



Burien
WASHINGTON

PLANNING COMMISSION AGENDA
October 25, 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 October 11, 2011

5. PUBLIC HEARING a. Comprehensive Plan Transportation and Public Health Policies

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. Discussion and Possible Recommendation on Comprehensive Plan Transportation and Public Health 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) November 8, 2011:

- Transportation Master Plan
- North Burien Zoning
- Comprehensive Plan Format

Planning Commissioners

Jim Clingan (Chair)

Ray Helms

Nancy Tosta (Vice Chair)

Greg Duff
Brooks Stanfield

Rachel Pizarro
John Upthegrove

City of Burien

BURIEN PLANNING COMMISSION
October 11, 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 October 11, 2011, meeting of the Burien Planning Commission to order at 7 p.m.

ROLL CALL

Present: Jim Clingan, Greg Duff, Rachel Pizarro, Brooks Stanfield, Nancy Tosta, John Upthegrove

Absent: Ray Helms

Administrative staff present: David Johanson, senior planner; Chip Davis, senior planner; Art Pederson, planner

AGENDA CONFIRMATION

Direction/Action

Motion was made by Commissioner Tosta, seconded by Commissioner Stanfield, and passed 6-0 to approve the agenda for the October 11, 2011, meeting.

PUBLIC COMMENT

None.

APPROVAL OF MINUTES

Direction/Action

Motion was made by Commissioner Duff, seconded by Commissioner Pizarro, and passed 6-0 to approve the minutes of the September 27, 2011, meeting.

PUBLIC HEARING

PLA 11-0883 Group Health Comprehensive Plan, Zoning map and Zoning Code amendments

Chair Clingan opened the hearing at 7:05 p.m. The following people testified:

Harold Moniz, Collins-Woerman, 710 Second Ave., Suite 1400, Seattle

Mr. Moniz, representing Group Health, asked the commissioners to approve the amendment and rezone to allow the Group Health facility to expand and modernize. He noted that Group Health is making a long-term commitment to be a part of the Burien community.

Karin Kohler, 212 SW 146th St., #107, 202 and 205, Burien

Ms. Kohler asked when neighbors will be able to see an actual plan and questioned why Group Health would buy the six residential properties before a decision was made on the rezoning of them.

Jean Gardner, 212 SW 146th St., #109, Burien

Ms. Gardner stated she is concerned about the effect of construction noise, sirens and 24-hour emergency activity on elderly residents of her condominium building, and about privacy when they look out of their bedroom windows.

Kris Fredrickson, 212 SW 146th St., #106, Burien

Ms. Fredrickson said she is concerned about the environmental impact of the construction, the loss of privacy when screening trees are removed, and security once the six residential properties are vacated.

Erica Barton, 212 SW 146th St., #106, Burien

Ms. Barton said she thinks there will be substantial impact to the adjacent residential properties if the Group Health expansion is allowed.

Tich Vinh, 14435 2nd Ave SW., Burien

Mr. Vinh asked questions about setbacks, allowed building height and if 2nd Avenue Southwest would be opened for construction access during demolition of the homes purchased by Group Health.

Chestine Edgar, 1811 SW 152nd St., Burien

Mrs. Edgar said her 2010 application for a Comprehensive Plan amendment for the Lake Burien area was held to a much higher standard than the Group Health application. She requested the commissioners to therefore recommend denial of Group Health's request.

Bob Edgar, 12674 Shorewood Dr. SW, Burien

Mr. Edgar requested denial of the Group Health request based on a perception of inconsistency in the way the City applies criteria for Comprehensive Plan amendments and rezones.

Larry Lee, 14417 2nd Ave SW, Burien

Mr. Lee asked what would happen if the amendment and rezone were granted and Group Health didn't go ahead with its expansion plans.

Jean Gardner, 212 SW 146th St., #109, Burien

Ms. Gardner restated that she strongly objects to the proposed amendment and rezone.

Karin Kohler, 212 SW 146th St., #107, 202 and 205, Burien

Ms. Kohler said she doesn't see how the Group Health construction could occur without 2nd Avenue SW being used for access to the site.

Commissioners asked questions of staff regarding the proposed amendment and rezone; staff and Mr. Moniz, representing Group Health, responded.

Chair Clingan left the hearing open for additional testimony at the commission's October 25th meeting.

NEW BUSINESS

None.

OLD BUSINESS

Discussion and Possible Recommendation on PLA 11-0883 Group Health Comprehensive Plan map amendment, zoning map amendment and Zoning Code amendment

Direction/Action

Possible recommendation postponed until the commission's October 25th meeting.

Draft Comprehensive Plan Transportation Policies

Chip Davis briefed the commissioners on the development of the proposed transportation policies. Kendra Breiland of consultant Fehr and Peers was present to answer questions.

Direction/Action

A public hearing on the proposed transportation policies will be conducted at the commission's October 25th meeting.

Discussion of North Burien Zoning

David Johanson reviewed the goal and the work done to date on the examination of current and future North Burien zoning. He introduced a series of questions for the commissioners to consider when looking at the three alternatives proposed for North Burien zoning.

Direction/Action

Discussion will be continued at the commission's October 25th meeting.

FUNCTIONAL PLANNING UPDATES

None.

PLANNING COMMISSION COMMUNICATIONS

None.

