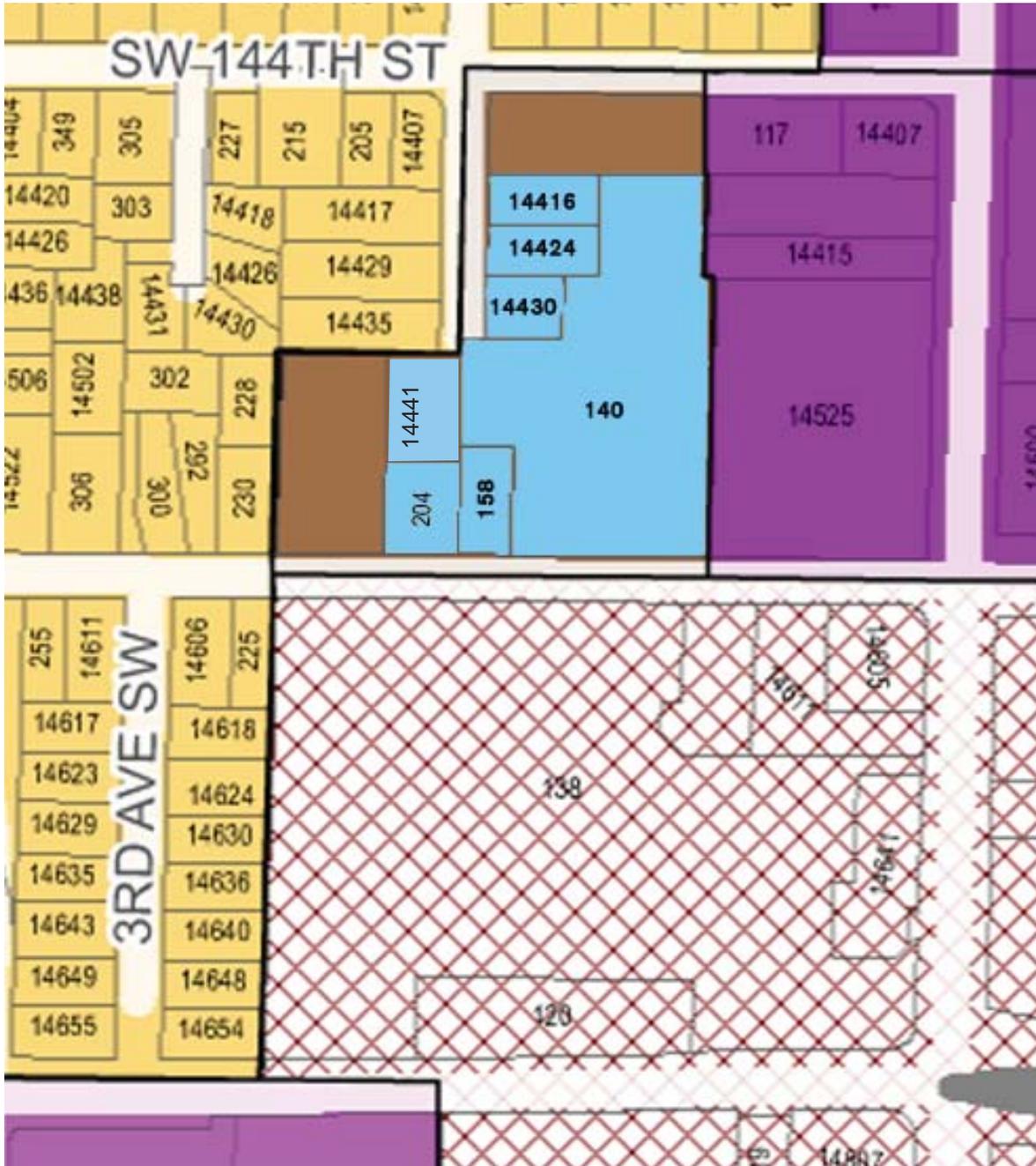
AERIAL PHOTO



- | | | |
|---|--|--|
| Low Density Residential Neighborhood | Regional Commercial | Public Park/Schools/Recreation/Open Space |
| Moderate Density Residential Neighborhood | Community Commercial | Quasi-Public Parks/Schools/Recreation/Open Space |
| Low Density Multi-Family Neighborhood | Office | Special Planning Area 1 |
| High Density Multi-Family Neighborhood | Professional/Residential | Special Planning Area 2 |
| Intersection Commercial | Industrial | Special Planning Area 3 |
| Neighborhood Commercial | Airport Industrial | NE Special Planning Area |
| Downtown Commercial | Airport Industrial with Automall/Commercial Retail | Urban Center |

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Last Updated: 12/23/2009
By: Fernando

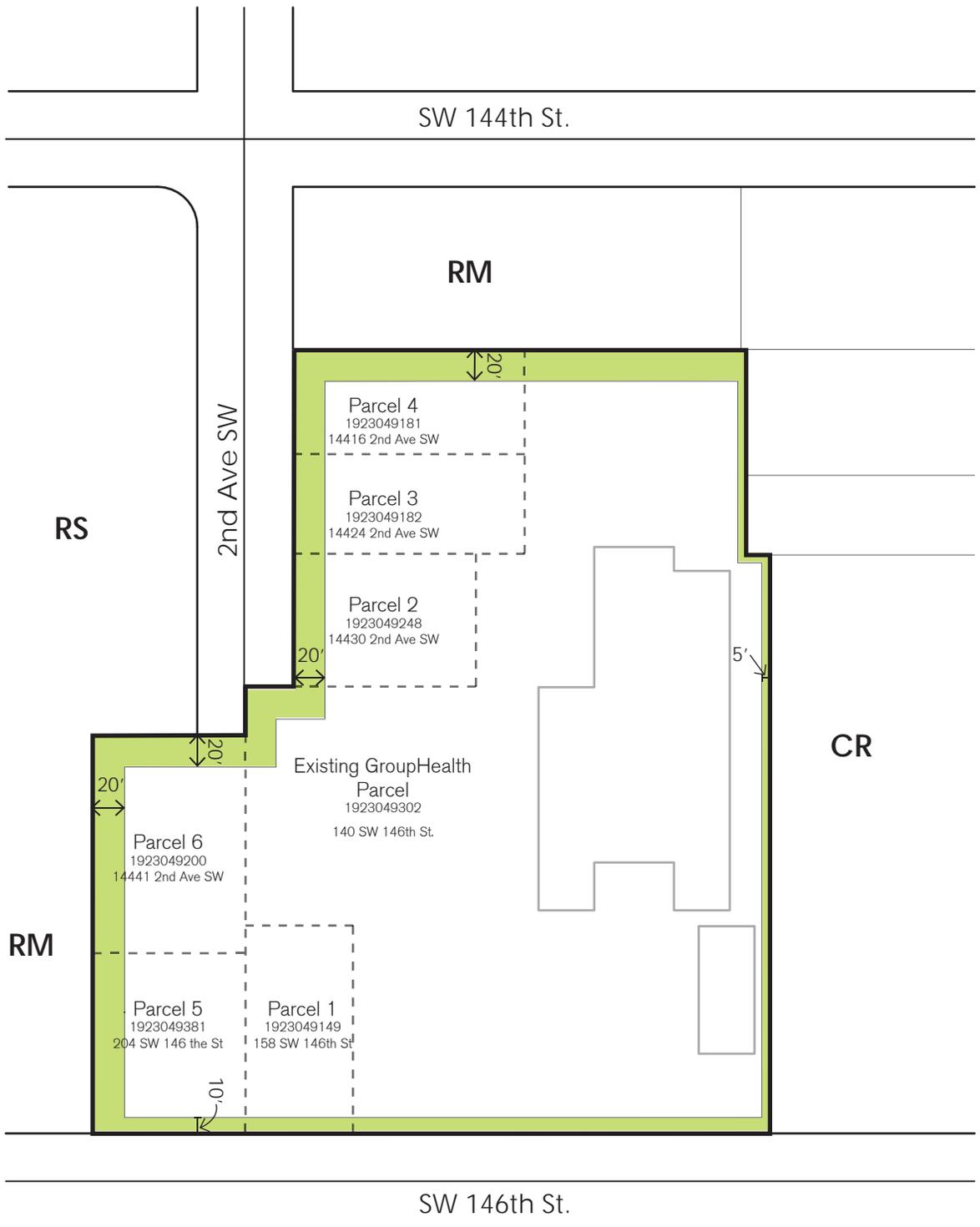
REVISED COMPREHENSIVE PLAN MAP



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

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Last updated: 1/14/2011
By: Eamonn

REVISED ZONING MAP



SPA-3

PROPOSED SITE PLAN

**COMP PLAN AMENDMENT AND
REZONE CRITERIA**

BMC 19.65.095.4 Comprehensive Plan Amendment Criteria

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

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

A complete application was submitted to the City of Burien on May 31, 2011.

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

Group Health Cooperative (GHC) provides primary medical care services from this facility. Specialty care services are consolidated in Seattle, Bellevue, Tacoma and Olympia. The existing Burien facility is a non-conforming use and currently serves more than 14,000 subscribers from West Seattle to Des Moines, west of Interstate 5. GHC is projecting a future growth of approximately 10,000 subscribers that this facility will service.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

F. The revised Comprehensive Plan will be internally consistent.

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

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



Plan Amendment and Rezone.

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

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

The existing GHC property and six additional parcels are all zoned Residential Multi-Family 24 (RM-24). The zoning code has similar requirements for development for the RM-24 and Office (O) zones regarding building heights and setbacks. In addition, Zoning Code Chapter 19.17.015, Transition Standards, provides additional development standards for areas adjacent to residential zoned properties.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

BMC 19.65.090.3 Rezone Criteria

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

A. The rezone is consistent with the Comprehensive Plan.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

**COMPREHENSIVE PLAN POLICY
ANALYSIS**

Comprehensive Plan Policy Analysis

Land Use Element

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

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

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

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

The Comprehensive Plan Map amendment and Rezone request will change 4.13 acres from Residential Multi-Family (RM-24) to Office (O) zoning. This request will remove between 63 and 99 residential units from the overall housing supply which has an overall excess of 626 residential units. The proposed site is within the Urban Center boundary designated by the City. The site is adjacent to Regional Commercial (CR) zoning along 1st Avenue South and is close to the downtown core. The proposed rezone to Office (O) provides a better transition from the automobile dominated uses to the east than locating high density multi-family uses directly abutting the Regional Commercial (CR) zone. The Comprehensive Plan Map amendment and Rezone request will allow the existing, legal, non-conforming use to expand and construct new, modern and efficient facilities. Approval of this request will resolve the conformity issues with the current zoning and use of the site.

