



Burien
WASHINGTON

PLANNING COMMISSION AGENDA
June 12, 2012, 7:00 p.m.
Multipurpose Room/Council Chamber
Burien City Hall, 400 SW 152nd Street
Burien, Washington 98166

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

1. ROLL CALL

2. AGENDA CONFIRMATION

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

4. APPROVAL OF MINUTES May 8, 2012

5. NEW BUSINESS

- a. Public Meeting on the 2012 Comprehensive Plan Docket
- b. Comprehensive Plan Text Amendments, Business and Industrial Goals and Policies, Discussion.

6. OLD BUSINESS

- a. None

**7. PLANNING COMMISSION
COMMUNICATIONS**

8. DIRECTOR'S REPORT

9. ADJOURNMENT

Future Agendas (Tentative) June 26, 2012

- Comprehensive Plan Text Amendments, Business and Industrial Goals and Policies, Discussion.

July 10, 2012

- To Be Determined

Planning Commissioners

Jim Clingan (Chair)

Ray Helms

Nancy Tosta (Vice Chair)

Greg Duff
Brooks Stanfield

Joey Martinez
John Upthegrove

City of Burien

BURIEN PLANNING COMMISSION
May 8, 2012
7:00 p.m.
Multipurpose Room/Council Chambers
MINUTES

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

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

CALL TO ORDER

Chair Jim Clingan called the May 8, 2012, meeting of the Burien Planning Commission to order at 7 p.m.

ROLL CALL

Present: Jim Clingan, Greg Duff, Ray Helms, Joey Martinez, John Upthegrove

Absent: Brooks Stanfield, Nancy Tosta

Administrative staff present: Scott Greenberg, Community Development Department director; David Johanson, planner

AGENDA CONFIRMATION

Direction/Action

Motion was made by Commissioner Duff, seconded by Commissioner Upthegrove, to approve the agenda for the May 8, 2012, meeting. Motion passed 5-0.

PUBLIC COMMENT

Chestine Edgar, 1811 SW 152nd St., commented on the *Comprehensive Plan – Draft Land Use and Residential Goals and Policies* chart included in the commission's May 8th packet.

Tanya Engeset, 1449 SW 152nd St., commented on the use of the word "neighborhood" in the Comprehensive Plan when there is only one neighborhood plan.

APPROVAL OF MINUTES

Direction/Action

Motion was made by Commissioner Duff, seconded by Commissioner Helms, and passed 5-0 to approve the minutes of the April 24, 2012, meeting.

OLD BUSINESS

Comprehensive Plan Text Amendments, Residential Goals and Policies, Presentation and Discussion

The commissioners continued their discussion from the previous meeting of the *Comprehensive Plan – Draft Land Use and Residential Goals and Policies* chart. The commissioners debated the use of the term "significant" versus "majority," or any other term, when describing amounts of landslide hazard areas or wetlands in the designation criteria.

Direction/Action

Regarding the criterion relating to the City’s critical area regulations in designating Moderate Density Residential Neighborhood uses, staff will re-examine the intent of the proposed criterion and may clarify it rather than focusing only on the use of the word “significant” or “majority.”

NEW BUSINESS

Comprehensive Plan Text Amendments, background information and presentation regarding Commercial and Industrial Goals and Policies

David Johanson presented an overview of the regional planning context and the commercial and industrial zoning designations in the city. The presentation also covered the intent of the Comprehensive Plan goals and policies relating to them.

Direction/Action

None.

PLANNING COMMISSION COMMUNICATIONS

None.

DIRECTOR’S REPORT

Scott Greenberg announced that the *Planning Commissioners’ Journal* is moving from print to an online-only format and asked if the commissioners feel it is a resource they would continue to use in the new format. The consensus was yes, they would like to continue to have access to the journal.

He also noted that the commissioners will not be receiving a briefing on the Drainage Master Plan because the commission currently does not have an advisory role in its development. No changes to the Comprehensive Plan are anticipated as a result of the drainage plan. The draft drainage plan will be presented to the City Council in mid- to late June.

ADJOURNMENT

Direction/Action

Commissioner Duff moved for adjournment; Commissioner Upthegrove seconded. Motion carried 5-0. The meeting was adjourned at 8:21 p.m.

APPROVED: _____

Jim Clingan, chair
Planning Commission

CITY OF BURIEN, WASHINGTON MEMORANDUM

DATE: June 6, 2012

TO: Burien Planning Commission

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

SUBJECT: Public Meeting on 2012 Comprehensive Plan Amendment Docket

PURPOSE

The purpose of this agenda item is for the Planning Commission to hold a public meeting to consider testimony and make a recommendation to the City Council on which amendments to consider as part of the city's 2012 Comprehensive Plan amendment docket.

BMC 19.65.095.2.A and B describe the current stage of the amendment process:

- A. By May 1, property owners and other interested parties will be notified of the annual Comprehensive Plan amendment request deadline. The amendment request deadline is June 1.
- B. The *Director* will create the list of eligible amendments submitted by the public, the City Council, the Planning Commission, and City staff. By July 1, the Planning Commission shall hold at least one public meeting to consider testimony and make recommendations to the City Council on which amendments to consider, and may recommend a priority be assigned to each proposed amendment.

BACKGROUND

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

In July 2011, the City Council concurred with the Comprehensive Plan amendment docket as recommended by the Planning Commission and passed Resolution 322 accepting the 2011-2012 docket (Attachment 1). The docket was characterized as a two year work program. The Commission has working through the docket since last year.

A public notice of the annual amendment process was issued on April 15, 2012. There were no eligible amendments submitted by the June 1, 2012 deadline. However, correspondence is attached asking the Commission and City Council to review the land use map for the Lake Burien neighborhood as part of the 2012 amendment docket (Attachment 2).

ACTION

Pursuant to BMC 19.65.095.2.B (see above), the Commission needs to make recommendations to the City Council on which amendments to consider, and may recommend a priority be assigned to each proposed amendment. Action is required by July 1, 2012. The Commission has three options, provided below. Staff recommends Option 1.

Option 1: Reaffirm existing 2011-2012 docket. This option would retain the existing two-year docket without changes.

Option 1 suggested motion: I move to reaffirm the Comprehensive Plan amendment docket adopted in Resolution 322.

Option 2: Change existing 2011-2012 docket. This option would alter the existing two-year docket by adding and/or removing item(s).

Option 2 suggested motion: I move to change the Comprehensive Plan amendment docket adopted in Resolution 322 by adding _____ and/or removing _____.

Option 3: Delay recommendation until the June 26, 2012 Planning Commission meeting. This option would delay the Commission's recommendation on the annual docket to your next regular meeting.

Attachments:

- 1) Resolution 322
- 2) Correspondence from C. Edgar and the Lake Burien Neighborhood, May 30, 2012 with attachments

CITY OF BURIEN, WASHINGTON
RESOLUTION NO. 322

A RESOLUTION OF THE CITY OF BURIEN, WASHINGTON, RELATING TO THE COMPREHENSIVE PLAN OF THE CITY OF BURIEN, AS REQUIRED AND ADOPTED PURSUANT TO THE GROWTH MANAGEMENT ACT OF 1990, AS AMENDED (RCW CHAPTER 36.70A), AND AS ADOPTED PURSUANT TO RCW CHAPTER 35A.63; ESTABLISHING THE CITY'S 2011-2012 COMPREHENSIVE PLAN AMENDMENT DOCKET AND WORK PROGRAM.

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

WHEREAS, the Growth Management Act authorizes the City to amend the Comprehensive Plan on an annual basis and requires cities to periodically conduct a thorough review of their plans and regulations to ensure they are consistent with changes in the Act; and

WHEREAS, in 2003 the City of Burien completed its last thorough Growth Management Act review and completed its last annual amendment process in December of 2010; and

WHEREAS, the City of Burien recently conducted a Visioning process and desires to incorporate this vision into its Comprehensive Plan; and

WHEREAS, the City of Burien intends to update its Comprehensive Plan to comply with relevant State, regional and county planning documents; and

WHEREAS, the City of Burien followed public participation procedures as set forth by BMC 19.65.095; and

WHEREAS, on April 25, 2011 the City of Burien issued a Notice of Comprehensive Plan Review and Update, informing the general public of the update and how they may participate in establishing the scope of work; and

WHEREAS, on May 24, 2011, the City of Burien Planning Commission held a public scoping meeting to allow for interested parties to comment on a draft scope of work and on June 14, 2011 made recommendations to the Burien City Council; and

WHEREAS, the City Council held a public meeting to consider requests for amending the Comprehensive Plan; and

WHEREAS, the City of Burien received one(1) private amendment request, which is included in the Docket and Work Program attached hereto as Exhibit A.