DIRECTOR'S REPORT

None.

ADJOURNMENT

Direction/Action

Commissioner Duff moved for adjournment; the meeting was adjourned at 8:55 p.m.

APPROVED: _____

Jim Clingan, chair
Planning Commission

CITY OF BURIEN, WASHINGTON

MEMORANDUM

DATE: October 25, 2011

TO: Burien Planning Commission

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

SUBJECT: Public Hearing and Possible Recommendation on Draft Comprehensive Plan Transportation Policies

PURPOSE

The purpose of this agenda item is for the Planning Commission to conduct a public hearing on the draft transportation policies as part of the 2011 Comprehensive Plan Update. No action is required; however following the public hearing the Commission may make a recommendation to the City Council if so inclined. You will need to take action not later than your November 8th meeting.

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 Burien’s revised transportation vision, the 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 the Commission’s 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 which were presented to the Planning Commission at the October 11th meeting.

NEXT STEPS

Following the public hearing, the Planning Commission may choose to take action or defer action until your next scheduled meeting on November 8, 2011. If the Commission elects to make a recommendation to the City Council at this meeting the following suggested motion may be used:

I move the Planning Commission recommend to the City Council approval of the Comprehensive Plan Chapter 2.5 Transportation Element including revised transportation goals, objectives and policies.

If you have any questions before the meeting, please contact me at (206) 248-5501 or by e-mail at chipd@burienwa.gov.

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

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 (New)

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 (New) 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 (New) 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);

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.

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

Objective TR x.x Multi Modal Level of Service (New)

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 (New) In evaluating street facilities’ level of service, consider all the operations of all modes.

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

Objective TR x.x (New)

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

Pol. TR x.x.x (New) 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 (New)

Implement the Roadway Facilities identified in the Transportation Master Plan.

- Pol. TR x.x.x (New)** Promote efficient use of existing rights-of-way through use of signal timing, parking management, and improved intersections.
- Pol. TR x.x.x (New)** Maintain system of roadways that form an interconnected network for vehicular circulation.
- Pol. TR x.x.x (New)** Minimize bypass traffic and safety impacts on neighborhood streets.
- Pol. TR x.x.x (New)** Maintain and improve convenient access for emergency vehicles.
- Pol. TR x.x.x (New)** 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.