Policy LU 1.11: The City of Burien designates downtown Burien and its surrounding residential and employment areas as an urban center in accordance with the King County Countywide Planning Policies. The boundaries of the urban center are shown on Figure 2-LU1.11.

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

Residential Neighborhoods

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

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

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

Office Uses

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

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

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

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

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

1. *The subject property will be accessed from a designated collector arterial (SW 146th Street), which has adequate capacity to service the planned facility; and,*
2. *Six additional Residential Multi-Family (RM) zoned lots are included in this request along with the GHC parcel. The eastern edge of the GHC parcel abuts Regional Commercial (RC) zoned properties. The northern and western edge of the site abuts Residential Multifamily (RM-24) and Residential Single Family (RS-7200) zoned properties. The subject site is on the edge of the residential zoned areas and adjacent to the Regional Commercial (RC) zoning. The proposed rezone request does not penetrate into residential areas.*

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

Community Character

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

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

The Burien City Council adopted a visioning statement on July 11, 2011 which states: A vibrant and creative community, where the residents embrace diversity, celebrate arts and culture, promote vitality, and treasure the environment. Accompanying the vision statement are seven core values/concepts; Community, Diversity, Environment, Prosperity, Education & Youth, Health & Safety, and Governance.

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

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

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

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

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

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

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

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

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

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

Public Facilities

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

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

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

Land Use Plan Implementation

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

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

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

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

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

Neighborhood Quality

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

Policy NQ 1.4: 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.

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

Neighborhood Preservation

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

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

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

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

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

Policy NP 1.4: 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.

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

Streetscapes

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

Neighborhoods

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

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

Regulatory Measures

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

Policy RM 1.5: 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.

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

TRANSPORTATION ELEMENT Transportation Vision:

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

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

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

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

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

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

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

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

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

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

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

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

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

CAPITAL FACILITIES ELEMENT

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

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

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

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

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

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

2.11 ECONOMIC DEVELOPMENT ELEMENT

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

Goal ED. 2: Embrace Burien’s unique “livability”.

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

amenities.

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

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

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

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

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

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

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

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

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

BMC 19.65.095.4.I
COMPATIBILITY ANALYSIS

Attachment A

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



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

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

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



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

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





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



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



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



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



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

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



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



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



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

Note: Required landscaped buffers not included in setbacks per 19.17.015

CITY OF BURIEN, WASHINGTON

MEMORANDUM

DATE: October 5, 2011

TO: Burien Planning Commission

FROM: Charles W. “Chip” Davis, AICP, Senior Planner

SUBJECT: Draft Comprehensive Plan Transportation Policies

PURPOSE

The purpose of this agenda item is to present to the Planning Commission draft transportation policies for review and recommendation for adoption as part of the 2011 Comprehensive Plan Update process.

BACKGROUND

Since May, our Consultant (Fehr & Peers) has been working on an analysis of the city’s transportation system which will result in development of a Transportation Master Plan (TMP) for Burien. The Consultant is currently completing work on a travel demand model looking out to the year 2030. As part of the work program, existing transportation policies have been reviewed for conformance with the proposed TMP as well as GMA and Multicounty Planning Vision 2040 planning policies. The Consultant has been working with a Transportation Master Plan Advisory Committee (TMPAC), which to date has held four meetings, to provide insights into citywide transportation needs and priorities as well as provide technical input on proposed streamlining of existing transportation policies.

At your September 13th meeting the Consultant discussed two new transportation planning concepts for the city to consider in developing the TMP—(1) Layered Networks, and (2) Multimodal Level of Service. These two fundamental concepts are the basis for the majority of changes that are proposed for the revised transportation policies and will be discussed further at the Commission’s meeting on October 11th.

ACTION

Staff recommends that Planning Commission review, discuss and provide input regarding the attached proposed draft transportation policies. The Consultant will attend the October 11th meeting to provide background and address commissioner’s detailed questions. Staff is requesting that the Planning Commission conduct a public hearing on the draft transportation policies at the October 25, 2011 meeting.

NEXT STEPS

Following the public hearing, the Planning Commission will be asked to provide a recommendation on the draft transportation policies not later than the November 8, 2011 meeting for consideration by the City Council in December.

Attachments: Existing Comprehensive Plan Chapter 2.5 Transportation Element, December, 2010 (Blue)
Proposed Comprehensive Plan Chapter 2.5 Transportation Element, October, 2011 (Green)
Markup Version Comprehensive Plan Chapter 2.5 Transportation Element, October, 2011

EXISTING COMPREHENSIVE PLAN LANGUAGE

2.5 TRANSPORTATION ELEMENT

Transportation Vision:

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

Transportation Goal:

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

Goal TR 1 Mobility and Roadway Capacity

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

Objective TR 1.1

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

- Pol. TR 1.1.1** The City shall maintain and monitor transportation Level of Service (LOS) standards for Burien roadways.
- Pol. TR 1.1.2** The City adopts the following Level-of-Service standards: LOS standard E for First Avenue South; LOS standard D within the urban center boundary, as shown in Figure 2LU-1.11, and for the intersection of SW 128th Street and Ambaum Boulevard SW; and LOS C for all other roadway facilities and services.
- Pol. TR 1.1.3** 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 1.1.4** The City should consider multimodal transportation alternatives and land use coordination when feasible.
- Pol. TR 1.1.5** The City should consider mobility options (transit use, high-occupancy vehicles, demand management actions, access to transit and nonmotorized transportation modes, consistent with Commute Trip Reduction Act requirements) in relation to level of service standards and to relieve congestion.

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. TR 1.1.6** If transportation improvements needed to maintain adopted LOS standards are not able to be funded, the City shall:
- Phase development consistent with the land use plan until such time that adequate resources can be identified to provide adequate transportation improvements; or
 - Reassess the City’s land use plan to reduce the travel demand placed on the system to the degree necessary to meet adopted transportation LOS standards; or
 - Reassess the City’s adopted LOS standards to reflect service levels that can be maintained given known financial resources.

- Pol. TR 1.1.7** Projects shall be considered funded pursuant to Policy TR 1.1.6 only when:
- Incorporated into the adopted City budget, or
 - Upon grant agreement, or
 - Upon developer agreement, or
 - Upon a legally enforceable mechanism, such as a local improvement district, or
 - Some combination of the above.

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

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

Objective TR 1.2

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

Pol. TR 1.2.1 The City shall explore the development of a concurrency ordinance.

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

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

Pol. TR 1.2.4 The City should require developers to mitigate development impacts through improvements or strategies such as nonmotorized transportation modes, transit, ridesharing or transportation demand management.

Pol. TR 1.2.5 The City shall require that new development must be responsible for street improvements adjacent to and internal to the development (e.g. through environmental review).

Pol. TR 1.2.6 The City shall assess a transportation impact fee for all new development which is related to and proportionate to the impact caused by new development and is applied to growth related transportation system improvements as articulated in the project list. The City shall provide an annual report for the impact fee account outlining monies collected, earned or received and system improvements that were financed by impact fees. (Amended, Ord. 497, 2008)

Objective TR 1.3

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

Pol. TR 1.3.1 The City should control the location and spacing of driveways and the design of parking lots to avoid vehicle and pedestrian/bicycle conflicts and maximize traffic flow, especially along principal arterials.

Pol. TR 1.3.2 The City should encourage driveway sharing, where possible.

Pol. TR 1.3.3 The City should emphasize the use of local residential streets for residential traffic, and improvements should enhance safety for vehicles and nonmotorized travel.

Objective TR 1.4

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

Pol. TR 1.4.1 The City's adopted functional classification system shall be as shown on Figure 2-TR1.4.

Pol. TR 1.4.2 When involved with any roadway improvements or transportation funding issues, the City shall also refer to the most recent U.S. Department of Transportation/Washington State Department of Transportation/King County Functional Classification of Public Roads map (Seattle-Everett Urban Area).

Objective TR 1.5

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.

Objective TR 1.6

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

Pol. TR 1.6.1 Truck routes in Burien shall be designated as shown on Figure 2-TR1.6.

Goal TR 2 Safety

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

Objective TR 2.1

Address safety issues in an organized, prioritized manner.

Pol. TR 2.1.1 The City should conduct an annual review of accidents and accident locations in Burien, and place high priority on those locations with relatively higher numbers of vehicle or pedestrian/bicycle accidents.