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

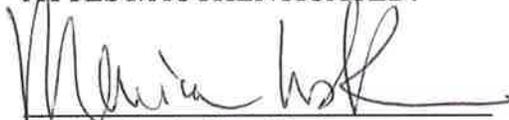
Section 1. 2011-2012 Comprehensive Plan Amendment Docket Adopted. The City Council directs City staff and the Planning Commission to analyze, study and make recommendations to City Council on the items listed on the Docket and Work Program attached hereto as Exhibit A.

PASSED BY THE CITY COUNCIL OF THE CITY OF BURIEN, WASHINGTON, AT A REGULAR MEETING THEREOF THIS 11th DAY OF JULY 2011.

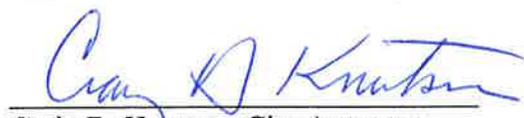
CITY OF BURIEN


Joan McGilton, Mayor

ATTEST/AUTHENTICATED:


Monica Lusk, City Clerk

Approved as to form:


Craig D. Knutson, City Attorney

Filed with the City Clerk: July 11, 2011
Resolution Passed: July 11, 2011
Resolution No. 322

RESOLUTION 322—EXHIBIT A
2011-12 COMPREHENSIVE PLAN AMENDMENTS
DOCKET AND WORK PROGRAM
July 11, 2011

Item No.	Topic
1	Reformat document centered on updated vision.
2	Streamline Plan, combine or eliminate goals and/or policies as needed or are no longer applicable.
3	Update maps throughout entire document to include North Burien and updated information.
4	Develop measurable action items implementing policies.
5	Examine critical area designations and ensure they are consistently applied throughout the city.
6	Integrate policy direction of Transportation Master Plan.
7	Integrate policy direction of Park Recreation and Open Space plan update.
8	Integrate policy direction of Drainage Master Plan.
9	Integrate Shoreline Master Program into comprehensive plan.(Pending outcome of SMP adoption)
10	Integrate required elements of Vision 2040
11	Integrate required elements of GMA and other State laws since 2003
12	Integrate required elements of the King County Countywide Planning Policies
13	Update growth targets as specified in the Countywide Planning Policies
14	Incorporate North Burien into applicable policies and the Comprehensive Land Use Map.
15	Ensure sufficient land to accommodate housing for all economic segments
16	Update utility policy and supporting background information.
17	Ensure best available science is current and update if necessary.
18	Review and update policy to ensure minimal impacts to natural features, habitat and wildlife.
19	Address climate change.
20	Ensure transportation connectivity is included.
21	Strengthen support for providing alternative transportation modes.
22	Include policies promoting healthy eating and active living.
23	Update essential public facilities policy as appropriate.
24	Update capital facility planning consistent with GMA.
25	Establish an approach to develop neighborhood plans.
26	PLA 11-0883, Group Health Comprehensive Map Amendment and Rezone Request
27	Update existing conditions/background information.
28	Comply with applicable State Environmental Policy Act Review Requirements.

Ref. No.	INDIVIDUAL PROPOSED AMENDMENTS	Proposed By
2011-1	<p>Comprehensive Plan Map Amendment/Rezone Request</p> <p>Parcel Nos. 192304-9181, 192304-9182, 192304-9248, 192304-9149, 192304-9302, 192304-9381 (See Applicant Map, page 9, in Rezone Application document.)</p> <p>Addresses: 140, 158 and 204 SW 146th Street and 14416, 14424 and 14430 2nd Avenue SW (See Application Map, page 7, in Rezone Application document.)</p> <p>File No. PLA 11-0883</p> <p>Request: Comprehensive Plan change from High Density Multi-Family Neighborhood to Office and Rezone from Residential Multi-Family (RM-24) to Office (O). Group Health Cooperative is proposing these changes for its property and for five adjacent properties. It is the designated representative for the five adjacent properties.</p>	Property Owners



May 30, 2012
To City of Burien Planning Dept./David Johanson
To City of Burien Planning Commission
To City of Burien City Council
Re:Request for Amendment to the Comprehensive Land Use Map-2012

RECEIVED
MAY 31 2012
CITY OF BURIEN

To Whom It May Concern:

The Burien Comprehensive Plan is currently open for an update/review. This is the time that land use in the city should be looked at for update and the land use map should be examined for updates and corrections also.

The Lake Burien Neighborhood (162 petitioners) is requesting that the land use for Lake Burien Neighborhood be placed on the Comprehensive Plan docket for 2012. This is the appropriate time that this request be submitted. Currently, the Lake Burien Neighborhood is shown as Moderate Density Residential on the Land Use Map. In fact, the Lake Burien Neighborhood is Low Density Residential by description in the Comprehensive Plan and is required to be so by the mitigation required in the EIS of the Plan. Leaving it as moderate density on the Comprehensive Plan Land Use Map is a violation and a conflict with the Comprehensive Plan.

Additionally, the most recent approved decision related to the Group Health request for a change to the Comprehensive Plan-2011-demonstrates that the city was in error in how it considered Growth Management Numbers for the Lake Burien Neighborhood.

As the Planning Commission cancelled its last meeting, this request could not be brought before them prior to the June 1, 2012 deadline for requests for change to the Comprehensive Plan Map. Therefore, the Lake Burien Neighborhood is making this request in writing to the Burien Planning Dept., Planning Commission and the City Council prior to the deadline for their consideration.

1. The Lake Burien Neighborhood has a density of less than four single family residential units per acre.
2. The Lake Burien Neighborhood is situated on a critical area-the current critical areas map shows this.
3. Relative to other residential areas within the City, the area is characterized by lower density development as shown on the LU-2 Map.
4. Maintaining the area at low density will serve a public need and public good to protect water quality.
5. Low density for the area is compatible with the surrounding neighborhood of Seahurst which it abuts on 2 sides.
6. The City has been unable and will continue to be unable to provide the mitigations and improvements to the storm water system that are necessary for the protection of water quality in Lake Burien. The City lacks the necessary resources to do this and there are constant problems with storm water and non-point pollution to the lake because of the lack of necessary facilities.
7. The City has an excess of Growth Management Number Units so that the loss of a few housing units from the Lake Burien Neighborhood will not effect its ability to meet its quota.

The City lost over 100 units in the Group Health project in 2011 and that was determined to be of no significance by both the staff and the Council.

8. The current Comprehensive Plan requires as its mitigation to the EIS that the Lake Burien Neighborhood remain low density.

9. The Lake Burien Neighborhood-as did Group Health project-contents that an error was made in 1999 when the Comprehensive Plan Map was altered. This error needs to be corrected so that the Plan and the Map are in agreement with each other. Under the policies for the Plan and the GMA, these two documents may not be in disagreement or incompatible. They must be consistent.

Therefore, the Lake Burien Neighborhood is requesting that a review of Land Use Map for the Lake Burien Neighborhood be placed on the 2012 Comprehensive Plan Docket.

Sincerely,

C. Edgar and the Lake Burien Neighborhood *CE*

2 attachment from 2011-June 15, 2011 and July 6, 2011

To the Burien Planning Commission

To the Burien City Council

July 6, 2011

RE Item for the Comprehensive Plan Update-Land Use in the Lake Burien Neighborhood

To the Planning Commissioners and the City Council Members;

The Lake Burien Neighborhood(162 petitioners) have requested that the land use for the Lake Burien Neighborhood be placed on the Comprehensive Plan Update docket that will be occurring during the next year-2011. This is the appropriate time that neighborhoods and citizens have the right to request that land use in the city be reviewed. We asked for this at the last Planning Commission Meeting and were turned down based on an argument put forth by Mr. Helms-Planning Commissioner. Mr. Helms's position was that all critical areas in all neighborhoods should be treated equally and therefore should be reviewed when the Critical Areas Ordinance comes up for review-2014. Therefore the Lake Burien Neighborhood should be looked at only when the Critical Areas Ordinance comes up for review-2014. Strangely the City Staff did not clearly explain the flaw of this argument to Mr. Helms and the other Planning Commissioners. These are the flaws;

1. The Comprehensive Plan is the guiding document for Land Use in the city. The Critical Areas Ordinance does not set the policy for land use. Therefore land use issues should be reviewed when the Comprehensive Plan comes up for review-right now.
2. Once the new Shoreline Master Plan (SMP) goes into effect, the Lake Burien and the shorelines around it will no longer be regulated by the Critical Areas Ordinance. It will be controlled by the Shoreline Master Plan and the Critical Areas Ordinance embedded in that plan. Therefore any review of the Critical Areas Ordinance in 2014 will not include the Lake Burien or a major portion of the surrounding neighborhood. And any Best Available Science Studies done for critical areas in the city will not include Lake Burien.
3. We have requested that the city include a land use study in the new SMP and the city has flatly refused to do that claiming that the appropriate time for that is during a review of the Comprehensive Plan 2011-which is now.
4. Under the Growth Management Act, this is the appropriate time to ask for a land use study of the area and the Planning Commission is claiming that this should happen during the Critical Areas Ordinance. The City Staff has clearly not communicated to the Planning Commissioners when land use should be examined and evaluated per citizen request during the Comprehensive Plan update.
5. Lake Burien and the surrounding shorelines are a one of a kind item in this city. Flatly there are no other freshwater lake shorelines in the City of Burien that have the kinds of critical areas that Lake Burien has. It cannot be looked at by Mr. Helms's invented standard of fairness that all critical areas be treated equally-as all of the critical areas in the city are not all equal.