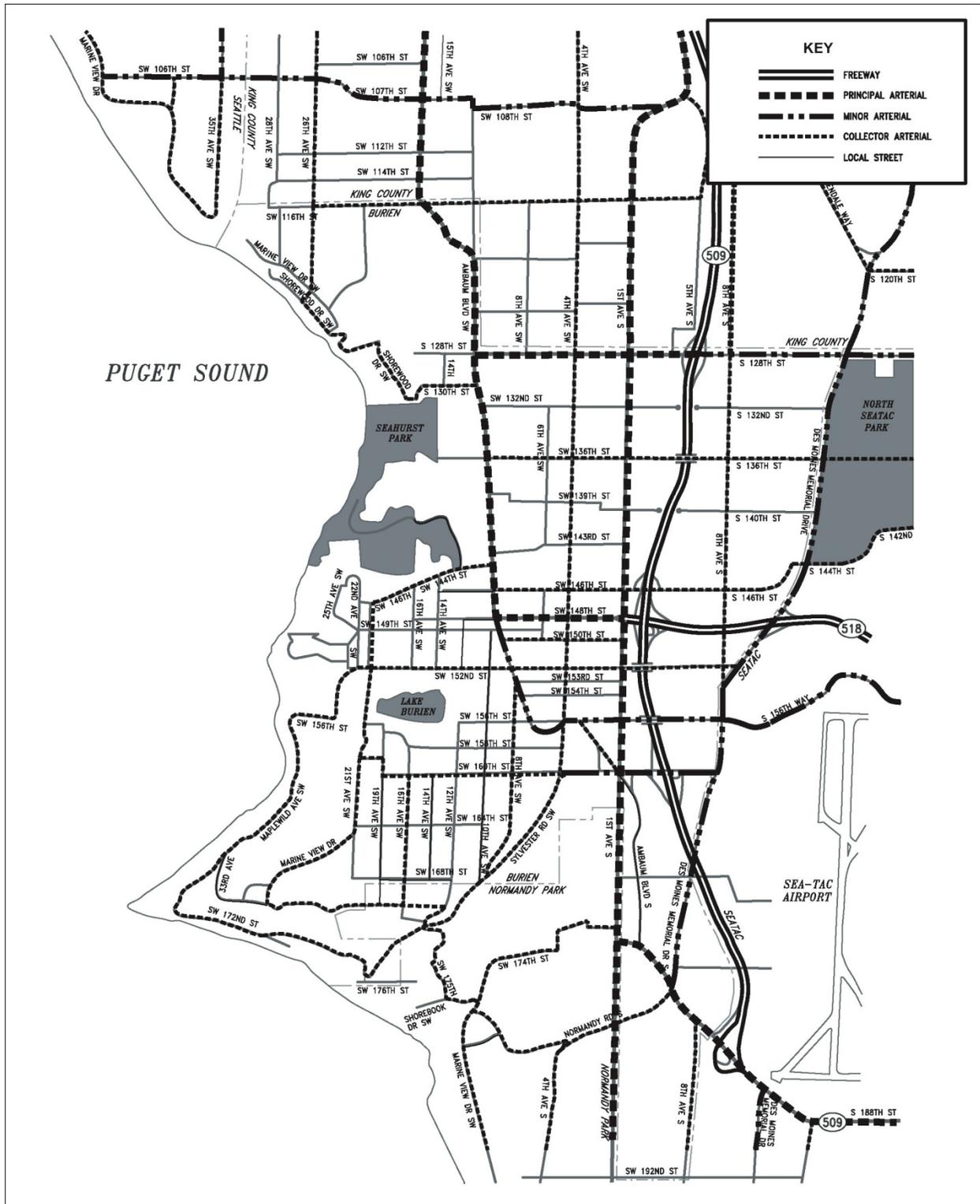



Figure 2-TR1.4 - Roadway Functional Classification
November 2003 

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 Transit Center as a Transit Oriented Development (TOD) with uses that support Burien's vision for the downtown area and Town Square. (Amended, Ord. 497, 2008)

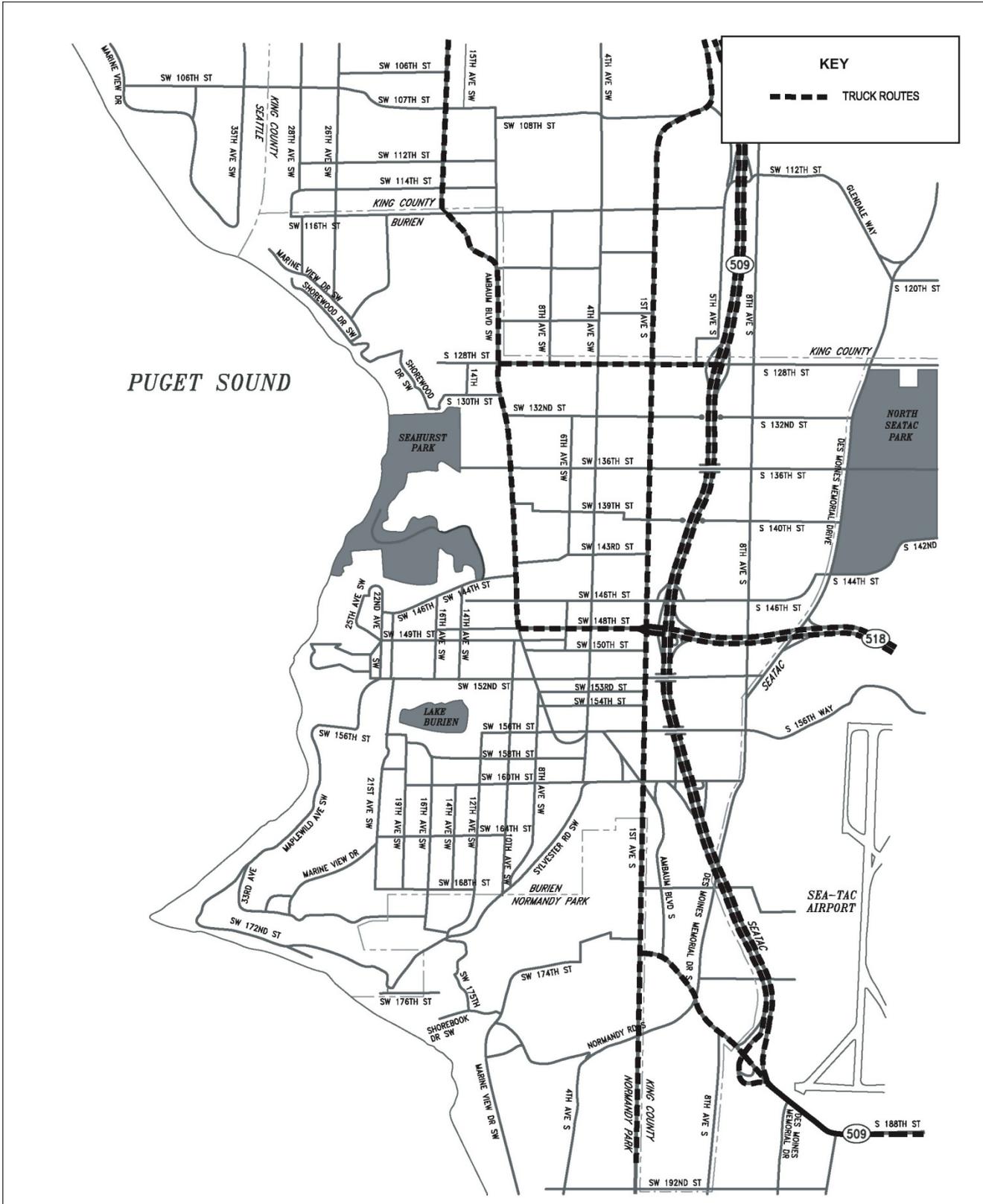


Figure 2-TR1.6 - Primary Truck Routes

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 (New)

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

Goal 8 Environment

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

Objective TR 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 (New)

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 (New) 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 x.x (New)

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.

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.