Objective TR 2.2

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

Objective TR 2.3

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

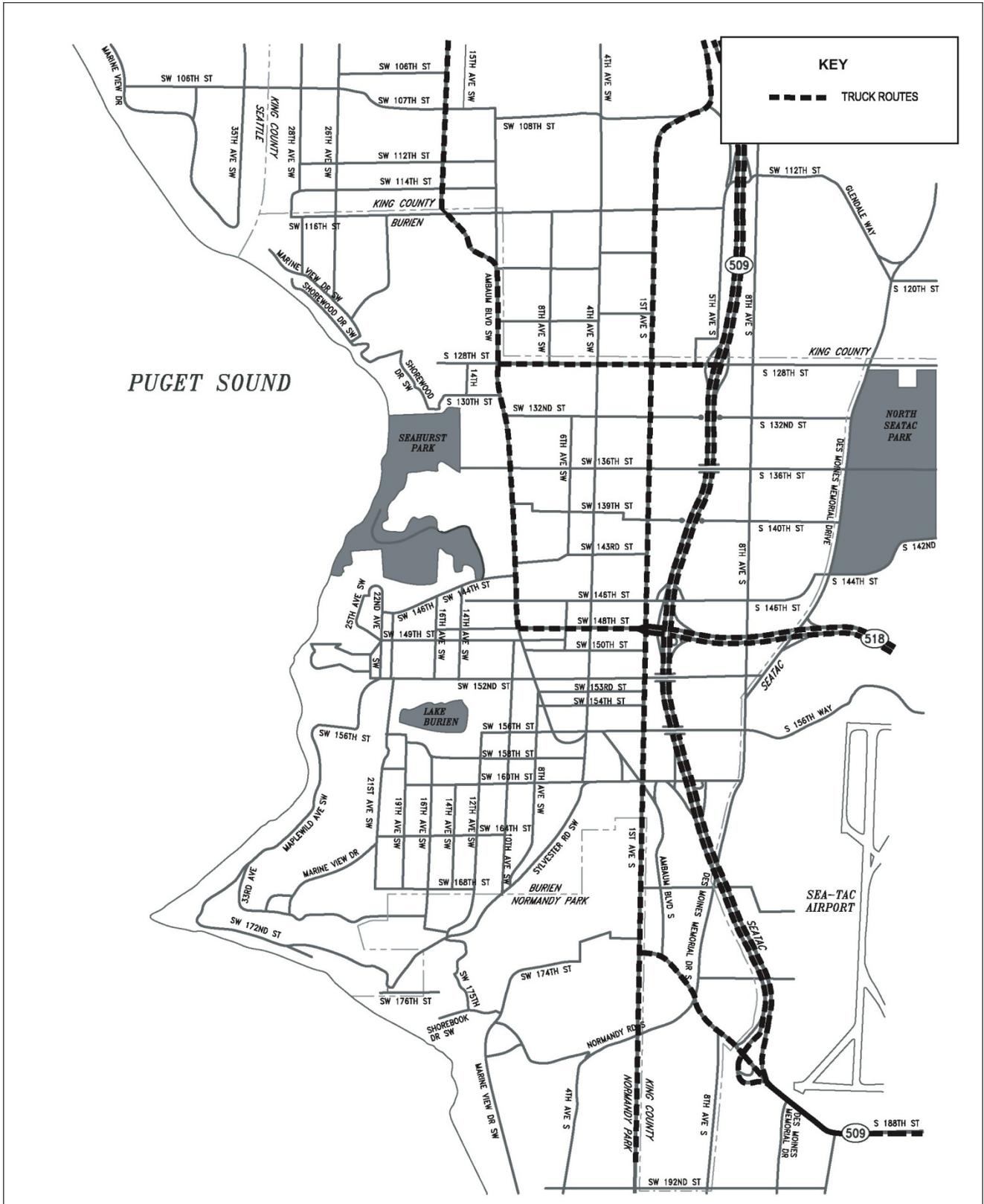


Figure 2-TR1.6 - Primary Truck Routes

November 2003



Source: The Transpo Group 2003
 p/1e066.01 Burien_Crit_Comp/Graphics/Figures/FinalPDFs/Figure2TR16.pdf

Goal TR 3 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 3.1

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

Pol. TR 3.1.1 The City should continue coordination with the State regarding the SR 518 Route Development Plan, the SR 509 extension to Interstate 5, and level of service on state routes.

Pol. TR 3.1.2 The City should coordinate with local jurisdictions, King County and the State to program and construct improvements that will maintain LOS standards on Burien roadways and state routes within Burien.

Pol. TR 3.1.3 The City should continue to coordinate with local jurisdictions, King County and the State regarding pedestrian and bicycle route linkages. (Amended, Ord. 445, 2005)

Pol. TR 3.1.4 The City shall 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 3.2

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

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

Objective TR 3.3

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

Goal TR 4 Public Transportation

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

Objective TR 4.1

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

Pol. TR 4.1.1 The City shall coordinate with transit service providers during development of transit plan updates, to ensure that local transit routes provide convenient and efficient service to public services, community centers, parks, medical facilities, schools, day care and after school programs and commercial centers.

Pol. TR 4.1.2 The City shall coordinate with transit service providers regarding transit level of service (LOS) standards.

Pol. TR 4.1.3 The City shall coordinate with transit service providers to ensure transit stops are safe, attractive, and well-maintained.

Pol. TR 4.1.4 The City shall promote the expansion of convenient fixed-route and dial-a-ride transit service, specifically east-west routes connecting Burien with east side cities and routes to central locations.

Pol. TR 4.1.5 The City shall work to improve transit system efficiency by incorporating transit-supportive design features into its capital projects and road standards. Examples of transit-supportive design features include signal prioritization and stop-in-lane roadway designs. (Amended, Ord. 497, 2008)

Discussion: Transit efficiency is an approach King County Metro is promoting through programs such as the 2006 “Transit Now” initiative. The basic premise is to give transit priority on our roadways to improve system efficiency and reliability resulting in resource and time savings that can be reinvested into the system to provide better transit service. (Amended, Ord. 497, 2008)

Pol. TR 4.1.6 The City shall support enhanced local and regional transit service and facilities that provide frequent and reliable service between Burien, downtown Seattle, Sea-Tac Airport, employment centers and other designated centers or transit hubs. (Amended, Ord. 497, 2008)

Discussion: This policy reinforces the desire for Burien to be connected to the regional transportation network and other activity centers. Frequent and reliable regional transit connections are critical for the health of the Burien business community and supports Burien’s urban center

designation which encourages compact and efficient land use. The policy also reinforces and recognizes that a high level of connectivity to the regional transit system reduces reliance on the automobile which in turn reduces greenhouse gas emissions and provides more transportation options to all residents, thereby making Burien an attractive place to live, work, shop and play. (Amended, Ord. 497, 2008)

Objective TR 4.2

In coordination with King County METRO, promote the development of the Burien Park & Ride 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 4.3

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

Objective TR 4.4

Explore the feasibility of a downtown shuttle bus.

Objective TR 4.5

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

Objective TR 4.6

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

Objective TR 4.7

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

Goal TR 5 Pedestrian and Bicycle Facilities

Goal MM.3 Create a safe and convenient environment for walking and bicycling integrated with roads and other transportation facilities.

Discussion: People should have safe, convenient and attractive places to walk and ride bicycles, as well as take the bus or drive their car. The Vision for well-established neighborhoods, small town character, and a thriving and attractive downtown supports these concepts. The City should ensure the development of a community-wide network of motorized and non-motorized circulation patterns, so that people can travel by different modes of travel between their home, their place of work, play and shopping. However, different parts of the City may be targeted for more of a non-motorized emphasis rather than motorized. Subsequently, those areas targeted for pedestrian activity may also vary in terms of the extent of

pedestrian oriented amenities that are needed or desired, such as sidewalks or lighting. (Amended, Ord. 445, 2005)

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

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

Pol. MM 3.3 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. MM 3.4 Encourage pedestrian walk lights and bicycle activated signal detection at traffic control signals.

Pol. MM 3.5 Implement the "safest routes to school" map, found in the Pedestrian a Bicycle Facilities Plan, to assure that safety and accident prevention for pedestrian and bicycle travel to school receives the highest consideration. The City, community groups with knowledge of local conditions (such as the PTA), and the Highline School District should work together in the design and construction of transportation facilities in and adjacent to school zones. The safest routes to school should include transportation facilities that:

- a. Provide pedestrian pathways on streets connecting to, or within, the school zone, and pedestrian facilities that are physically separated from vehicle and bicycle traffic;
- b. Locate appropriate signs to alert motorists entering school zones;
- c. Install adequate lighting along roadways and pathways;
- d. Use appropriate traffic-calming devices in school zones;
- e. Establish crosswalks in areas of good sign visibility, lighting and proximity to connecting modes; and

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

Pol. MM 3.6 Bicycle and pedestrian travel should be encouraged within the City by:

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

Pol. MM 3.7 New development and redevelopment shall be required to incorporate pedestrian supportive measures such as:

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

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

Pol. MM 3.8 (Deleted, Ordinance No. 445, December 2005)

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

Pol. MM 3.10 (Deleted, Ordinance No. 445, December 2005)

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

Pol. MM 3.12 The City should optimize the ability of pedestrians to travel on arterial and non-arterial roadways in residential areas and emphasizes personal safety and connectivity to other activity areas. Pedestrian facilities should be:

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

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

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

Goal TL.3 *Use the transportation network to help implement a comprehensive system of parks and open spaces that responds to the recreational, cultural, environmental and aesthetic needs and desires of the City’s residents.*

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

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

Pol. TL 3.3 Prohibit the vacation of street-ends and other public right-of-ways that abut shoreline areas. Preserve these areas for public access and public viewpoints.

Goal TR 6 Accessibility for All Users

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

Objective TR 6.1

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

Goal TR 7 Environment

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

Objective TR 7.1

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

Pol. TR 7.1.1 The City should promote transit, bicycle and pedestrian travel.

Pol. TR 7.1.2 The City should support current federal, state and regional policies aimed at reducing vehicle-related air pollution, including transportation demand strategies.

Pol. TR 7.1.3 The City should coordinate with the Puget Sound Regional Council, Puget Sound Clean Air Agency, Washington State Department of Transportation, transit agencies and other jurisdictions to develop transportation control measures and air quality programs when warranted.

Objective TR 7.2

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

Pol. TR 7.2.1 The City should explore street improvement standards that incorporate surface water management strategies such as the minimization of

impervious surfaces and landscaping that works to reduce runoff, consistent with the City's Stormwater Management Plan.

Objective TR 7.3

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 TR 8 Transportation Finance

Provide reasonable and effective funding mechanisms for prioritized transportation improvements.

Objective TR 8.1

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

Objective TR 8.2

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

Objective TR 8.3

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

Objective TR 8.4

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

Goal TR 9 Parking

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

Objective TR 9.1

Off-street (on-site) parking should continue to be the primary source of parking supply for mixed-uses and commercial corridors in Burien.

Pol. TR 9.1.1

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

Pol. TR 9.1.2

The City should reduce the impact of parking lots in the downtown area by encouraging the redevelopment of parking lots where excess parking exists for current and future uses, discouraging the development of new parking lots adjacent to existing parking lots, and incorporating

landscaping, defined edges, and safe connected pedestrian circulation within lots and between lots and streets, storefronts, and transit.

Objective TR 9.2

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

Pol. TR 9.2.1 The City should continue to implement and maintain short-term on-street parking limitations in the downtown area to allow access to businesses (e.g. 2-hour limits) as well as reduce traffic speed and provide a buffer between traffic and pedestrians.

Pol. TR 9.2.2 The City should promote shared parking, carpool use, and bicycle/pedestrian/transit use by allowing developers reductions in on-site parking requirements if such measures are used.

Pol. TR 9.2.3 The City should implement parking strategies that maximize the ability for the greatest number of people to use the downtown and accommodate “person trips” as opposed to “vehicle trips”.

Pol. TR 9.2.4 The City should protect on-street parking in residential neighborhoods near downtown first for residents and secondarily for customers and visitors.