6. To suggest per the last vote of the Planning Commission, that the next available time that land use in the Lake Burien Neighborhood can be examined is in the year 2019 or 2020 is lunacy. The SMP and the Critical Areas Ordinances cannot be used as excuses for why land use is not being examined during the Comprehensive Plan. Also, they cannot be used as excuses for why the Best Available Science standard is not being employed for the protection of a shoreline with critical areas under land use policies.

Lake Burien is a shoreline with critical areas and as such warrants protection under the Growth Management Act. The 1997 Environmental Impact Statement (EIS)-which the city is still using for this Comp Plan Update-clearly states that the land use around Lake Burien is to be low density land use-the Preferred Model. None of the Addendums to this EIS have provided any studies, mitigations, significant changes in regulations or funding plan changes that have altered the 1997 EIS for the Lake Burien Neighborhood.

Also, we-the neighbors of the Lake Burien Neighborhood- believe that the City Staff has the responsibility to educate the City Council as well as the Planning Commissioners on the purposes, contents and roles of the respective plans that drive the City's policies and regulations. It is clear that not all of the Planning Commissioners or City Council members understand the how these documents are to be used and applied. Of course it remains the responsibility of the City Council and Planning Commissioners to at least read these documents and ask the appropriate questions of the staff. Staff has the responsibility to give honest, clear responses to questions. Under the Growth Management Act, responses should be given so that a citizen of normal intelligence is able to understand the answer or the written response. That is not the way that answers are currently being provided to the public in Burien. Frequently citizen requests are not even given the courtesy of a response by the staff, Council or Planning Commission.

In a response to the Puget Sound Regional Council-2005, the City of Burien argued that the neighborhoods west of Ambaum would remain low density due to their critical areas. The same land use standard should be applied to the Lake Burien Neighborhood following that logic.

Therefore, the Lake Burien Neighbors are requesting that the land use be examined for the Lake Burien Neighborhood be examined-per its status as a shoreline with critical areas- and updated in this update to the Comp Plan and that this land use item be put on the work docket for the Comp Plan.

Sincerely,
Chestine Edgar and
The Lake Burien Neighborhood

To the Burien Planning Commission
To the Burien City Council
Re-Comprehensive Plan Update
June 15, 2011

To the Planning Commissioners and City Council Members;

Robert Howell of the Lake Burien Neighborhood met the timelines for submitting requests for things to be put on the Comp Plan update on May 23, 2011. He turned a written copy of those requests to you and the City Council. However, that letter was never gotten to the City Council for their last meeting. Also, the table of work for the next two years put forth by the City Staff completely ignores the requests made by our neighborhood. We are requesting that the table include an update for the land use map for the Lake Burien Neighborhood and updated information on the Lake Burien Neighborhood be added to the Comprehensive Plan.

1. The 1997 EIS mitigation for the approval of the Comp Plan required that the Lake Burien Neighborhood be low density-Preferred Model. While there have been Addendums to the EIS there has never been an analysis or change in mitigation for wetlands or streams and lakes.
2. The response by the City of Burien to the Puget Sound Regional Council in 2005, stated that because of the critical areas west of Ambaum, the City was going to keep those areas low density to protect the critical areas. However, major portions of Seahurst have no critical areas and are being protected at low density while the Lake Burien Neighborhood which is on the critical areas map is not being protected at low density. This is not applying the intent of the GMA correctly. this land use needs to be examined. We are requesting that the Burien Land Use Map and policies be re-analyzed during this Comp Plan update.
3. Lake Burien is not noted as a shoreline of the city in the Comp Plan. Lake Burien is not noted as being in any drainage basin in the city in the Comp Plan. We are asking that these items be corrected in the Comp Plan documentation.

The City Staff made findings on our Comp Plan Request last year that were incorrect to avoid approving our request.

1. There never was a Keith Inness case that went before the Growth Management Hearings Board that forced the City to make the Lake Burien Neighborhood moderate density.
2. The Lake Burien Neighborhood is a distinct neighborhood and has historically documented as a neighborhood in the City's documents-it is not part of the larger Gregory Heights neighborhood.
3. The Lake Burien Neighborhood is currently low density in character and always has been. The City Staff has created models that are not supported by the PSRC and other cities on this issue.
4. The City claimed that the PSRC would not allow this neighborhood to be low density because the PSRC would not allow it. the PSRC denies that statement and says Burien can move and puts its GMA numbers anywhere it wants to. The PRSC actually supports low density as a land use model to protect critical areas like Lake Burien.
5. The City Staff claimed that Lake Burien was not a critical area and then it claimed that there were not significant amounts of critical areas in the neighborhood. Both of these claims are

untrue. Then when the Case was referred to the Growth Management Hearings Board, the City's attorney claimed that significant amounts of critical areas were not even considered in the denial of our request to be low density. Hum, very different than the discussions that were taped for both the Planning Commission as well as the City Council.

6. The City Staff claimed that there were adequate facilities and ordinances in the city to protect the critical areas of Lake Burien without changing the land use. We know that is not true as Lake Burien has not even been put into the Storm Drainage Plan as being in any drainage basin. Also there has been not major funding or planning done for Lake Burien since 1996. We have had flooding in this area-the storm outlets are not adequate or functioning correctly. The City Staff openly admit this. There is no required low impact development required in this area or the entire City to protect this drainage basin. The Critical Areas ordinance has been inadequate to protect the area-not based on Best Available Science or the no net loss standard. As a result the water quality in the lake has been degrading. Clearly there are not adequate facilities or regulations to protect this water source and its critical areas.

7. The City Staff claimed that the protect of water quality is not a public good to warrant a change to land use. No other agency in the Puget Sound region supports that position.

Our neighborhood-162-petitioners-are requesting that the land use policies and map be examined for the Lake Burien Neighborhood based on the findings of the 1997 EIS, Burien's 2005 response to the PSRC, lack of adequate planning and funding for facilities for the area and based on its status as a shoreline with critical areas.

Sincerely,
The Lake Burien Neighborhood
C. Edgar

CITY OF BURIEN, WASHINGTON MEMORANDUM

DATE: June 12, 2012

TO: Burien Planning Commission

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

SUBJECT: Comprehensive Plan Text Amendments, Business and Industrial Goals and Policies.

PURPOSE

The purpose of this agenda item is to continue Planning Commission deliberations regarding comprehensive plan text updates. The focus of this meeting will be on business and industrial land goal and policy language.

BACKGROUND

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

At your April 24, 2012 meeting staff introduced a concept to bring consistency to the multi-family residential land use designation criteria. The concept incorporates land use designation criteria that were developed using the neighborhood commercial node concept that was first applied during the evaluation of land uses in North Burien. This approach focuses on activity nodes in areas outside our urban center boundary. There was consensus that the node approach was an acceptable method to add consistency to the land use designation criteria.

At your May 8, 2012 meeting staff presented an overview of the regional planning agenda and how it relates to long range commercial land use in Burien. The presentation, which included a visual tour of many of Burien's commercial areas, intended to align the Commission's understanding of our business designations while also provoking thought on our long range commercial and industrial goals.

DISCUSSION

A new comprehensive plan text amendment table (Attachment 1) has been prepared and includes language for the Planning Commission to consider. The table reflects the following objectives:

- Streamline text and eliminate redundancy.
- Eliminate text that contains actions that the city has completed.
- Reorganize the industrial sections to address progress on planning initiatives for the Northeast Redevelopment Area.

Staff has included proposed amendments to the land use designation criteria similar to what was proposed for the multi-family residential sections. This will further integrate the node concept into the commercial land use designation criteria. It will also add more consistency and solidify the interrelationship between the commercial and multi-family land use designation criteria. Please refer to attachment 2 for a chart comparing the existing and proposed criteria for the commercial designations.