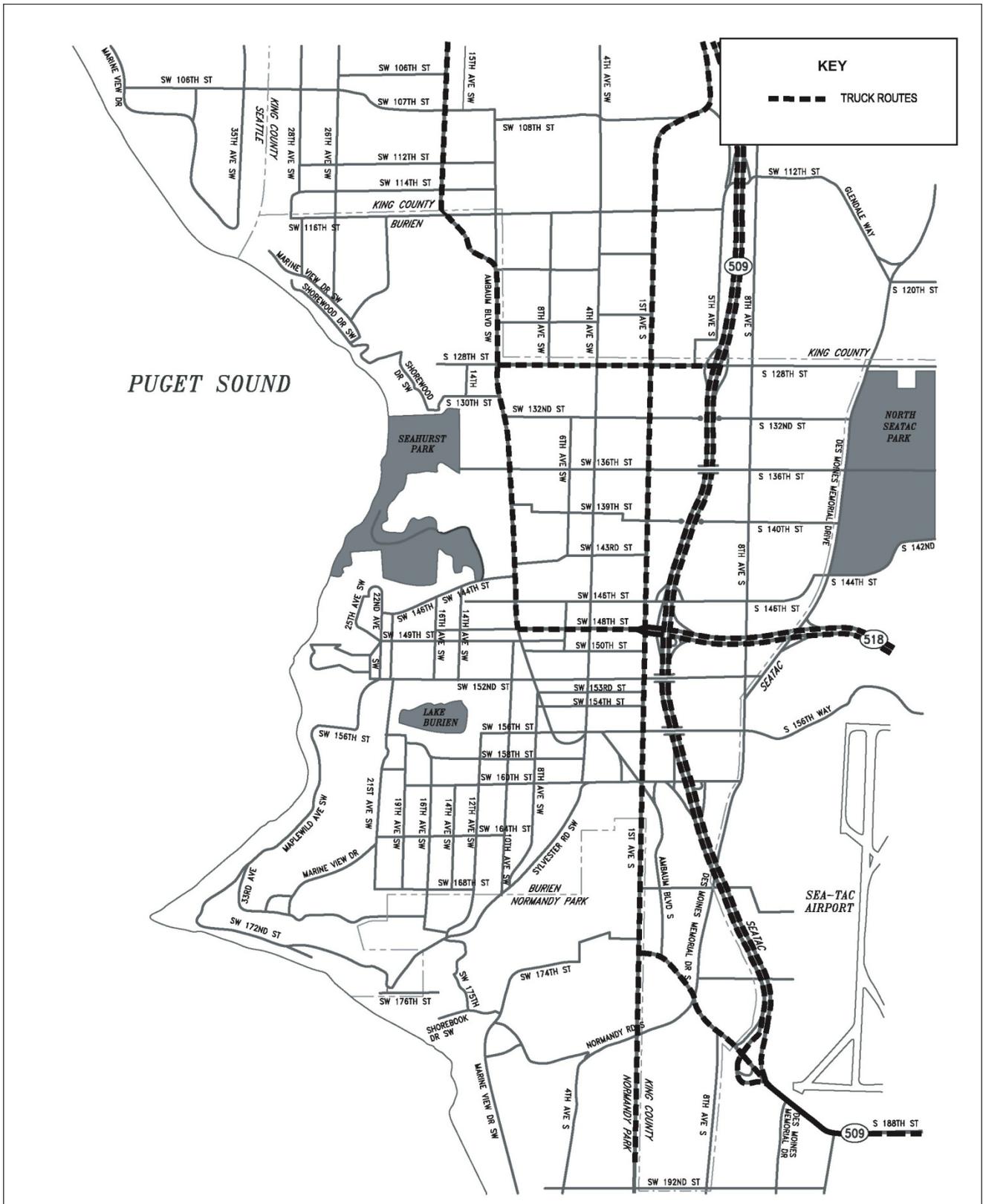


Figure 2-TR1.6 - Primary Truck Routes

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.

Transportation Goal:

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

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

Objective TR x.x Multimodal Layered Network Concept (New)

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 (New) 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 (New) 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

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.

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

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

Objective TR x.xTR 1.1

Multi Modal Level of Service (New)

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 (New) In evaluating street facilities’ level of service, consider all the operations of all modes.

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

Objective TR x.x (New)

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

Pol. TR x.x.x (New) 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 (New)

Implement the Roadway Facilities identified in the Transportation Master Plan.

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

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

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

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

Pol. TR x.x.x (New) 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 ~~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.

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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.