Pol. TR 9.2.5 The City should establish and maintain a consistent parking enforcement program. A successful parking enforcement program is consistent and should be coupled with an education program that includes the use of maps to direct patrons to available parking.

Pol. TR 9.2.6 The City should develop and install clear, user-friendly way-finding signage to direct the public to parking facilities.

Pol. TR 9.2.7 City-owned remote parking lots should be made available to the general public.

Pol. TR 9.2.8 The City should consider a residential parking permit program for areas adjacent the downtown to avoid and minimize spill-over parking demand generated by nearby commercial land uses.

Pol. TR 9.2.9 The City should consider the use of parking meters as a parking management tool in high-demand locations.

Pol. TR 9.2.10 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.

PROPOSED COMPREHENSIVE PLAN LANGUAGE

2.5 TRANSPORTATION ELEMENT

Transportation Vision:

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

Goal 1 Multimodal Transportation System

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

Objective TR x.x Multimodal Layered Network Concept

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

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

Objective TR 4.3

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

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

Pol. MM 3.3 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;

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.

- 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. MM x.x Reduce the drive alone trips mode split for downtown Burien by 10% by 2030.

Objective TR x.x Multi Modal Level of Service

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

Pol. TR 1.1.1 The City shall maintain and monitor transportation Level of Service (LOS) standards for Burien roadways, encompassing all modes of travel.

Pol. TR 1.1.2 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 green-level bicycle treatments on roadway segments considering traffic volumes and speeds, green-level intersection treatments, and undertake actions to minimize stop frequency for bicycles along these routes. For other streets with bikeways, provide green-level bicycle treatments considering traffic volumes and speeds on designated streets, and green-level intersection treatments.

Pol. TR 1.1.3 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 x.x.x In evaluating street facilities' level of service, consider all the operations of all modes.

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

Objective TR x.x

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

Pol. TR x.x.x Require new development to mitigate transportation impacts

- System impacts – pay impact fees.
- Site-specific impacts

Pol. TR 1.1.5 Consider mobility options (transit use, high-occupancy vehicles, demand management actions, access to transit and nonmotorized transportation modes, consistent with Commute Trip Reduction Act requirements) in relation to level of service standards and to relieve congestion.

Pol. TR 1.1.6 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 1.1.7 Consider funded pursuant to Policy TR 1.1.6 only when:

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

Pol. TR 1.1.8 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 1.2

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

Pol. TR 1.2.1 Implement a concurrency ordinance.

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

Pol. TR 1.2.3 Require developers to conduct traffic studies or analyses to determine development impacts on the transportation system.

Pol. TR 1.2.4 Require developers to mitigate development impacts through improvements or strategies such as nonmotorized transportation modes, transit, ridesharing or transportation demand management.

Pol. TR 1.2.5 Require that new development must be responsible for street improvements adjacent to and internal to the development (e.g. through environmental review).

Pol. TR 1.2.6 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 x.x

Implement the Roadway Facilities identified in the Transportation Master Plan.

Pol. TR x.x.x Promote efficient use of existing rights-of-way.... Signal timing, parking management, intersections.

- Pol. TR x.x.x** Maintain system of roadways that form an interconnected network for vehicular circulation.
- Pol. TR x.x.x** Minimize bypass traffic and safety impacts on neighborhood streets.
- Pol. TR x.x.x** Maintain and improve convenient access for emergency vehicles.
- Pol. TR x.x.x** Design and maintain designated truck routes to accommodate truck freight traffic.

Objective TR 1.3

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

- Pol. TR 1.3.1** 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 1.3.2** Encourage driveway sharing, where possible.
- Pol. TR 1.3.3** Emphasize the use of local residential streets for residential traffic, and improvements should enhance safety for vehicles and nonmotorized travel.

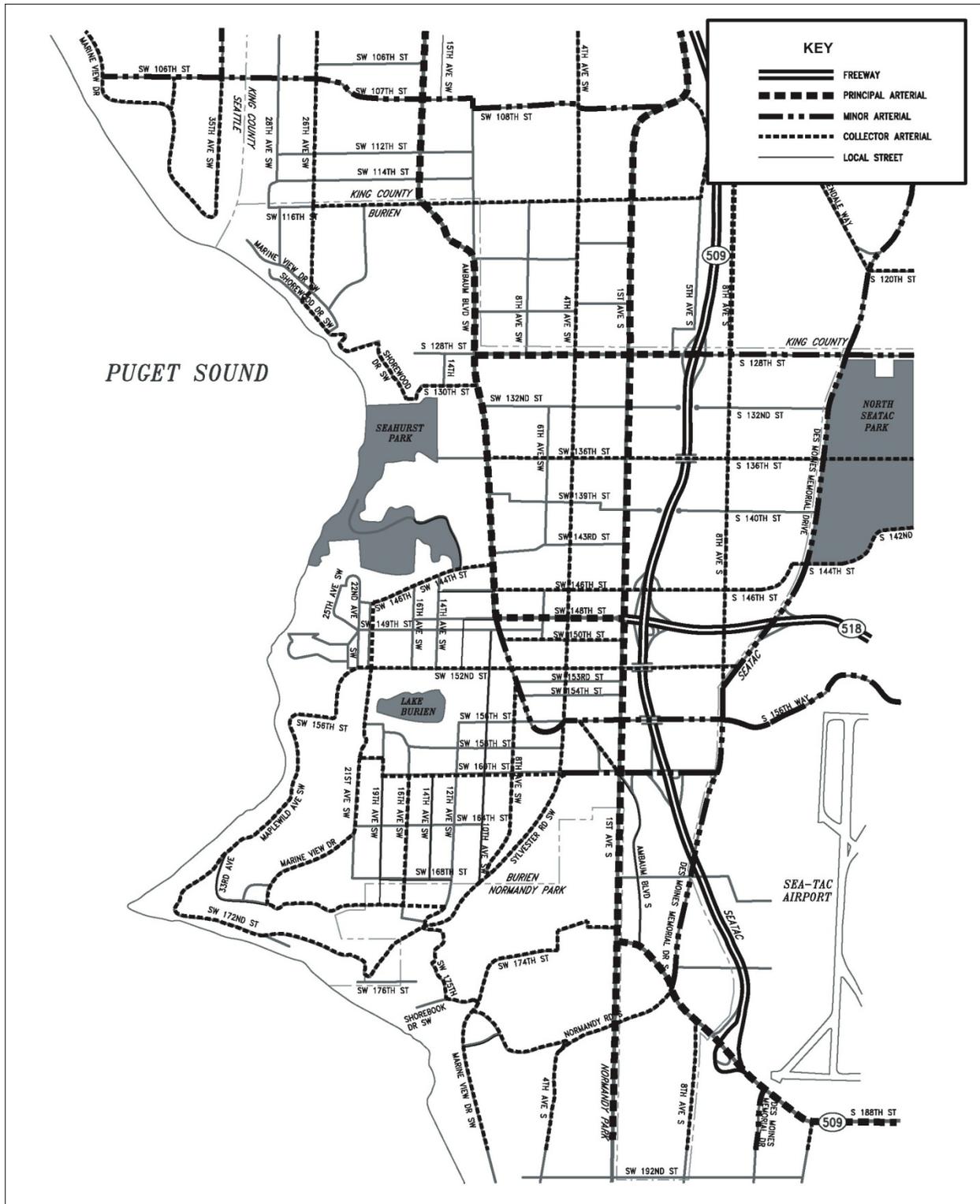
Objective TR 1.4

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

- Pol. TR 1.4.1** The City’s adopted functional classification system shall be as shown on Figure 2-TR1.4.
- Pol. TR 1.4.2** When involved with any roadway improvements or transportation funding issues, the City shall also refer to the most recent U.S. Department of Transportation/Washington State Department of Transportation/King County Functional Classification of Public Roads map (Seattle-Everett Urban Area).

Objective TR 1.5

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-TR1.4 - Roadway Functional Classification** November 2003 

Source: The Transpo Group 2003
 p/1e066.01 Burien Crit_Comp/Graphics/Figures/FinalPDFs/Figure2TR14.pdf

Objective TR 1.6

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

Pol. TR 1.6.1 Truck routes in Burien shall be designated as shown on Figure 2-TR1.6.

Goal 3 Public Transportation

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

Objective TR 4.1

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

Pol. TR 4.1.1 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 4.1.2 Coordinate with transit service providers regarding transit level of service (LOS) standards.

Pol. TR 4.1.3 Coordinate with transit service providers to ensure transit stops are safe, attractive, and well-maintained.

Pol. TR 4.1.4 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 4.1.5 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 4.1.6 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 4.2