ACTION

No formal action is necessary.

Staff is requesting that the Planning Commission review and discuss the proposed changes to the comprehensive plan text. If there is consensus on the proposed changes, these sections be set aside while we continue through the document. Formal action on the complete set of text and/or other changes would occur later in the year. It is our intent to create one full package of amendments for a formal recommendation by the Commission later in the year.

NEXT STEPS

Staff will begin to work on the Natural Environment, Community Character and other remaining sections of the Land Use Element (Chapter 2.2).

Attachments:

- 1) Comprehensive Plan-DRAFT Land Use and Business/Industrial Goals and Policies Table
- 2) Northeast Redevelopment Area (NERA) Map
- 3) Business/Commercial Designation Criteria Chart

COMPREHENSIVE PLAN—DRAFT BUSINESS AND INDUSTRIAL GOALS AND POLICIES

June 12, 2012

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

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

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

Reference No.	Current Goal/Policy Language	Proposed Goal/Policy Language	Comments
		<ol style="list-style-type: none"> 1. <u>Areas are located at low intensity commercial nodes adjacent to residential neighborhood(s).</u> 2. <u>Adjacent residential designations shall predominately be Moderate Density Residential.</u> 3. <u>Areas shall be located on an identified general bikeway.</u> 4. <u>Areas are located within 1/8 mile of a transit route with a peak transit frequency of at least 21-30 minutes.</u> 5. <u>Areas do not contain critical areas.</u> 6. <u>Areas are located adjacent to or have direct access to an arterial.</u> 7. <u>The area is located in sections of the city that have or are planned to have pedestrian or other non-motorized connections.</u> 	See attached criteria chart for more comments.
Pol. BU 1.4	<p>The <i>Intersection Commercial</i> category provides for a variety of commercial uses of low to moderate density or intensity, located at major roadway intersections in close proximity to higher density uses, such as multifamily developments. Customers are anticipated to either drive or walk to these establishments.</p> <p>Allowed Uses and Description: <i>Intersection Commercial</i> land uses serve multiple residential areas, with a diverse mix of uses. These uses will typically be grouped around a shared parking facility, with primary access on an arterial. Uses include commercial, retail, services, professional offices, recreation and community facilities. The edges of these areas need to be well-defined to contain development and limit encroachment into single family areas.</p> <p>Designation Criteria: Properties designated for <i>Intersection Commercial</i> uses should reflect the following criteria:</p> <ol style="list-style-type: none"> 1. The intersection of two arterials should be the preferred location for the designation. 2. The design and capacity of the intersection are able to support the planned uses. 	<p>The <i>Intersection Commercial</i> category provides <u>designation allows</u> for a variety of commercial uses of low to moderate density or intensity, located at major roadway intersections in close proximity to higher density uses, such as multifamily developments. <u>Multifamily development in these areas may only be approved as part of a mixed use development with the appropriate unit density being based on the adjacent comprehensive plan land use designations.</u> Customers are anticipated to either drive or walk to these establishments.</p> <p><u>This Comprehensive Plan land use designation is implemented by the Intersection Commercial zoning designation.</u></p> <p>Allowed Uses and Description: <i>Intersection Commercial</i> land uses serve multiple residential areas, with a diverse mix of uses. These uses will typically be grouped around a shared parking facility, with primary access on an arterial. Uses include commercial, retail, services, professional offices, recreation and community facilities. The edges of these areas need to be well-defined to contain development and limit encroachment into single family areas.</p>	<p>Recognizes that mixed use is appropriate at these locations and will now make the policy consistent with the zoning regulations.</p> <p>Revised designation criteria and zoning regulations now address most of the items listed in this section.</p>

Reference No.	Current Goal/Policy Language	Proposed Goal/Policy Language	Comments
	<p>3. The existing or planned public facilities are adequate to support the proposed development.</p> <p>4. The area is served or planned to be served by transit.</p>	<p>Designation Criteria: Properties designated for <i>Intersection Commercial</i> uses should reflect the following criteria:</p> <p>1. The intersection of two arterials should be the preferred location for the designation.</p> <p>2. The design and capacity of the intersection are able to support the planned uses.</p> <p>3. The existing or planned public facilities are adequate to support the proposed development.</p> <p>4. The area is served or planned to be served by transit.</p> <p>1. <u>Areas are located within 1/8 mile of Low and Moderate Density Multi-Family Neighborhood land use designations as measured along an arterial. Generally the designation is located outside of the urban center boundary and at low intensity commercial nodes.</u></p> <p>2. <u>Areas shall be located at or within 1/8th mile of the intersection of arterials.</u></p> <p>3. <u>Areas are located within 1/8 mile of a transit route with a peak transit frequency of at least 21-30 minutes.</u></p> <p>4. <u>Areas are not constrained by critical areas.</u></p> <p>5. <u>Areas are located adjacent to or have adequate access to a primary or minor arterial.</u></p>	<p>See criteria chart for more comments.</p>
Pol. BU 1.5	<p>The <i>Downtown Commercial</i> land use designation fosters a vibrant, compact, pedestrian oriented area by allowing high density residential development, office, retail and commercial uses, government activities, and restaurants, entertainment and cultural uses. Mixed use developments are encouraged, including well-designed townhouses and condominiums, providing a convenient living environment and making the downtown a community focal point and center, as well as a lively place in the evening and on weekends. Residential densities are limited only by physical constraints such as height, bulk, parking and infrastructure capacities. Moderate to high rise buildings, pedestrian amenities</p>	<p>The <i>Downtown Commercial</i> land use designation fosters a vibrant, compact, pedestrian oriented area by allowing high density residential development, office, retail and commercial uses, government activities, and restaurants, entertainment and cultural uses. Mixed use developments are encouraged, including well-designed townhouses and condominiums, providing a convenient living environment and making the downtown a community focal point and center, as well as a lively place in the evening and on weekends. Residential densities are limited only by physical constraints such as height, bulk, parking and</p>	<p>Incorrect reference to Figure 2-SE1. Need new map or amend 2-SE1 to include the downtown zone outline.</p>

Reference No.	Current Goal/Policy Language	Proposed Goal/Policy Language	Comments
	<p>and facilities that help define downtown Burien’s distinctive qualities are encouraged.</p> <p>Designation Criteria: Properties with the Downtown Commercial land use designation are appropriate for land within the area labeled “downtown area” as shown in Fig. 2-SE1.</p>	<p>infrastructure capacities. Moderate to high rise buildings, pedestrian amenities and facilities that help define downtown Burien’s distinctive qualities are encouraged.</p> <p><u>This Comprehensive Plan land use designation is implemented by the Downtown Commercial zoning designation.</u></p> <p>Designation Criteria: Properties with the Downtown Commercial land use designation <u>should reflect the following criteria.</u> are appropriate for land within the area labeled “downtown area” as shown in Fig. 2-SE1.</p> <ol style="list-style-type: none"> 1. <u>The area is located within the urban center boundary.</u> 2. <u>The area is located within 1/8 mile of a transit route with a peak transit frequency of at least every 10 minutes.</u> 3. <u>The area does not contain critical areas.</u> 4. <u>The area is located adjacent to or has adequate access to an arterial.</u> 	<p>Fig. 2-SE1 does not have area labeled “downtown area”. Criteria are circular.</p> <p>See criteria chart.</p>
Pol. BU 1.7	<p>The <i>Community Commercial</i> land use designation recognizes the business orientation of some of the principal arterials that are in close proximity to the downtown area, including Ambaum Boulevard Southwest and the Five Corners area, and is intended to provide for moderate intensity commercial uses that serve the community. Customers would likely access these establishments by automobile or by transit.</p> <p>Allowed Uses and Description: The <i>Community Commercial</i> land use designation provides for moderate intensity retail activities, professional offices, restaurants, entertainment, and services.</p> <p>Designation Criteria: Properties designated for Community Commercial uses should reflect the following criteria:</p> <ol style="list-style-type: none"> 1. The area is located on a principal arterial in close proximity to the downtown core. 2. The existing or planned public facilities are adequate to support small to 	<p>The <i>Community Commercial</i> land use designation recognizes the business orientation of some of the principal arterials that are in close proximity to the downtown area, including Ambaum Boulevard Southwest, <u>Boulevard Park</u> and the Five Corners area. The designation and is intended to provide for <u>allows</u> moderate intensity commercial uses that serve the community. Customers would likely access these establishments by automobile or by transit. <u>The range of allowed uses includes moderate intensity retail activities, professional offices, restaurants, entertainment, and services. Multifamily development in these areas may only be approved as part of a mixed use development with the appropriate unit density being based on the intensity of adjacent comprehensive plan land use designations. Business uses should be located on the ground floor.</u></p> <p><u>This Comprehensive Plan land use designation is implemented by the Community Commercial 1 and Community Commercial 2 zoning</u></p>	<p>Boulevard Park should be recognized as a higher intensity commercial area. The area is more remote as compared to the downtown core and should allow more commercial choice for the surrounding neighborhood. The reference to the downtown core will need to be removed.</p> <p>Recognizes mixed use development is appropriate in these locations if the development is designed to respect the business nature</p>