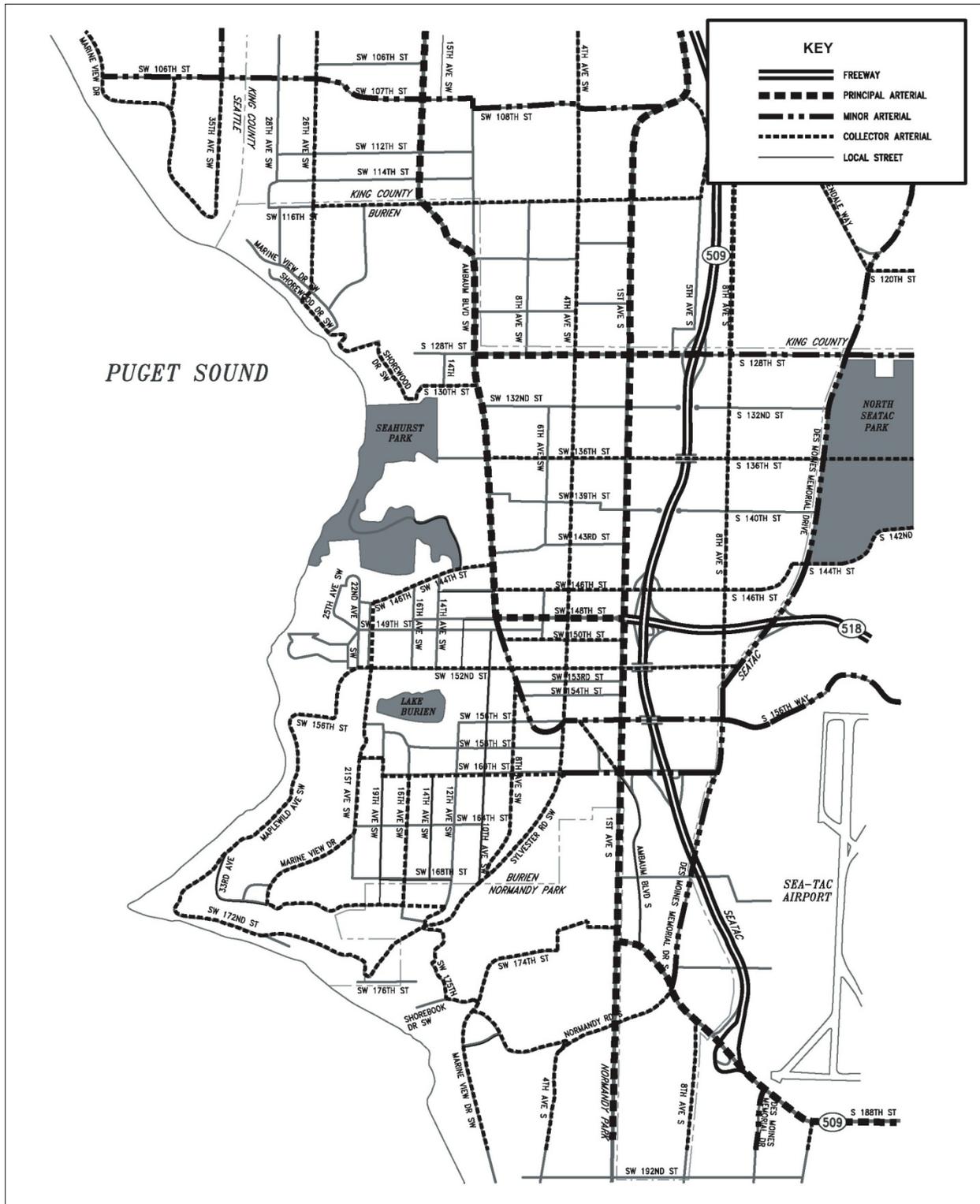


Figure 2-TR1.4 - Roadway Functional Classification

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.**

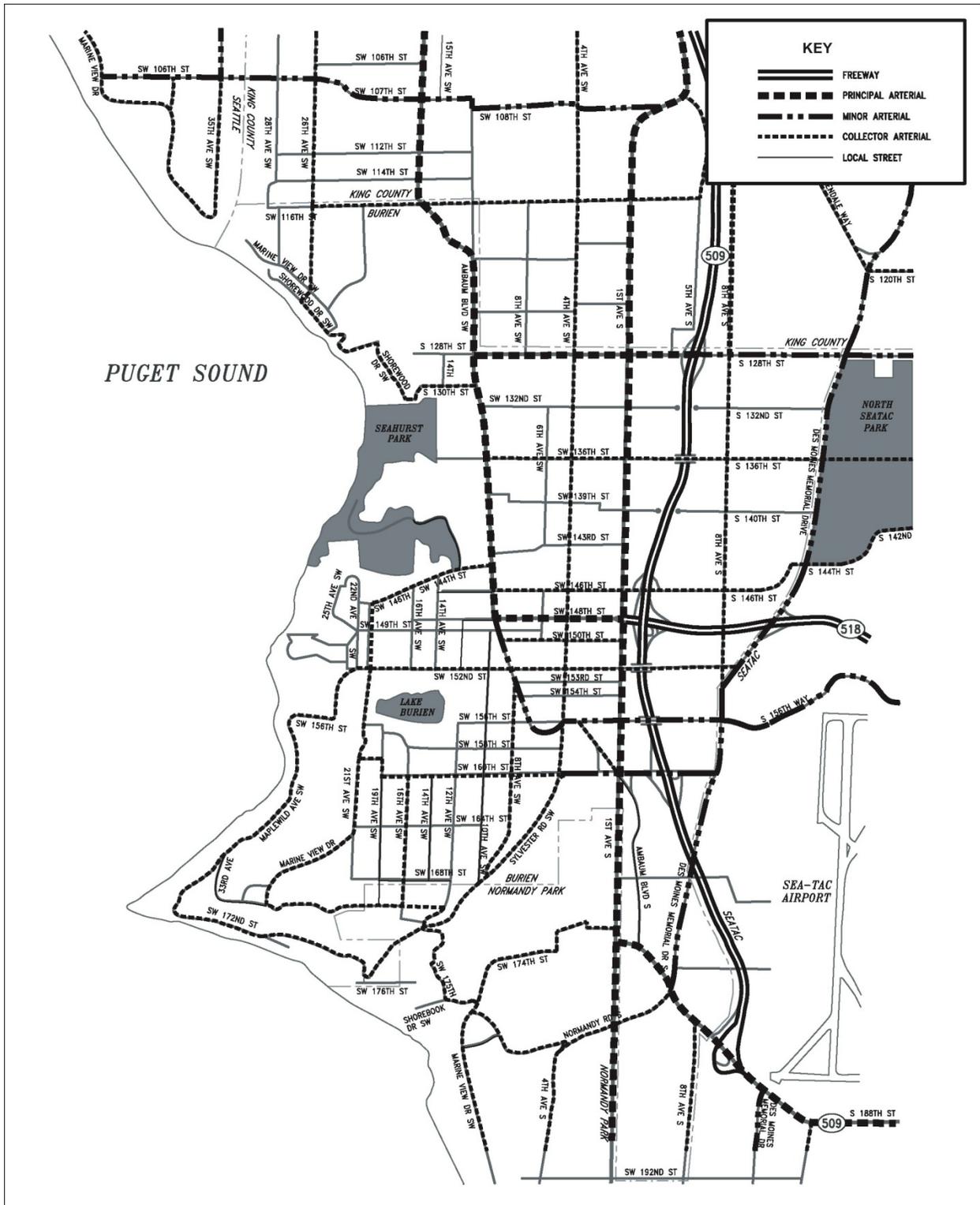


Figure 2-TR1.4 - Roadway Functional Classification

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 Transit Center as a Transit Oriented Development (TOD) with uses that support Burien's vision for the downtown area and Town Square. (Amended, Ord. 497, 2008)