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

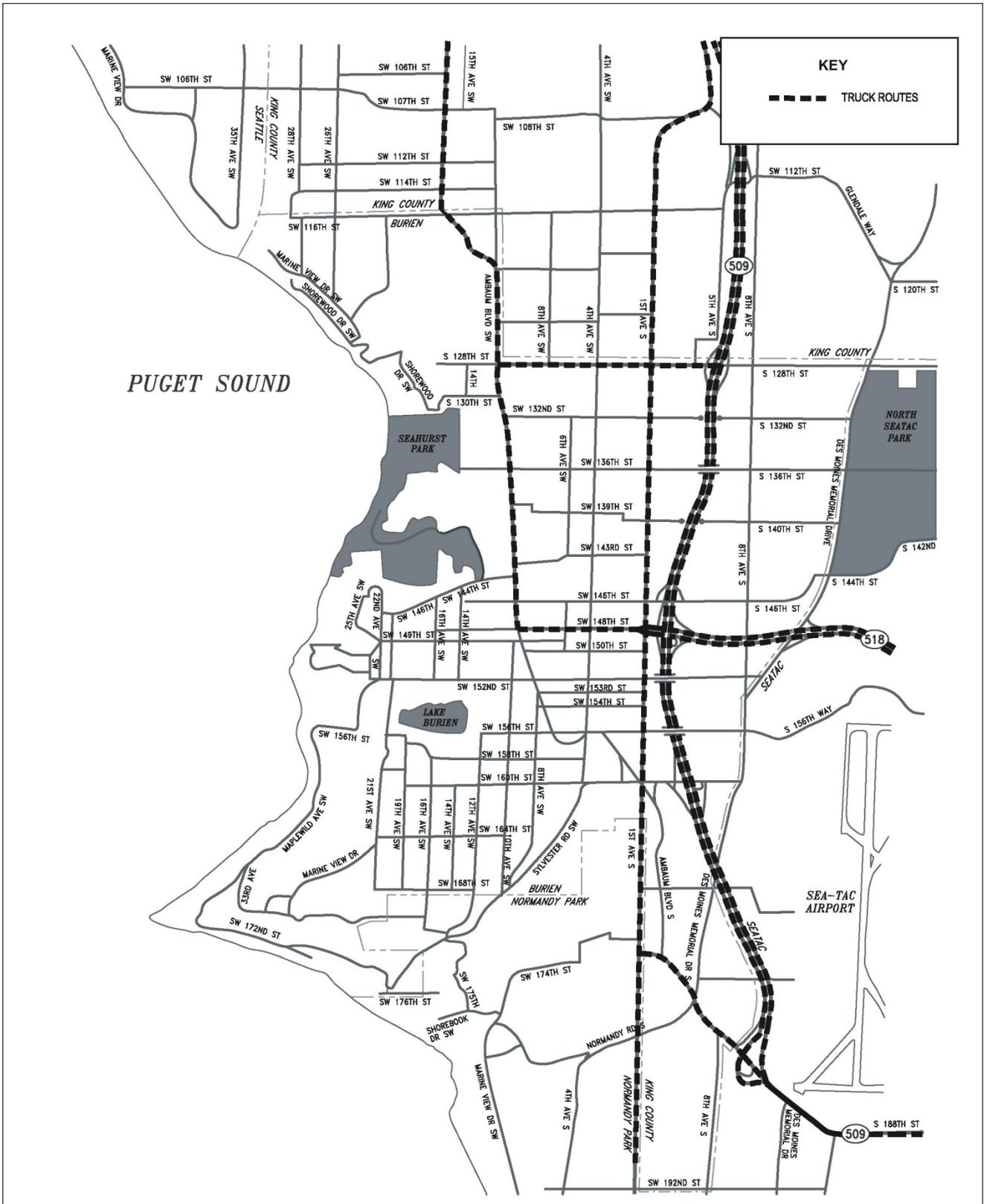


Figure 2-TR1.6 - Primary Truck Routes

November 2003



Source: The Transpo Group 2003
 p/1e066.01 Burien Crit_Comp/Graphics/Figures/FinalPDFs/Figure2TR16.pdf

Objective TR 4.4

Explore the feasibility of a downtown shuttle bus.

Objective TR 4.5

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

Objective TR 4.6

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

Objective TR 4.7

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. MM 3.1 Implement the Pedestrian and Bicycle Facilities Plan as identified in the Transportation Master Plan.

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

Pol. MM 3.5 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. MM 3.6 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. MM 3.7 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. MM 3.8 (Deleted, Ordinance No. 445, December 2005)

Pol. MM 3.9 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. MM 3.10 (Deleted, Ordinance No. 445, December 2005)

Pol. MM 3.11 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. MM 3.12 Optimize the ability of pedestrians to travel on arterial and non-arterial roadways in residential areas and emphasizes 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. MM 3.13 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. MM x.xx 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 9.1

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 9.1.1 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 9.1.2 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 9.2

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

Pol. TR 9.2.1 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 9.2.2 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 9.2.3 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 9.2.4 Protect on-street parking in residential neighborhoods near downtown first for residents and secondarily for customers and visitors.

Pol. TR 9.2.5 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 9.2.6 Develop and install clear, user-friendly way-finding signage to direct the public to parking facilities.

Pol. TR 9.2.7 Make City-owned remote parking lots available to the general public.

Pol. TR 9.2.8 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 9.2.9 Consider the use of parking meters as a parking management tool in high-demand locations.

Pol. TR 9.2.10 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 2.1

Address safety issues in an organized, prioritized manner.

Pol. TR 2.1.1 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 2.2

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

Objective TR 2.3

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. TL 3.1 Recognize the important recreational and transportation roles played by local and regional trail systems.

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

Pol. TL 3.3 Prohibit the vacation of street-ends and other public right-of-ways that abut shoreline areas. Preserve these areas for public access and public viewpoints.

Goal 8 Environment

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

Objective TR 7.1

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

Pol. TR 7.1.1 Promote transit, bicycle and pedestrian travel.

Pol. TR 7.1.2 Support current federal, state and regional policies aimed at reducing vehicle-related air pollution, including transportation demand strategies.

Pol. TR 7.1.3 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 7.2

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

Pol. TR 7.2.1 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 7.3

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 x.x

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 x.x 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 8.1

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

Objective TR 8.2

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

Objective TR 8.3

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

Objective TR 8.4

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

Objective TR 1.1

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

Objective TR 0.0

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

Objective TR 3.1

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

Pol. TR 3.1.1 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 3.1.2 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 3.1.3 Continue to coordinate with local jurisdictions, King County and the State regarding pedestrian and bicycle route linkages. (Amended, Ord. 445, 2005)

Pol. TR 3.1.4 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.

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 6.1

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

Objective TR 3.2

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

PROPOSED COMPREHENSIVE PLAN LANGUAGE

2.5 TRANSPORTATION ELEMENT

Transportation Vision:

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

Transportation Goal:

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

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

Objective TR x.x Multimodal Layered Network Concept

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

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

Objective TR 4.3

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

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

Pol. MM 3.3 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

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.

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

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

Objective TR x.xFR 1.1

Multi Modal Level of Service

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

Pol. TR 1.1.1 The City shall maintain and monitor transportation Level of Service (LOS) standards for Burien roadways, encompassing all modes of travel.

Pol. TR 1.1.2 The City adopts the following Level-of-Service standards for vehicles: LOS standard DE for designated vehicle priority roadways~~First Avenue South~~; LOS standard ED for downtown Burien streets~~within the urban center boundary, as shown in Figure 2LU 1.11, and for the intersection of SW 128th Street and Ambaum Boulevard SW~~; and LOS C for all other roadway facilities and services.

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

The City will pursue the following actions within designated pedestrian priority areas: provide sidewalks and/or wide shoulders on both sides of all arterial and collector routes and provide

adequate street crossings within 300 feet of identified activity areas. For other areas of the city, provide sidewalks and/or wide shoulders on all arterial routes and adequate crossings at existing or planned marked crosswalks.

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

Pol. TR 1.1.3 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 x.x.x In evaluating street facilities’ level of service, consider all the operations of all modes.

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

Objective TR x.x

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

Pol. TR x.x.x Require new development to mitigate transportation impacts

- System impacts – pay impact fees.
- Site-specific impacts

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

~~**Pol. TR 1.1.5** The City should consider mobility options (transit use, high-occupancy vehicles, demand management actions, access to transit and nonmotorized transportation modes, consistent with Commute Trip Reduction Act requirements) in relation to level of service standards and to relieve congestion.~~

Pol. TR 1.1.6 If transportation improvements needed to maintain adopted LOS standards are not able to be funded, ~~the City shall:~~

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

Pol. TR 1.1.7

~~C~~Projects shall be considered funded pursuant to Policy TR 1.1.6 only when:

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

Pol. TR 1.1.8

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

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

Objective TR 1.2

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

Pol. TR 1.2.1

~~Implement~~The City shall explore the development of a concurrency ordinance.

Pol. TR 1.2.2

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

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

- | Pol. TR 1.2.4 ~~The City should~~ require developers to mitigate development impacts through improvements or strategies such as nonmotorized transportation modes, transit, ridesharing or transportation demand management.

- | Pol. TR 1.2.5 ~~The City shall~~ require that new development must be responsible for street improvements adjacent to and internal to the development (e.g. through environmental review).

- | Pol. TR 1.2.6 ~~The City shall~~ assess a transportation impact fee for all new development which is related to and proportionate to the impact caused by new development and is applied to growth related transportation system improvements as articulated in the project list. The City shall provide an annual report for the impact fee account outlining monies collected, earned or received and system improvements that were financed by impact fees. (Amended, Ord. 497, 2008)

Goal 2 Roadway Network

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

Objective TR x.x

Implement the Roadway Facilities identified in the Transportation Master Plan.

Pol. TR x.x.x Promote efficient use of existing rights-of-way.... Signal timing, parking management, intersections.

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

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

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

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

Objective TR 1.3

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

- | **Pol. TR 1.3.1** ~~C~~The City should control the location and spacing of driveways and the design of parking lots to avoid vehicle and pedestrian/bicycle conflicts and maximize traffic flow, especially along principal arterials.

- | **Pol. TR 1.3.2** ~~E~~The City should encourage driveway sharing, where possible.

- | **Pol. TR 1.3.3** ~~E~~The City should emphasize the use of local residential streets for residential traffic, and improvements should enhance safety for vehicles and nonmotorized travel.

Objective TR 1.4

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

|

Pol. TR 1.4.1

The City's adopted functional classification system shall be as shown on Figure 2-TR1.4.

Pol. TR 1.4.2

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

Objective TR 1.5

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.