Reference No.	Current Goal/Policy Language	Proposed Goal/Policy Language	Comments
	<p>moderate scale commercial development.</p> <p>3. The area is served or planned to be served by transit.</p>	<p><u>designations.</u></p> <p><i>Allowed Uses and Description:</i> The <i>Community Commercial</i> land use designation provides for moderate intensity retail activities, professional offices, restaurants, entertainment, and services.</p> <p><i>Designation Criteria:</i> Properties designated for Community Commercial uses should reflect the following criteria:</p> <ol style="list-style-type: none"> 1. The area is located on a principal arterial in close proximity to the downtown core. 2. The existing or planned public facilities are adequate to support small to moderate scale commercial development. 3. The area is served or planned to be served by transit. 1. <u>Areas are located within 1/8 mile of the center of moderate and high commercial service nodes (see Map XX) as measured along an arterial or within the urban center boundary.</u> 2. <u>Areas are generally adjacent to multi-family residential and other commercial land use designations.</u> 3. <u>Areas have direct access to an Auto/Truck Priority Route.</u> 4. <u>Areas are located within 1/8 mile of a transit route with a peak transit frequency of at least 10-20 minutes.</u> 5. <u>Areas do not have significant amounts of geologically hazardous areas.</u> 6. <u>Areas are located adjacent to or have adequate access to an arterial.</u> 	<p>of these areas. Mixed use is allowed by the zoning regulations.</p> <p>Is the proper qualifier “should” or “shall”?</p> <p>See criteria chart for more comments.</p>
Pol. BU 1.8	<p>The <i>Regional Commercial</i> land use category is intended to provide for larger scaled commercial uses that serve the community, the region, and the traveling public. These uses are typically land extensive, and are not well-suited to being located downtown. This classification is currently found along 1st Avenue South and accommodates many of the existing larger chain stores and car dealerships.</p>	<p>The <i>Regional Commercial</i> land use category <u>designation allows is intended to provide for</u> larger scaled commercial uses that serve the community, the region, and the traveling public. These uses are typically land extensive, and are not well-suited to being located downtown. This classification is currently found along 1st Avenue South and <u>provides locations for retail uses that require large sites, automobile sales and</u></p>	

Reference No.	Current Goal/Policy Language	Proposed Goal/Policy Language	Comments
	<p><i>Allowed Uses and Description:</i> The Regional Commercial land use category provides for retail uses that require large sites, bulk or large box retail uses, automobile sales and services, wholesale uses, restaurants, and retail and services for travelers.</p> <p><i>Designation Criteria:</i> Properties designated for Regional Commercial uses should reflect the following criteria:</p> <ol style="list-style-type: none"> 1. The area is located along a principal arterial with adequate roadway capacity and easy access to highways. 2. The area does not result in the creation or extension of a commercial strip. 3. The area should not economically compete with or detract from the downtown businesses. 	<p>services, restaurants and services for travelers. accommodates many of the existing larger chain stores and car dealerships. Multifamily development in these areas may only be approved as part of a mixed use development with a maximum of 24 units per acre. Business uses should be located on the ground floor and minimum gross floor area standards for floor area devoted to business uses shall be established to maintain a predominate commercial presence.</p> <p><u>This Comprehensive Plan land use designation is implemented by the Regional Commercial zoning designation.</u></p> <p><i>Allowed Uses and Description:</i> The Regional Commercial land use category provides for retail uses that require large sites, bulk or large box retail uses, automobile sales and services, wholesale uses, restaurants, and retail and services for travelers.</p> <p><i>Designation Criteria:</i> Properties designated for Regional Commercial uses should reflect the following criteria:</p> <ol style="list-style-type: none"> 1. The area is located along a principal arterial with adequate roadway capacity and easy access to highways. 2. The area does not result in the creation or extension of a commercial strip. 3. The area should not economically compete with or detract from the downtown businesses. <ol style="list-style-type: none"> 1. <u>Areas have direct access to an auto/truck priority route.</u> 2. <u>Areas are located within 1/8 mile of a transit route with a peak midday transit frequency of at least 10-20 minutes</u> 3. <u>Areas are not constrained by geologically hazardous areas.</u> 4. <u>Areas are adjacent to 1st Avenue South and within 1/2 mile of the urban center boundary.</u> 	<p>Recognizes mixed use development is appropriate in these locations if the development is designed to respect the business nature of these areas. Mixed use is allowed in the zoning regulations.</p> <p>Is the proper qualifier “should” or “shall”?</p> <p>See criteria chart for more comments.</p>

Reference No.	Current Goal/Policy Language	Proposed Goal/Policy Language	Comments
Office Uses			
Goal OF.1	<i>Provide areas where low to moderate density office development can be concentrated, and where impacts of this use on the surrounding residential neighborhoods can be minimized.</i>	<i>Provide areas where low to moderate density office development can be concentrated, and where impacts of this use on the surrounding residential neighborhoods can be minimized.</i>	
Pol. OF 1.1	<p>The <i>Office</i> land use designation should recognize existing office uses and encourage the expansion of office uses in appropriate areas, based on the criteria below.</p> <p>Allowed Uses and Description: The <i>Office</i> land use category allows low to moderate density office, medical and medical-related uses, research and development, day care centers, eating and drinking establishment, personal and professional services, and public and semi-public uses. Mixed use development, combining office, retail, commercial and residential uses is also permitted. Multifamily development in these areas may only be approved as part of a mixed use development.</p> <p>Designation Criteria: Properties designated for <i>Office</i> use must generally reflect the following criteria:</p> <ol style="list-style-type: none"> 1. The area should be located on or near arterials with adequate vehicular capacity. 2. The area should be located along the edges of residential areas and not penetrate them. 	<p>The <i>Office</i> land use designation should recognize existing office uses and encourage the expansion of office uses in appropriate areas, based on the criteria below.</p> <p>Allowed Uses and Description: The <i>Office</i> land use category allows low to moderate density office, medical and medical-related uses, research and development, day care centers, eating and drinking establishment, personal and professional services, and public and semi-public uses. Mixed use development, combining office, retail, commercial and residential uses is also permitted. Multifamily development in these areas may only be approved as part of a mixed use development <u>with the appropriate unit density being based on the adjacent comprehensive plan land use designations.</u></p> <p><u>This Comprehensive Plan land use designation is implemented by the Office zoning designation.</u></p> <p>Designation Criteria: Properties designated for <i>Office</i> use <u>should</u> must generally reflect the following criteria:</p> <ol style="list-style-type: none"> 1. The area should be located on or near arterials with adequate vehicular capacity. 2. The area should be located along the edges of residential areas and not penetrate them. <ol style="list-style-type: none"> 1. <u>Areas should be located along the edges of residential areas and may expand into non-residential areas.</u> 2. <u>Areas must be located within ¼ mile of a moderate or high intensity</u> 	<p>Encouraging “expansion” in this policy statement is not appropriate and in potential conflict with policy that calls for the protection of residential neighborhoods.</p> <p>Zoning code allows both RM-48 and RM-24.</p> <p>To be consistent the terms “should” or “shall” should be inserted here. “should” is currently used for all other land use designation criteria.</p> <p>Criteria was modified and inserted below as number 1.</p>