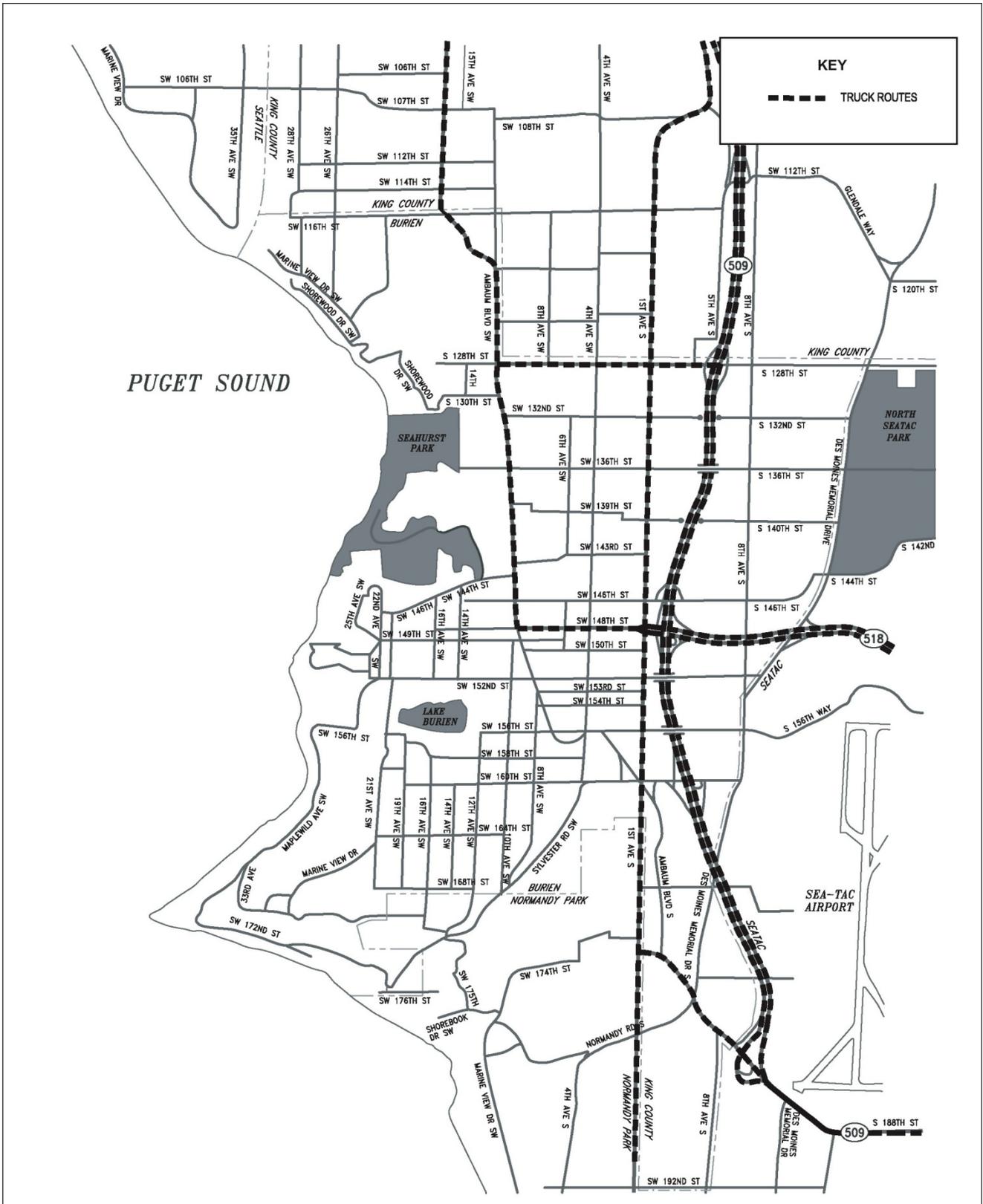


Figure 2-TR1.6 - Primary Truck Routes

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 (New) 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 R~~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 R~~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 C~~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 P~~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 I~~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 P~~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 E~~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 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 CThe 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 CThe 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 (Rev) The vacation or sale of street ends, other public right of ways and tax title properties that abut shoreline areas shall be prohibited except as provided for in RCW 35.79.035 (Streets-Vacation). The City should protect these areas for public access and public viewpoints.
~~Prohibit the vacation of street ends and other public right of ways that abut shoreline areas. Preserve these areas for public access and public viewpoints.~~

Goal TR 87 –Environment