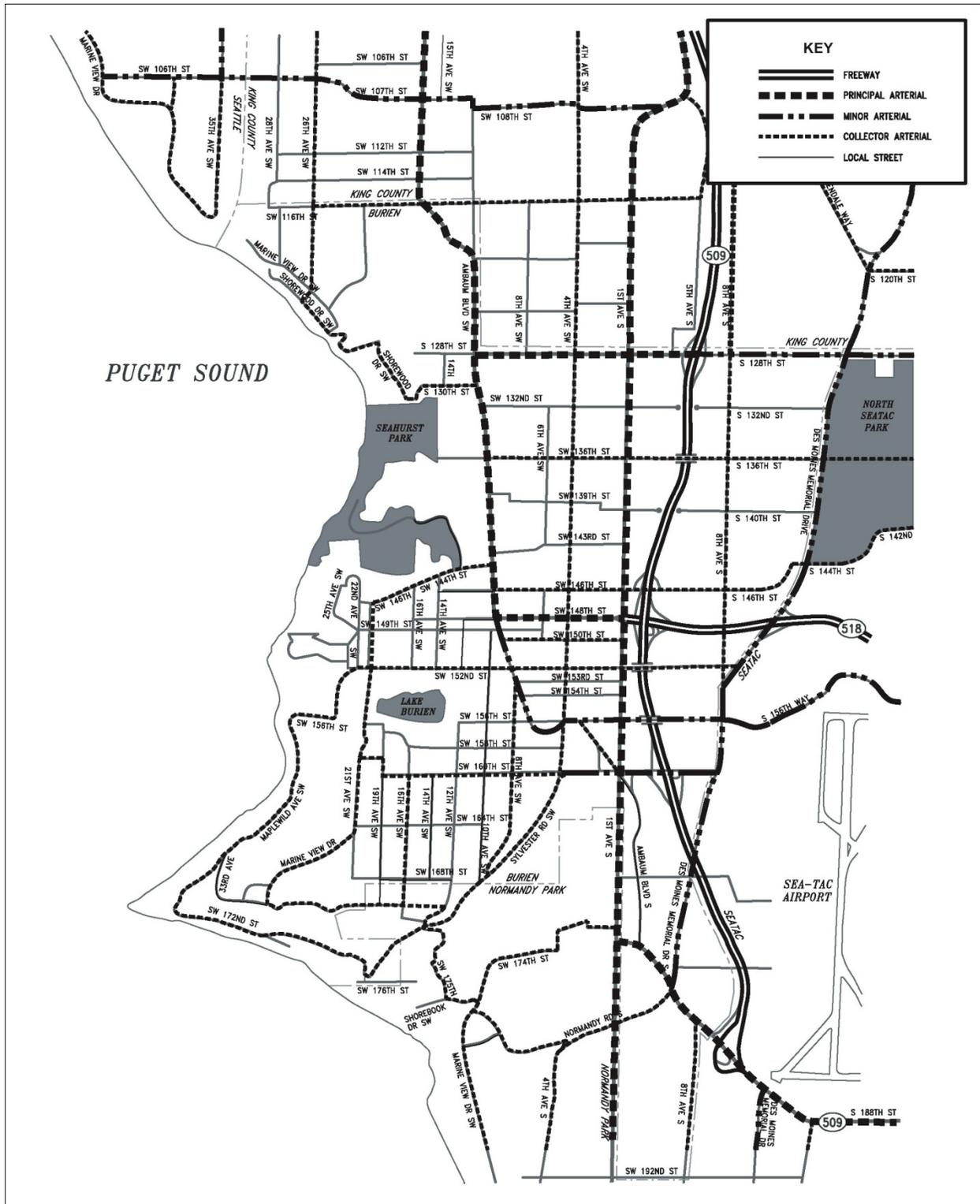



Figure 2-TR1.4 - Roadway Functional Classification
November 2003 

Source: The Transpo Group 2003
 p/1e066.01 Burien Crit_Comp/Graphics/Figures/FinalPDFs/Figure2TR14.pdf

Objective TR 1.6

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

Pol. TR 1.6.1 Truck routes in Burien shall be designated as shown on Figure 2-TR1.6.

Goal 3 Public Transportation

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

Objective TR 4.1

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

Pol. TR 4.1.1 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 4.1.2 Coordinate with transit service providers regarding transit level of service (LOS) standards.

Pol. TR 4.1.3 Coordinate with transit service providers to ensure transit stops are safe, attractive, and well-maintained.

Pol. TR 4.1.4 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.

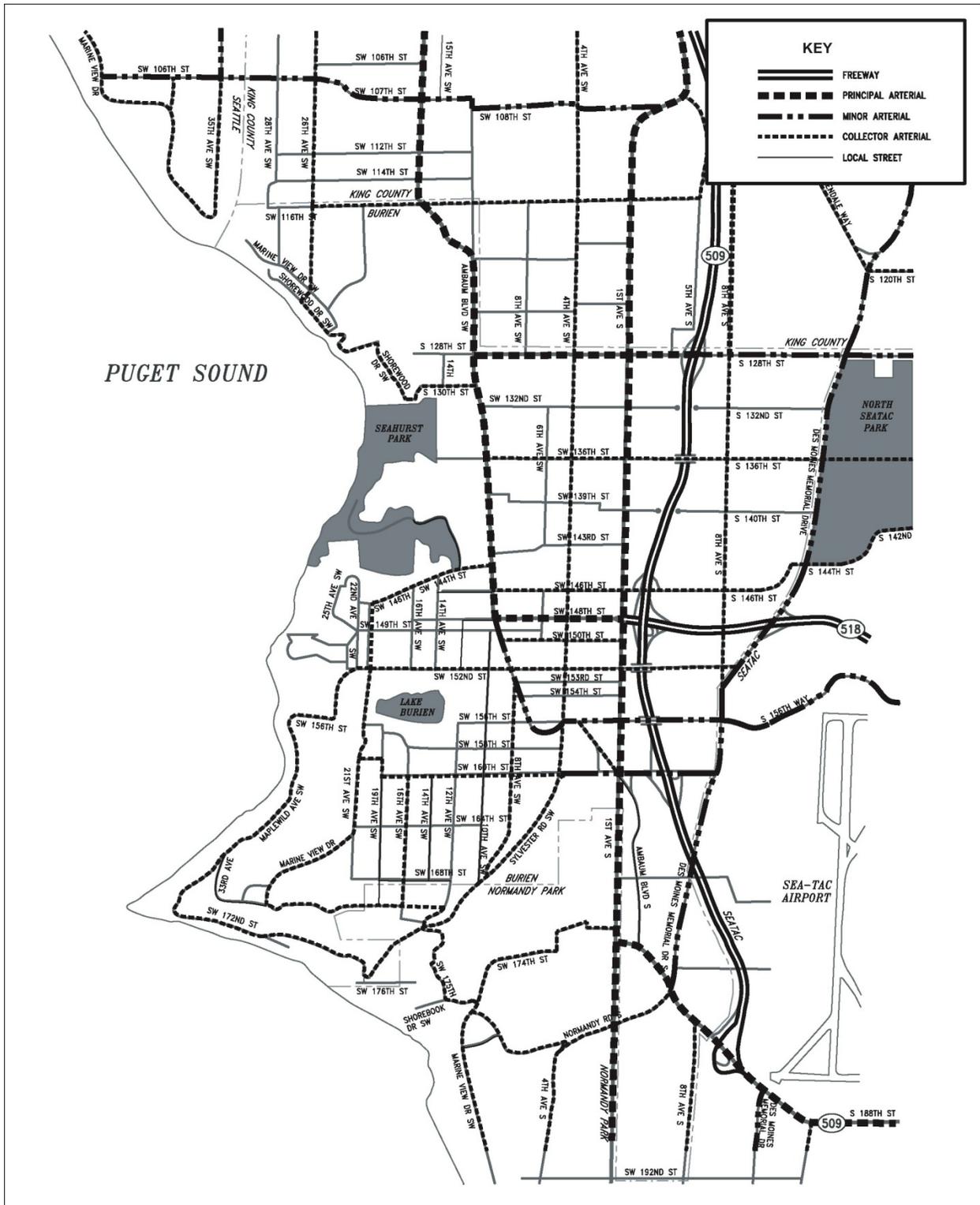


Figure 2-TR1.4 - Roadway Functional Classification

November 2003



Source: The Transpo Group 2003
 p/1e066.01 Burien Crit_Comp/Graphics/Figures/FinalPDFs/Figure2TR14.pdf

Pol. TR 4.1.5 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 4.1.6 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 4.2

In coordination with King County METRO, promote the development of the Burien Park & Ride 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 4.4

Explore the feasibility of a downtown shuttle bus.

Objective TR 4.5

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

Objective TR 4.6

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

Objective TR 4.7

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. MM 3.1 Implement the Pedestrian and Bicycle Facilities Plan as identified in the Transportation Master Plan.

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

Pol. MM 3.5 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. MM 3.6 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. MM 3.7 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. MM 3.8 (Deleted, Ordinance No. 445, December 2005)

Pol. MM 3.9 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. MM 3.10 (Deleted, Ordinance No. 445, December 2005)

Pol. MM 3.11 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. MM 3.12 Optimize the ability of pedestrians to travel on arterial and non-arterial roadways in residential areas and emphasizes 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. MM 3.13 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. MM x.xx Plan and construct pedestrian crossings consistent with the City’s adopted crosswalk policy. These guidelines provide guidance on the appropriate types of crossing treatments to install based on roadway characteristics like vehicle volumes, speeds, and the number of lanes. The guidelines also include design suggestions for selecting pedestrian-oriented geometric roadway treatments, signing and striping of pedestrian crossings, and beacon and signal treatments.

Goal TR-59 -Parking

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

Objective TR 9.1

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

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

Pol. TR 9.1.2 ~~RThe City should reduce the impact of parking lots in the downtown area by encouraging the redevelopment of parking lots where excess parking exists for current and future uses, discouraging the development of new parking lots adjacent to existing parking lots, and incorporating landscaping, defined edges, and safe connected pedestrian circulation within lots and between lots and streets, storefronts, and transit.~~

Objective TR 9.2

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

Pol. TR 9.2.1 ~~CThe City should continue to implement and maintain short-term on-street parking limitations in the downtown area to allow access to businesses (e.g. 2-hour limits) as well as reduce traffic speed and provide a buffer between traffic and pedestrians.~~

Pol. TR 9.2.2 ~~PThe City should promote shared parking, carpool use, and bicycle/pedestrian/transit use by allowing developers reductions in on-site parking requirements if such measures are used.~~

Pol. TR 9.2.3 ~~IThe City should implement parking strategies that maximize the ability for the greatest number of people to use the downtown and accommodate “person trips” as opposed to “vehicle trips”.~~

Pol. TR 9.2.4 ~~PThe City should protect on-street parking in residential neighborhoods near downtown first for residents and secondarily for customers and visitors.~~

Pol. TR 9.2.5 ~~EThe City should establish and maintain a consistent parking enforcement program. A successful parking enforcement program is consistent and should be coupled with an education program that includes the use of maps to direct patrons to available parking.~~

Pol. TR 9.2.6 ~~DThe City should develop and install clear, user-friendly way-finding signage to direct the public to parking facilities.~~

Pol. TR 9.2.7 ~~Make City-owned remote parking lots should be made available to the general public.~~

Pol. TR 9.2.8 ~~CThe City should consider a residential parking permit program for areas adjacent the downtown to avoid and minimize spill-over parking demand generated by nearby commercial land uses.~~

Pol. TR 9.2.9 ~~C~~The City should consider the use of parking meters as a parking management tool in high-demand locations.