Reference No.	Current Goal/Policy Language	Proposed Goal/Policy Language	Comments
		<p><u>commercial node.</u></p> <p>3. <u>Areas may serve as a transition from High Density and Moderate Residential Multi-Family Neighborhoods and/or commercial designations to Low and Moderate Density Residential neighborhoods.</u></p> <p>4. <u>Areas are located within 1/8 mile of a transit route with a peak midday transit frequency of at least 21-30 minutes.</u></p> <p>5. <u>Areas should be free of or able to appropriately accommodate environmentally critical areas.</u></p> <p>6. <u>Areas should have direct access to an arterial.</u></p>	
Industrial & Manufacturing Uses			
Goal IN.2	<i>Provide areas in the southeast part of the city where industrial activities can be concentrated and where traffic congestion, visual and other impacts on the surrounding environment can be minimized.</i>	<i>Provide areas in the southeast part of the city where industrial activities can be concentrated <u>and in a manner where traffic congestion, visual and other impacts on the surrounding environment can be minimized.</u></i>	Moved Goal IN.2 here since it's more general than Goal IN.1
Pol. IN 1.2	<p>Existing industrial land uses, including heavier commercial uses or the processing, manufacturing or storage of non-objectionable products not involving processes or machinery likely to cause undesirable effects upon nearby residential or commercial property, is appropriate for the Industrial land use designation. . The processing or storage of hazardous materials shall be strictly controlled and permitted in accordance with state and federal law.</p> <p>Allowed Uses and Description: This land use designation includes manufacturing, high technology manufacturing, research and development, industrial uses, processing and essential public facilities.</p> <p>Character: Uses in the Southeast Industrial designation may include a wide variety of industrial and commercial uses in a less managed environment than the Northeast Special Planning Area or Special Planning Area 4. Area activities may include outside storage, processing, manufacturing, or heavy vehicles repair and</p>	<p><u>The Industrial designation provides areas for</u> Existing industrial land uses, including heavier commercial uses or the processing, manufacturing or storage of non-objectionable products not involving processes or machinery likely to cause undesirable effects upon nearby residential or commercial property. , is appropriate for the Industrial land use designation. The processing or storage of hazardous materials shall be strictly controlled and permitted in accordance with state and federal law.</p> <p>Allowed Uses and Description: This land use designation includes manufacturing, high technology manufacturing, research and development, industrial uses, processing and essential public facilities. <u>Area activities may include outside storage, processing, manufacturing, or heavy vehicle repair and storage. Developments are encouraged to be grouped together and designed in a manner reflective</u></p>	

Reference No.	Current Goal/Policy Language	Proposed Goal/Policy Language	Comments
	<p>storage. Developments are encouraged to be grouped together and designed in a manner reflective of an Industrial Park.</p> <p>Designation Criteria: Properties designated in the southeast for industrial type uses should meet the following criteria:</p> <ol style="list-style-type: none"> 1. The area must be a minimum of 2 acres in size, although smaller lots may be aggregated to meet this requirement. 2. The area is characterized by industrial or heavy commercial development or is adjacent to or designated for industrial uses. 3. The area shall be located near major transportation corridors to facilitate the transportation of goods and minimize the interference with local traffic. 4. The area does not include significant amounts of environmentally critical areas. 5. The existing or planned public facilities are adequate to support these types of industrial uses. 	<p><u>of an Industrial Park.</u></p> <p>Character: Uses in the Southeast Industrial designation may include a wide variety of industrial and commercial uses in a less managed environment than the Northeast Special Planning Area or Special Planning Area 4. Area activities may include outside storage, processing, manufacturing, or heavy vehicles repair and storage. Developments are encouraged to be grouped together and designed in a manner reflective of an Industrial Park.</p> <p>Designation Criteria: Properties designated in the southeast for industrial type uses <u>Industrial</u> should meet the following criteria:</p> <ol style="list-style-type: none"> 1. The area must be a minimum of 2 acres in size, although smaller lots may be aggregated to meet this requirement. 2. The area is characterized by industrial or heavy commercial development or is adjacent to or designated for industrial uses. 3. The area shall be located near major transportation corridors to facilitate the transportation of goods and minimize the interference with local traffic <u>The area has direct access to an auto/truck priority route.</u> 4. The area does not include significant amounts of environmentally critical areas. 5. The existing or planned public facilities are adequate to support these types of industrial uses. 	<p>Portions of the “character” section have been moved into the “allowed uses” section.</p> <p>Is the proper qualifier “should” or “shall”?</p> <p>Is this still appropriate?</p> <p>Is the term “significant” appropriate?</p> <p>City has policy addressing this requirement.</p>
Pol. IN 1.3	Vegetative Buffers. Uses in the Southeast Industrial area and Northeast Special Planning Area shall provide vegetative buffers to screen development from adjacent non-business properties and from adjacent roadways.	Vegetative Buffers. Uses in the <u>Southeast Industrial and Airport Industrial areas</u> and Northeast Special Planning Area shall provide vegetative buffers to screen development from adjacent non-business	

Reference No.	Current Goal/Policy Language	Proposed Goal/Policy Language	Comments
		properties and from adjacent roadways.	
Pol. IN 1.4	<p>Performance Standards. Performance standards for uses in the Southeast Industrial area and Northeast Special Planning Area will ensure that:</p> <p>a. The scale and design of these uses is compatible with surrounding neighborhoods;</p> <p>b. Lighting from these uses will not interfere or conflict with adjacent non-industrial properties;</p> <p>c. Signage will be controlled and limited to informational types;</p> <p>d. Curb cuts should be minimized and sharing of access encouraged; and</p> <p>e. Adequate and safe motorized and non-motorized access to the site is provided, and transportation and circulation impacts, especially on residential areas, will be mitigated.</p>	<p>Performance Standards. Performance standards for uses in the Southeast Industrial and Airport Industrial areas and Northeast Special Planning Area will ensure that:</p> <p>a. The scale and design of these uses is compatible with surrounding neighborhoods;</p> <p>b. Lighting from these uses will not interfere or conflict with adjacent non-industrial properties;</p> <p>c. Signage will be controlled and limited to informational types;</p> <p>d. Curb cuts should be minimized and sharing of access encouraged; and</p> <p>e. Adequate and safe motorized and non-motorized access to the site is provided, and transportation and circulation impacts, especially on residential areas, will be mitigated.</p>	
<i>Implementation—Northeast Special Planning Redevelopment Area—Special Area Plan</i>			
Goal IN.1	<i>Provide opportunities for the development of attractive Business Park, Warehouse, Manufacturing and Airport-Related uses in the northeast part of the City where impacts on the surrounding environment can be minimized.</i>	<i>Provide opportunities <u>areas</u> for the development of attractive Business Park, Warehouse, Manufacturing and Airport-Related uses in the northeast part of the City where impacts on the surrounding environment can be minimized.</i>	
Pol. IN 1.1	<p><i>Discussion:</i> In 2003, the City Council implemented this policy in the southern portion of the Northeast Special Planning Area (south of So. 138th Street) by creating a new underlying land use designation, Special Planning Area 4 (see Map LU-1 and Pol. SE 1.5). Policies IN 1.1, 1.2, 1.3, 1.4, 1.5 and 1.6 do not apply to Special Planning Area 4, but continue to apply in the rest of the Northeast Special Planning Area (north of So. 138th Street).</p> <p>The Northeast Special Planning Area identified on Map LU-1 is an overlay land use</p>	<p><i>Discussion:</i> In 2003, the City Council implemented this policy in the southern portion of the Northeast Special Planning Area (south of So. 138th Street) by creating a new underlying land use designation, Special Planning Area 4 (see Map LU-1 and Pol. SE 1.5). Policies IN 1.1, 1.2, 1.3, 1.4, 1.5 and 1.6 do not apply to Special Planning Area 4, but continue to apply in the rest of the Northeast Special Planning Area (north of So. 138th Street).</p>	Discussion section was modified and moved below policy language.