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

Objective TR 7.1

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 (New)

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 (New) 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 x.x (New)

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.

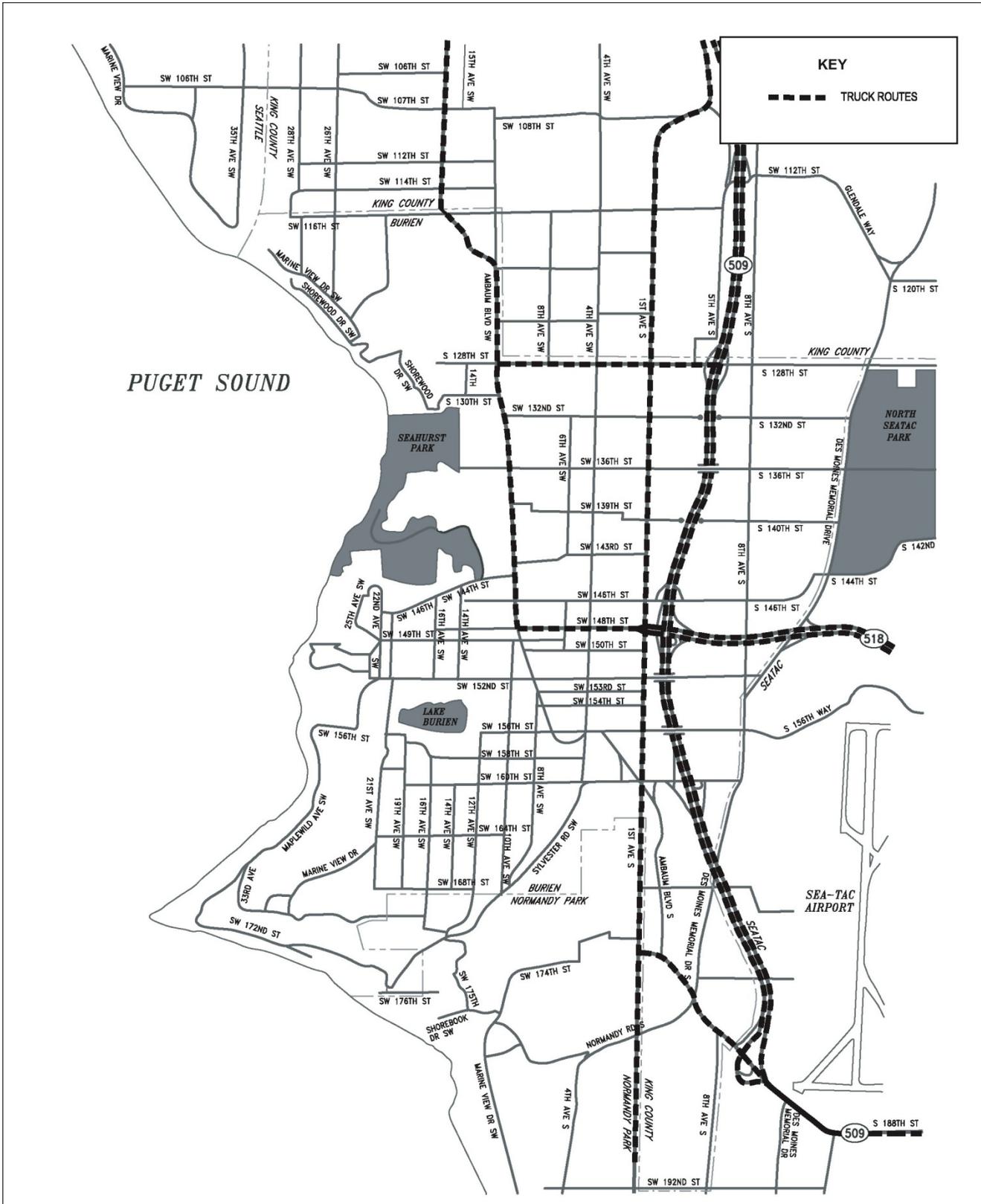


Figure 2-TR1.6 - Primary Truck Routes

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.~~

~~**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:~~

- ~~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 19, 2011

TO: Burien Planning Commission

FROM: Dori Babcock, Management Analyst

SUBJECT: Public Hearing and Possible Recommendation on Draft Comprehensive Plan
Communities Putting Prevention to Work, Healthy Eating Active Living Language

PURPOSE

The purpose of this agenda item is for the Planning Commission to conduct a public hearing on the draft Communities Putting Prevention to Work, Healthy Eating Active Living policies as part of the 2011 Comprehensive Plan Update. No action is required; however following the public hearing the Commission may make a recommendation to the City Council if so inclined. You will need to take action not later than your November 8th meeting.