Pol. TR 9.2.10 Where feasible, bus stops should be located in areas that do not conflict with public on-street parking or the ability to provide on-street parking in the future.

Goal ~~TR 62~~ –Safety

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

Objective TR 2.1

Address safety issues in an organized, prioritized manner.

Pol. TR 2.1.1 ~~C~~The City should conduct an annual review of accidents and accident locations in Burien, and place high priority on those locations with relatively higher numbers of vehicle or pedestrian/bicycle accidents.

Objective TR 2.2

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

Objective TR 2.3

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

Goal ~~TL 7~~ Parks and Open Spaces³

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

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

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

Pol. TL 3.3 Prohibit the vacation of street-ends and other public right-of-ways that abut shoreline areas. Preserve these areas for public access and public viewpoints.

Goal TR 87 –Environment

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

Objective TR 7.1

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

Pol. TR 7.1.1 ~~P~~The City should promote transit, bicycle and pedestrian travel.

Pol. TR 7.1.2 ~~S~~The City should support current federal, state and regional policies aimed at reducing vehicle-related air pollution, including transportation demand strategies.

Pol. TR 7.1.3 ~~C~~The City should coordinate with the Puget Sound Regional Council, Puget Sound Clean Air Agency, Washington State Department of Transportation, transit agencies and other jurisdictions to develop transportation control measures and air quality programs when warranted.

Objective TR 7.2

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

Pol. TR 7.2.1 ~~E~~The City should explore street improvement standards that incorporate surface water management strategies such as the minimization of impervious surfaces and landscaping that works to reduce runoff, consistent with the City’s Stormwater Management Plan.

Objective TR 7.3

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 x.x

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 x.x 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 8.1

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

Objective TR 8.2

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

Objective TR 8.3

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

Objective TR 8.4

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

Objective TR 1.1

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

Objective TR 0.0

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

Objective TR 3.1

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

Pol. TR 3.1.1

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 3.1.2 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 3.1.3 Continue to coordinate with local jurisdictions, King County and the State regarding pedestrian and bicycle route linkages. (Amended, Ord. 445, 2005)

Pol. TR 3.1.4 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.

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 6.1

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

Objective TR 3.2

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

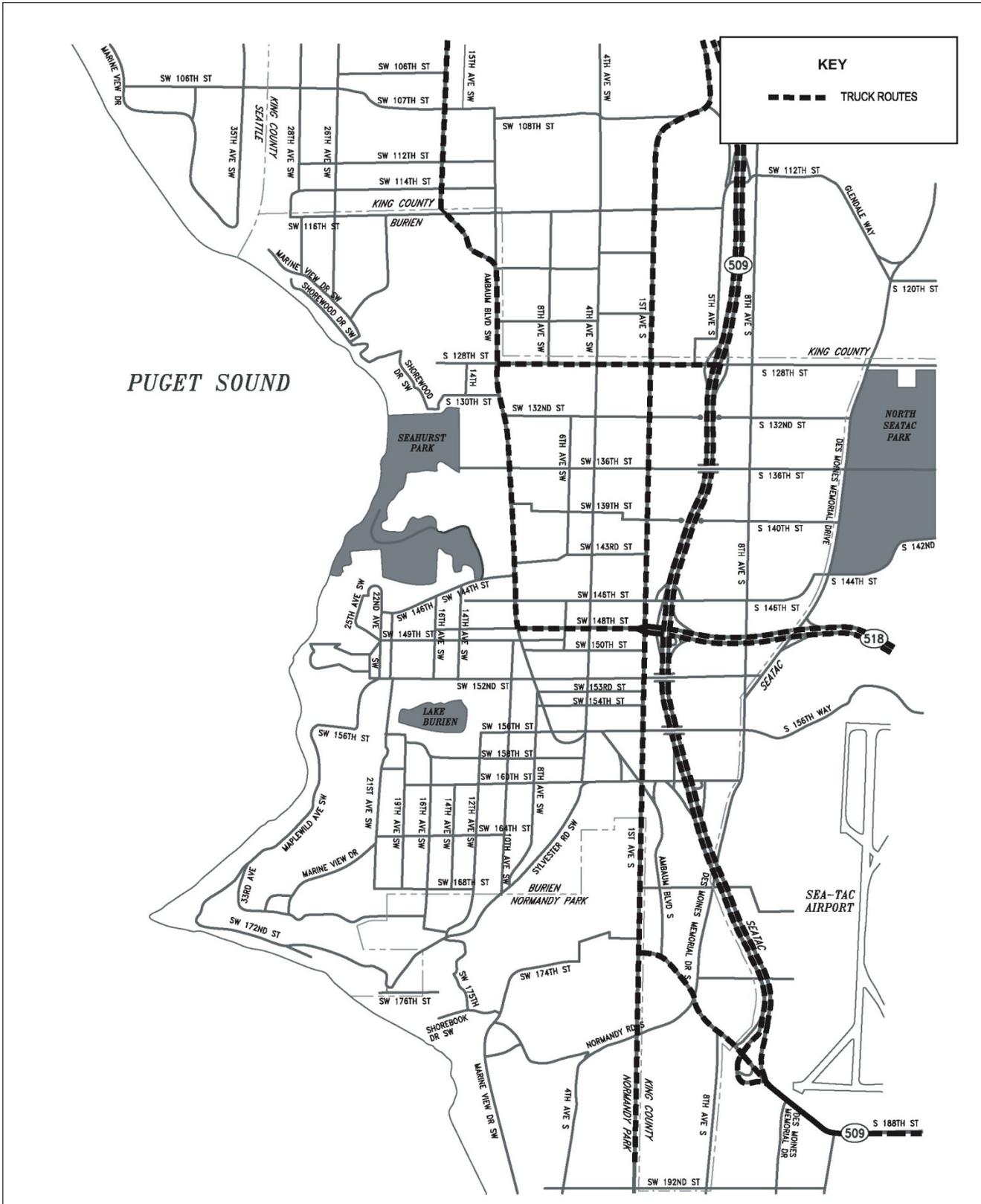


Figure 2-TR1.6 - Primary Truck Routes

November 2003



Source: The Transpo Group 2003
 p/1e066.01 Burien Crit_Comp/Graphics/Figures/FinalPDFs/Figure2TR16.pdf

Goal TR 3—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 3.1

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

~~**Pol. TR 3.1.1** The City should continue coordination with the State regarding the SR 518 Route Development Plan, the SR 509 extension to Interstate 5, and level of service on state routes.~~

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~~**Pol. TR 3.1.3** The City should continue to coordinate with local jurisdictions, King County and the State regarding pedestrian and bicycle route linkages. (Amended, Ord. 445, 2005)~~

~~**Pol. TR 3.1.4** The City shall 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 3.2

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

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

Objective TR 3.3

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

Goal TR 4—Public Transportation

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

Objective TR 4.1

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

~~**Pol. TR 4.1.1** The City shall coordinate with transit service providers during development of transit plan updates, to ensure that local transit routes provide convenient and efficient service to public services, community centers, parks, medical facilities, schools, day care and after school programs and commercial centers.~~

~~**Pol. TR 4.1.2** The City shall coordinate with transit service providers regarding transit level of service (LOS) standards.~~

~~**Pol. TR 4.1.3** The City shall coordinate with transit service providers to ensure transit stops are safe, attractive, and well maintained.~~

~~**Pol. TR 4.1.4** The City shall promote the expansion of convenient fixed-route and dial-a-ride transit service, specifically east-west routes connecting Burien with east side cities and routes to central locations.~~

~~**Pol. TR 4.1.5** The City shall work to improve transit system efficiency by incorporating transit-supportive design features into its capital projects and road standards. Examples of transit-supportive design features include signal prioritization and stop-in-lane roadway designs. (Amended, Ord. 497, 2008)~~

~~——— **Discussion:** Transit efficiency is an approach King County Metro is promoting through programs such as the 2006 “Transit Now” initiative. The basic premise is to give transit priority on our roadways to improve system efficiency and reliability resulting in resource and time savings that can be reinvested into the system to provide better transit service. (Amended, Ord. 497, 2008)~~

~~**Pol. TR 4.1.6** The City shall support enhanced local and regional transit service and facilities that provide frequent and reliable service between Burien, downtown Seattle, Sea-Tac Airport, employment centers and other designated centers or transit hubs. (Amended, Ord. 497, 2008)~~

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

~~**Objective TR 4.2**~~

~~In coordination with King County METRO, promote the development of the Burien Park & Ride 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 4.3**~~

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

~~**Objective TR 4.4**~~

~~Explore the feasibility of a downtown shuttle bus.~~

~~**Objective TR 4.5**~~

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

~~**Objective TR 4.6**~~

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

~~**Objective TR 4.7**~~

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

~~**Goal TR 5—Pedestrian and Bicycle Facilities**~~

~~**Goal MM.3—Create a safe and convenient environment for walking and bicycling integrated with roads and other transportation facilities.**~~

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

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

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

~~Pol. MM 3.3~~ 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:

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

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

~~Pol. MM 3.5~~ Implement the "safest routes to school" map, found in the Pedestrian a Bicycle Facilities Plan, to assure that safety and accident prevention for pedestrian and bicycle travel to school receives the highest consideration. The City, community groups with knowledge of local conditions (such as the PTA), and the Highline School District should work together in the design and construction of transportation facilities in and adjacent to school zones. The safest routes to school should include transportation facilities that:

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

~~Pol. MM 3.6~~ Bicycle and pedestrian travel should be encourages within the City by:

- ~~a. Providing and promoting the development of pedestrian and bicycle paths between neighborhoods and other activity centers, such as schools, parks, transit and downtown;~~
- ~~b. Encouraging the location of bicycle racks at appropriate destination points, such as outside of commercial businesses, City Hall, parks, schools, and transit facilities;~~

- ~~e. — Minimizing potential conflicts between pedestrian, bicycle and automobile traffic by providing signage at intersections of trails and paths with roadways; and~~
- ~~d. — Accommodating bicycles and pedestrians safely in the management and design of the City street network.~~

~~**Pol. MM 3.7** New development and redevelopment shall be required to incorporate pedestrian supportive measures such as:~~

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

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

~~**Pol. MM 3.8** (Deleted, Ordinance No. 445, December 2005)~~

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

~~**Pol. MM 3.10** (Deleted, Ordinance No. 445, December 2005)~~

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

~~**Pol. MM 3.12** The City should optimize the ability of pedestrians to travel on arterial and non-arterial roadways in residential areas and emphasizes 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;~~