Reference No.	Current Goal/Policy Language	Proposed Goal/Policy Language	Comments
	<p>designation that recognizes a potential opportunity for economic development in the northeastern part of the City, in areas affected by aircraft noise from SeaTac International Airport. Development of Uses in the Northeast Special Planning Area should be low scale, landscaped and buffered, have access to Des Moines Memorial Drive, meet the designation criteria under this policy and meet the performance criteria set forth in policies IN 1.3 and 1.4.</p> <p>Allowed Uses and Description: Business Park, Warehouse, Manufacturing uses are storage within a building, production, light industrial, processing and distribution-related businesses with minimal environmental and land use impacts. Since the area is in close proximity to SeaTac International Airport, the uses in this classification could be airport-oriented. In addition, studio space for artists is also encouraged as a part of these developments, to the extent allowed by FAA restrictions.</p> <p>Character: Uses in the Northeast Special Planning Area should be contained entirely within a structure. Only limited outside storage, or other external activity is appropriate. Developments should be clustered together and sited so that they have internal circulation, minimizing the number of access points to Des Moines Memorial Drive. Sites should be designed and located in a way that minimizes traffic, congestion, visual, noise or other impacts on adjacent residential uses or environmentally critical areas.</p> <p>Designation Criteria: Properties designated for the Northeast Special Planning Area shall reflect the following criteria:</p> <ol style="list-style-type: none"> 1. The area is located in the northeastern corner of Burien, and is currently or anticipated to be subjected to high levels of noise from airport-related activities, and therefore, less suitable for residential development. 2. The area must be a minimum of 2 acres in size, although smaller lots may be aggregated to meet this requirement. 3. The area shall be located near major transportation corridors with adequate highway access. 	<p>The Northeast Special Planning <u>Redevelopment Area</u> (NERA) identified on Map LU-1 is an overlay land use designation that recognizes a potential opportunity for economic development in the northeastern part of the City, in areas affected by aircraft noise from SeaTac International Airport. Development of uses in the Northeast Special Planning Area <u>NERA</u> should be low scale, landscaped, and buffered, <u>and be clustered together and sited so that they have internal circulation, minimizing the number of access points to Des Moines Memorial Drive</u> have access to Des Moines Memorial Drive. <u>, meet the designation criteria under this policy and meet the performance criteria set forth in policies IN 1.3 and 1.4. Sites should be designed and located in a way that minimizes traffic, congestion, visual, noise or other impacts on adjacent residential uses or environmentally critical areas.</u></p> <p>Discussion: <u>In 2009, the City and Port of Seattle collaborated on a Supplemental Environmental Impact Statement (SEIS) and Redevelopment Plan for the Northeast Redevelopment Area. This led to a series of Comprehensive Plan text and map amendments as well as Zoning Code and Zoning Map amendments related to approximately 158 acres of the NERA. These 158 acres were re-designated and rezoned into two Airport Industrial designations and a Professional Residential designation. Development within this portion of the NERA is subject to the SEIS and Redevelopment Plan. The City subsequently adopted a SEPA Planned Action Ordinance to help facilitate redevelopment in the area.</u></p> <p>Allowed Uses and Description: Business Park, Warehouse, Manufacturing uses are include storage within a building, production, light industrial, processing and distribution-related businesses <u>inside buildings with only limited storage and related activities occurring outside.</u> Uses only have <u>Uses only have</u> minimal environmental and land use impacts. Since the area is in close proximity to SeaTac International Airport, The uses in this classification could <u>should</u> be airport-oriented due to its close proximity to SeaTac International Airport. In addition, studio space for</p>	

Reference No.	Current Goal/Policy Language	Proposed Goal/Policy Language	Comments
	<p>4. The area should be free of or able to appropriately accommodate significant amounts of environmentally critical areas.</p> <p>5. The existing or planned public facilities are or will be adequate to support the level and intensity of proposed development.</p>	<p>artists is also encouraged as a part of these developments, to the extent allowed by FAA restrictions.</p> <p>Character: Uses in the Northeast Special Planning Area 4 should be contained entirely within a structure. Only limited outside storage, or other external activity is appropriate. Developments should be clustered together and sited so that they have internal circulation, minimizing the number of access points to Des Moines Memorial Drive. Sites should be designed and located in a way that minimizes traffic, congestion, visual, noise or other impacts on adjacent residential uses or environmentally critical areas.</p> <p>Designation Criteria: Properties designated for the as Northeast Special Planning Redevelopment Area shall reflect the following criteria:</p> <ol style="list-style-type: none"> 1. The area should be is located in the northeast corner of Burien adjacent to the Northeast Redevelopment Area as shown on Figure XX, and is currently or anticipated to be subjected to high levels of noise from airport-related activities, and therefore, less suitable for residential development. 2. The area must be a minimum of 2 acres in size, although smaller lots may be aggregated to meet this requirement. 3. The area shall be located near major transportation corridors with adequate highway access. 4. The area should be free of or able to appropriately accommodate significant amounts of environmentally critical areas. 5. The existing or planned public facilities are or will be adequate to support the level and intensity of proposed development. 	<p>Is the proper qualifier “should” or “shall”?</p> <p>Is this still desirable?</p> <p>Is the term “significant” appropriate?</p> <p>Already covered in public facility policies.</p>
	Discussion: Land in the Northeast Special Planning Area shown on Map LU-1	Discussion: Land in the Northeast Special Planning Area shown on	Moved to end of Pol. IN 1.5

Reference No.	Current Goal/Policy Language	Proposed Goal/Policy Language	Comments
	<p>may not be ready for conversion from existing residential uses. Preparation of a Special Area Plan or sub-area plan will help ensure that the Northeast Special Planning Area is re-developed in a coordinated manner.</p>	<p>Map LU-1 may not be ready for conversion from existing residential uses. Preparation of a Special Area Plan or sub-area plan will help ensure that the Northeast Special Planning Area is re-developed in a coordinated manner.</p>	
<p>Pol. IN 1.5</p>	<p>Prior to considering redesignation of land within the Northeast Special Planning Area to Special Planning Area 4, a Special Area Plan shall be prepared.</p> <p>This Special Area Plan should be in the form of an integrated Growth Management Act/State Environmental Policy Act integrated plan in order to provide advance environmental review and approval of specific development opportunities or plans. The Special Area Plan shall consider the appropriateness and feasibility of non-residential uses in this area and which areas should be converted to the Special Planning Area 4 designations. For those areas appropriate for conversion, the Plan shall address how such areas may be transitioned from existing residential uses, and how development will be supported by adequate facilities. The Plan and resulting development regulations should address minimum parcel size for development to avoid piecemeal conversion of residential land uses. The Special Planning Area may be included in one Special Area Plan or be divided into a number of smaller Special Area Plans particular to individual development plans prepared over time.</p> <p>Until completion of a Special Area Plan (or related sub-area plan), this area shall continue to be regulated under the provisions of the underlying land use designation as shown on Map LU-1 and zoning as shown on the City's Zoning Map.</p>	<p>Prior to considering redesignation of land within Special Planning Area 4 the NERA north of South 138th Street as shown on Map LU-1, a Special Area Plan <u>in the form of an addendum or revision to the existing Redevelopment Plan and SEIS</u> shall be prepared. Until completion of a Special Area Plan (or related sub-area plan), this area shall continue to be regulated under the provisions of the underlying land use designation as shown on Map LU-1 and zoning as shown on the City's Zoning Map.</p> <p>This Special Area Plan, should be in the form of an integrated Growth Management Act/State Environmental Policy Act integrated plan in order to provide advance environmental review and approval of specific development opportunities or plans. The Special Area Plan shall consider at a minimum, the following items:</p> <ol style="list-style-type: none"> a. The appropriateness and feasibility of non-residential uses in this area; b. and wWhich areas should be converted to the Special Planning Area 4 <u>Airport Industrial, Professional Residential and/or other designations that will achieve the objective of Pol. IN 1.1;</u> c. For those areas appropriate for conversion, the Plan shall address hHow such areas may be transitioned from existing residential uses; d. and hHow development will be supported by adequate facilities; e. The Plan and resulting development regulations should address mMinimum parcel size for development to avoid piecemeal conversion of residential land uses. The Special Planning Area may be included in one Special Area Plan or 	

Reference No.	Current Goal/Policy Language	Proposed Goal/Policy Language	Comments
		<p>be divided into a number of smaller Special Area Plans particular to individual development plans prepared over time.</p> <p><i>Discussion:</i> Land in the Northeast Special Planning <u>Redevelopment</u> Area shown on Map LU-1 may not be ready for conversion from existing residential uses. Preparation of a Special Area Plan or sub-area plan will help ensure that the Northeast Special Planning Area is re-developed in a coordinated manner.</p>	
Pol. NEW		<p><u>The Airport Industrial designations facilitate economic development and provide flexibility for airport-compatible uses in a campus-like setting with internal circulation to minimize the number of access points to Des Moines Memorial Drive.</u></p> <p><i>Allowed Uses and Description:</i> <u>The Airport Industrial with Automall/Commercial Retail designation allows flex-tech, professional office, light manufacturing, production, processing and distribution-related businesses; warehousing, utilities, retail, and new car auto sales developed in an auto center configuration. New residential uses are not allowed.</u></p> <p><u>The Airport Industrial designation allows flex-tech, professional office, light manufacturing, production, processing and distribution-related businesses; warehousing, and utilities. Retail is allowed as an accessory use. New residential uses are not allowed.</u></p> <p><u>Further discussion of the Airport Industrial designations can be found in the Final Supplemental Environmental Impact Statement for the Northeast Redevelopment Area dated November 2009.</u></p> <p><i>Implementation:</i> <u>Properties designated Airport Industrial with Automall/Commercial Retail will be implemented by the AI-1 zone. Properties designated Airport Industrial will be implemented by the AI-</u></p>	This new policy is based on existing NERA language.