BACKGROUND

March 2010 marked the launch of Communities Putting Prevention to Work (CPPW), a national initiative to prevent chronic disease and promote community health through policy, systems and environment changes. Public Health Seattle-King County (PHSKC) was one of 55 sites throughout the United States awarded grant funding through the Centers for Disease Control & Prevention (CDC). This initiative is addressing obesity and tobacco use, the leading causes of preventable death in our region.

At the Commission's April 12th meeting Dori Babcock, management analyst, explained the Healthy Eating Active Living (HEAL) grant.

We know that overall King County is fairly healthy, yet people in the highline region live 7 years less than those in other areas. The highline region also has higher rates of obesity and diabetes and less leisure time physical activity. The City of Burien along with the Cities of SeaTac, Des Moines and Normandy Park applied to King County Public Health for some of the grant funding to address the need of our communities to be more physically active and have better access to healthy food through integrating health into the comprehensive and functional city plans. These vehicles provide an opportunity to address the context in which community members make decisions about their health, such as driving versus walking and biking, not to mention if their destination is walking distance to their home.

Burien was awarded \$200,000.00 in grant funding and began the work of assessing opportunities for mobility (sidewalks, safe routes to school etc.) and access to healthful food in July 2010.

NEXT STEPS

Following the public hearing, the Planning Commission may choose to take action or defer action until your next scheduled meeting on November 8, 2011. If the Commission elects to make a recommendation to the City Council at this meeting the following suggested motion may be used:

I move the Planning Commission recommend to the City Council approval of the Comprehensive Plan Communities Putting Prevention to Work, Healthy Eating Active Living language.

If you have any questions before the meeting, please contact me by e-mail at dorib@burienwa.gov .

Attachment: Proposed Comprehensive Plan Communities Putting Prevention to Work, Healthy Eating Active Living Language

PROPOSED COMPREHENSIVE PLAN LANGUAGE

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

(Introduction paragraph 2 page 2-1)

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

Policy HC X.X

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

Policy HC X.X

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

Parks and Open Spaces Element

Goal PRO X.X

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

Policy PRO X.X

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

Capital Facilities Element

Goal CF X.X

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

Policy CF X.X

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

Economic Element

Goal ED X.X

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

Section 1.4 Glossary of Terms

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

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

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

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

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

**CITY OF BURIEN, WASHINGTON
MEMORANDUM**

DATE: October 25, 2011
TO: Planning Commission
FROM: Art Pederson, Planner
SUBJECT: Discussion and 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 conclude discussion and make a recommendation to the City Council on the above docket item.

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 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.

On October 11th the Commission conducted a public hearing on this item and began its recommendation discussion. The Commission continued discussion until the October 25th meeting date and also continued the public hearing in order to hear further from residents residing adjacent to the Group Health site and from representatives of Group Health.

COMPREHENSIVE PLAN AMENDMENTS

Commission members received the staff report and recommendations for each of the proposed amendments in the September 27th and October 11th meeting packets. The recommendation reports include a description of the amendments and an analysis of the applicable review criteria. **Please bring your copies of the recommendation packet and attachments to the October 25th meeting.**

During the public notice and comment period for this hearing the City received one written public comment. One public comment letter was received at the September 27th meeting and two public comment letters were submitted at the October 11th hearing. Eight individuals testified at the October 11th public hearing.

NEXT STEPS

The Commission should conclude its inquiries to the public, ask if there is anyone who would like to submit final comments on this issue and then close the public hearing. Following this, the Commission should conclude its discussion on this docket item and make its recommendation to the City Council. The options for a recommendation 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 a Recommendation of 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 a Recommendation of Denial (Note: Numbers 1 and 2 must be approved together; if the pair is denied, Number 3 must also be denied. Number 3 may be denied alone since it is not necessary for approval of Numbers 1 and 2.):

- 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:

Public comment letters received to date, Exhibits B, C, D, and E

Burien Planning Commission
October 11, 2011

To the Burien Planning Commission:

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

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

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

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

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

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

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

Sincerely,
Chestine Edgar and the Lake Burien Neighborhood

EXHIBIT "C"

FILE

Art Pederson

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

PLA 11-0883
CP 2011-1

Dear Art:

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

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

Thank you for the opportunity to provide comments.

Sincerely,

Carol Lumb
1958 SW 164th Street
Burien, WA 98166

Burien Planning Commission
October 11, 2011

To the Burien Planning Commission:

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

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

Example 1

City Staff findings concluded:

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

Example 2

City Staff findings concluded:

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

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

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

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

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

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

Questions:

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

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

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

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

Bob Edgar
12674 Shorewood Dr SW
Burien, 98146

EXHIBIT "E"

RECEIVED 9/27/11
#2011-1

To the Burien Planning Commission
September 27, 2011

To the Burien Planning Commission;

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

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

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

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

Sincerely,
Chestine Edgar 
The Lake Burien Neighborhood

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

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

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

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

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

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

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

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

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

REVIEW OF CRITERIA FOR REZONE

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

A. The rezone is consistent with the Comprehensive Plan.

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”.