- e. ~~Required along roadways serving multifamily areas, and encouraged to link these areas to other activity centers and pedestrian-oriented areas within the City;~~
- d. ~~Encouraged along roadways within a one-half-mile radius of schools, to provide safe pedestrian connections to residential areas for children; and~~
- e. ~~Encouraged along collector streets in higher density single family neighborhoods.~~

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

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

~~**Goal TL 3** Use the transportation network to help implement a comprehensive system of parks and open spaces that responds to the recreational, cultural, environmental and aesthetic needs and desires of the City’s residents.~~

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

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

~~**Pol. TL 3.3** Prohibit the vacation of street ends and other public right-of-ways that abut shoreline areas. Preserve these areas for public access and public viewpoints.~~

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

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

~~**Objective TR 6.1**~~

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

~~**Goal TR 7** Environment~~

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

~~**Objective TR 7.1**~~

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

~~**Pol. TR 7.1.1** The City should promote transit, bicycle and pedestrian travel.~~

~~**Pol. TR 7.1.2** The City should support current federal, state and regional policies aimed at reducing vehicle-related air pollution, including transportation demand strategies.~~

~~**Pol. TR 7.1.3** The City should coordinate with the Puget Sound Regional Council, Puget Sound Clean Air Agency, Washington State Department of Transportation, transit agencies and other jurisdictions to develop transportation control measures and air quality programs when warranted.~~

~~**Objective TR 7.2**~~

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

~~**Pol. TR 7.2.1** The City should explore street improvement standards that incorporate surface water management strategies such as the minimization of impervious surfaces and landscaping that works to reduce runoff, consistent with the City's Stormwater Management Plan.~~

~~**Objective TR 7.3**~~

~~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 TR 8 — Transportation Finance

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

~~**Objective TR 8.1**~~

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

~~**Objective TR 8.2**~~

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

~~**Objective TR 8.3**~~

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

Objective TR 8.4

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

Goal TR 9—Parking

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

Objective TR 9.1

~~Off-street (on-site) parking should continue to be the primary source of parking supply for mixed uses and commercial corridors in Burien.~~

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

~~**Pol. TR 9.1.2** The City should reduce the impact of parking lots in the downtown area by encouraging the redevelopment of parking lots where excess parking exists for current and future uses, discouraging the development of new parking lots adjacent to existing parking lots, and incorporating landscaping, defined edges, and safe connected pedestrian circulation within lots and between lots and streets, storefronts, and transit.~~

Objective TR 9.2

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

~~**Pol. TR 9.2.1** The City should continue to implement and maintain short term on street parking limitations in the downtown area to allow access to businesses (e.g. 2 hour limits) as well as reduce traffic speed and provide a buffer between traffic and pedestrians.~~

~~**Pol. TR 9.2.2** The City should promote shared parking, carpool use, and bicycle/pedestrian/transit use by allowing developers reductions in on-site parking requirements if such measures are used.~~

~~**Pol. TR 9.2.3** The City should implement parking strategies that maximize the ability for the greatest number of people to use the downtown and accommodate “person trips” as opposed to “vehicle trips”.~~

~~**Pol. TR 9.2.4** The City should protect on-street parking in residential neighborhoods near downtown first for residents and secondarily for customers and visitors.~~

~~**Pol. TR 9.2.5** The City should establish and maintain a consistent parking enforcement program. A successful parking enforcement program is consistent and should be coupled with an education program that includes the use of maps to direct patrons to available parking.~~

~~**Pol. TR 9.2.6** The City should develop and install clear, user-friendly way-finding signage to direct the public to parking facilities.~~

~~**Pol. TR 9.2.7** City-owned remote parking lots should be made available to the general public.~~

~~**Pol. TR 9.2.8** The City should consider a residential parking permit program for areas adjacent the downtown to avoid and minimize spill-over parking demand generated by nearby commercial land uses.~~

~~**Pol. TR 9.2.9** The City should consider the use of parking meters as a parking management tool in high demand locations.~~

~~**Pol. TR 9.2.10** ——— 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.~~

CITY OF BURIEN, WASHINGTON

MEMORANDUM

DATE: October 5, 2011

TO: Burien Planning Commission

FROM: David Johanson, AICP, Senior Planner

SUBJECT: North Burien Land Use Alternatives

PURPOSE

The purpose of this agenda item is to continue the Planning Commission deliberations regarding land use alternatives for the North Burien area. The long-term goal is to establish Comprehensive Plan map designations and possibly adjust zoning designations for the North Burien area.

BACKGROUND

In January, 2010, the City Council passed Ordinance 527 annexing “North Burien” into the City of Burien. The annexation became effective on April, 1, 2010. Subsequently the City adopted interim zoning in February of that same year (Ord. 533).

On May 10, 2011, the Commission received preliminary land use data summarizing the current land uses in the study area and compared the area to the whole city. In addition to the existing land use information, a series of maps was provided showing historic King County zoning, historic county Comprehensive Plan designations and current City of Burien zoning.

At your September 13th meeting the Commission was provided a copy of the comments received at the North Burien Land Use Open House held on August 16th. At that meeting, the Commission discussed the open house event and the comments that were received.

On September 27, 2011 the Planning Commission was presented with a series of land use alternatives outlining three different approaches for possible land use changes for North Burien.

These included;

- 1) **Minimal Zoning Changes** – An alternative based on the theme of little change, it includes slight adjustments to zoning designations to fix possible errors or eliminate obvious spot zones.
- 2) **Well-Established Community** – This theme reduces multi-family density and mostly matches the zoning to existing uses.
- 3) **Thriving Community** – This alternative maintains the higher zoning designations in many areas and increases it in others. This alternative seeks to encourage and/or enable reinvestment on underutilized properties.

These alternatives are intended to initiate the discussion that will ultimately result in a Planning Commission recommendation to the City Council. The final recommendation could very well include components of each alternative.

LAND USE ALTERNATIVES

Staff has prepared a list of considerations that may be used when evaluating possible land use changes. The purpose of this list is to provide a range of considerations to assist the Commission in formulating a preferred land use alternative. This list is not intended to be exhaustive and there may very well be other considerations that could be added.

The preferred land use designation alternative may be a combination of elements from the three alternatives provided at your last meeting.

ACTION

No formal action is necessary.

Staff is requesting that the Planning Commission continue to deliberate on the subject.

NEXT STEPS

At future meetings the Planning Commission will be asked to discuss the DRAFT land use alternatives with the ultimate goal of crafting a preferred alternative to be recommended to the City Council.

Attachment:

Land use considerations, dated October 5, 2011.

North Burien Land Use Designation Considerations

The following considerations/questions are not listed in any particular order of importance.

1. Is there a need to adjust zoning?
 - a. What problem are we trying to solve? What land uses are we trying to encourage/discourage? And where?
2. In specific areas of North Burien, what uses should be removed, added or kept out?
3. What are the long term land use goals for the City as a whole? For a particular portion of the North Burien area?
 - a. Is there a specific desired mix of commercial vs. residential zoning?
4. If zoning adjustments are made, how will they add to or detract from other similar zones throughout the city?
5. How will any contemplated zoning changes implement the vision for the community?

(The following are excerpts from Burien's Comprehensive Plan that may provide some guidance.)

Pol. LU 1.5 Burien should strive to expand its economic base by attracting the types of economic activities which best meet the needs and desires of the community, while protecting well-established residential areas from encroachment by non-residential uses.

Pol. LU 1.6 The City will ensure that infill development is compatible with the character, scale and design of surrounding development. The City will encourage infill projects when and where the conditions for development are met.

Business

Goal BU.1

Provide a functional, attractive, and conveniently located mix of uses, including office, retail, commercial, parks and residential uses that are appropriate in scale, configuration, and location.

Community Character

Goal CC.1

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

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

6. Does the concept of transitional zoning have merit along high volume traffic corridors? Transitional zoning is defined as; “land that acts as a buffer between uses of different types or intensity”.

7. Is there a need or desire to create “Third Places”? (Boulevard Park, Ambaum and 128th/116th)

8. Underperforming zones/areas. Consider what may be the reasons a particular area is underperforming. Are there other areas of the City that may be better suited to accommodate a desired use that may be more attractive for the market to develop?
 - Lot area/configuration – Is there sufficient space for a redevelopment project to contain the building, parking, stormwater and landscaping? Lot size and shape are often constraining factors for new or larger uses.
 - Market area – While market areas are determined by the individual business, is there sufficient market forces in place that make a particular area more appealing to the desired business? Are there sufficient occupied units within a given distance, income levels, ease of access, ect?
 - Vehicle trips – Is there good access and visual exposure to a given area? Vehicle trips on adjacent corridors often time are a consideration by retailers.
 - Externalities – Are there impacts that may be affecting the decision to redevelop or relocate? Aircraft noise, automobile noise, visual appearance of the area, sufficient infrastructure (water, sewer, and high speed internet), and crime.
 - Neighborhood amenities – Is there a sufficient presence of neighborhood amenities such as parks, quality education, community gathering places (religious, social) and childcare to entice the market?
 - Other property constraints – Are the existing improvements on a given lot too valuable, (monetarily) thereby precluding investment? Or in other words, would it cost too much to purchase and remove a structure/use and construct new.
 - Are there existing lease agreements that limit redevelopment or sale of a property?
 - Are there critical areas that limit developable area or that should be protected?

9. Land use capacity-in particular, residential capacity. When adjusting the zoning consider the change and the impacts on the City’s ability to demonstrate there is sufficient residential capacity as obligated by the Countywide Planning Policies. Commercial capacity is much less of an issue because we currently have more than ample land use capacity to support commercial uses.

10. There is a concern of property owners that they may lose value. (But in many cases redevelopment has not occurred since at least 1981.)

11. Consider possible impacts of uses that may be allowed on adjacent properties. This could be physical (noise, light and visual appearance) or perceived (property values) impacts.

Possible Objectives (as heard from the Planning Commission)

- A. Implement the desires heard during the annexation process which was to limit the amount of high-density housing that the County allowed in the past.
- B. Allow opportunities for new businesses and expansion of existing businesses.
- C. Ensure there is consistent zoning.
- D. Housing intensity could be greater if there is an assurance that future development is managed and includes desirable amenities which can be achieved by implementing “good design”.