Reference No.	Current Goal/Policy Language	Proposed Goal/Policy Language	Comments
		<p><u>2 zone.</u></p> <p><i>Designation Criteria:</i> <u>Properties designated <i>Airport Industrial</i> shall be located within the Northeast Redevelopment Area and shall be subject to a special study/Supplemental Environmental Impact Statement supporting the designation as outlined in Pol. IN 1.5.</u></p>	
Pol. NEW		<p><u>The <i>Professional Residential</i> designation provides flexibility by allowing both single-family homes and small businesses in an area near but not directly under SeaTac International Airport's third runway.</u></p> <p><i>Allowed Uses and Description:</i> <u>The <i>Professional Residential</i> designation allows moderate density residential, small office, small scale retail, art studios, and other similar uses that would be compatible with single-family homes.</u></p> <p><u>Further discussion of the <i>Professional Residential</i> designation can be found in the Final Supplemental Environmental Impact Statement for the Northeast Redevelopment Area dated November 2009.</u></p> <p><i>Implementation:</i> <u>Properties designated <i>Professional Residential</i> will be implemented by the PR zone.</u></p> <p><i>Designation Criteria:</i> <u>Properties designated <i>Professional Residential</i> shall be located within the Northeast Redevelopment Area and shall be subject to a special study/Supplemental Environmental Impact Statement supporting the designation as outlined in Pol. IN 1.5.</u></p>	

Reference No.	Current Goal/Policy Language	Proposed Goal/Policy Language	Comments
Parks, Schools, Recreation and Open Space			
Goal PO.1	<i>Provide areas for Parks, Schools, Recreation and Open Space land uses areas within the City that are devoted to these types of uses, and recognize their contribution to the overall quality of life in Burien.</i>	<i>Provide areas for Parks, Schools, Recreation and Open Space land uses areas within the City that are devoted to these types of uses, and recognize their contribution to the overall quality of life in Burien.</i>	
Pol. PO 1.1	<p>The <i>Parks/Schools/Recreation/Open Space</i> area designation should reflect existing or planned areas for public recreational facilities, such as community centers, parks, trails, open space areas and public schools. This classification also encompasses significant quasi-public facilities, such as private schools, that are not intended for unrestricted public use but provide limited public access to the community.</p> <p>Allowed Uses and Description: This designation allows for public parks, public or quasi-public facilities, recreation, and public open space areas.</p> <p>Designation Criteria: Properties designated as parks, schools, recreation or open space should generally reflect one of the following criteria:</p> <ol style="list-style-type: none"> 1. The area is a public park or recreation facility. 2. The area is a quasi-public facility that has limited access park, recreation or open space areas. 3. The area is a public designated open space. 4. The area is identified for acquisition as a public park or a public open space. 5. The area or facility is appropriate for multiple or shared uses, such as a stormwater facility or a public or private school with a play area that could also serve as a passive or active park or open space. 	<p>The <i>Parks/Schools/Recreation/Open Space</i> area designation should reflect existing or planned areas for public recreational facilities, such as community centers, parks, trails, open space areas and public schools. This classification also encompasses significant quasi-public facilities, such as private schools, that are not intended for unrestricted public use but provide limited public access to the community.</p> <p>Allowed Uses and Description: This <u>The</u> <i>Parks/Schools/Recreation/Open Space</i> designation allows for public parks, public or quasi-public facilities, recreation, and public open space areas.</p> <p>Designation Criteria: Properties designated as parks, schools, recreation or open space <i>Parks/Schools/Recreation/Open Space</i> should generally reflect one of the following criteria:</p> <ol style="list-style-type: none"> 1. The area is a public park or recreation facility. 2. The area is a quasi-public facility that has limited access park, recreation or open space areas. 3. The area is a public designated open space. 4. The area is identified for acquisition as a public park or a public open space. 5. The area or facility is appropriate for multiple or shared uses, 	Should vs. shall?

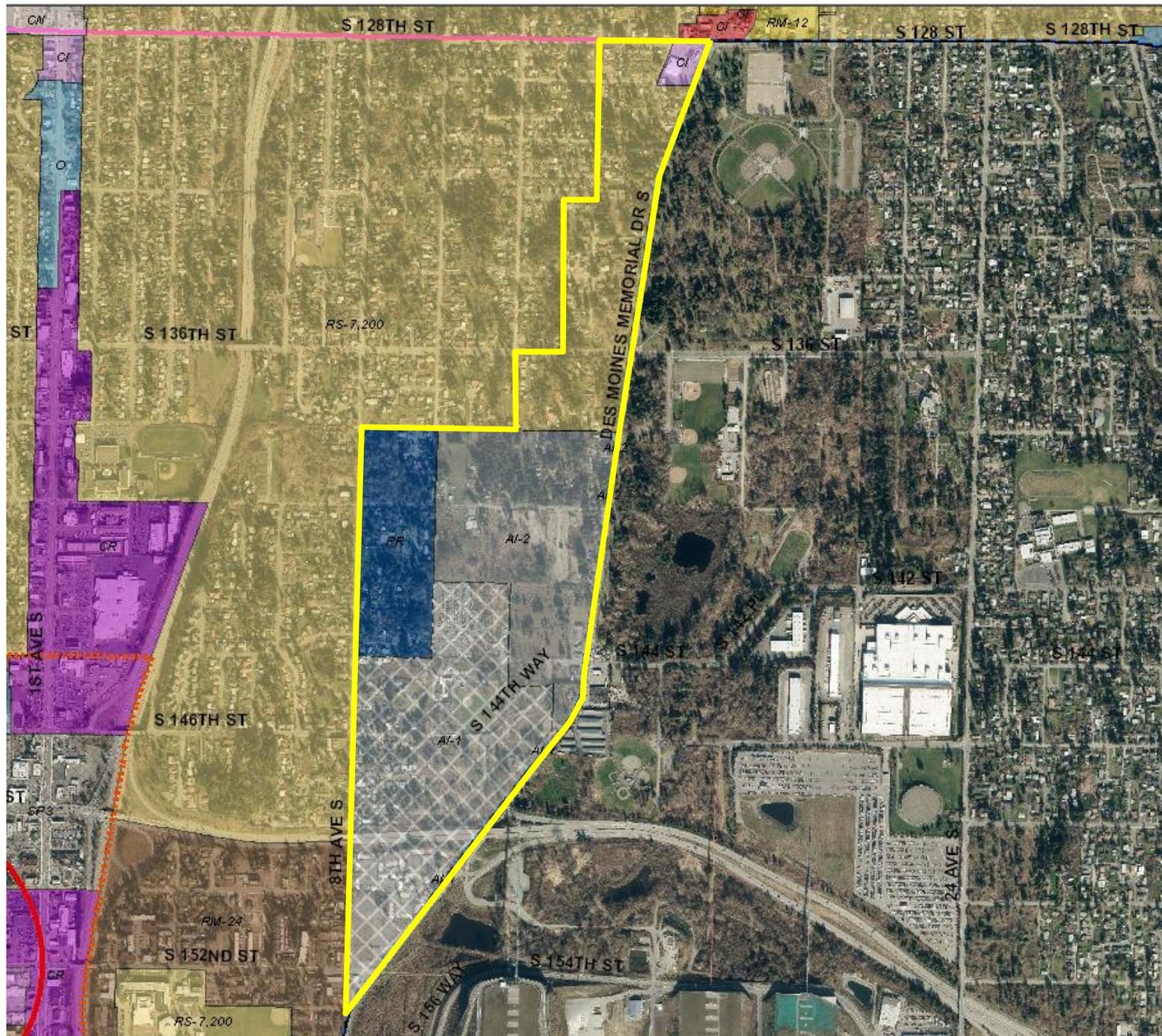
Reference No.	Current Goal/Policy Language	Proposed Goal/Policy Language	Comments
		such as a stormwater facility or a public or private school with a play area that could also serve as a passive or active park or open space.	
Special Planning Areas			
Goal SE.1	<p><i>Designate Special Planning Areas to provide the City with the ability to support, encourage and achieve the community vision for specific areas of the downtown. These areas have distinctive geographic characteristics that the City's existing land use designations cannot adequately address.</i></p> <p>Discussion: Special Planning Areas are used as a planning tool to create policies, regulations and criteria for development within defined geographic areas of the City that have special characteristics. These characteristics could include special design elements, gateways, large-lot public or semi-public facilities, or master-planned areas. A Special Planning Area can be established when the City's traditional Plan designations and zoning regulations are inadequate to address the development of an area. Within Special Planning Areas, special regulations are designed to ensure that development supports and achieves the desired character and stated goals and policies for the area. Special Planning Areas within the City of Burien are identified in Figure 2-SE1.</p>	<p><i>When appropriate, designate Special Planning Areas to provide the City with the ability to support, encourage and achieve the community vision for specific areas of the <u>city downtown</u>. These areas have distinctive geographic characteristics that the City's existing land use designations cannot adequately address.</i></p> <p>Discussion: Special Planning Areas are used as a planning tool to create policies, regulations and criteria for development within defined geographic areas of the City that have special characteristics. These characteristics could include special design elements, gateways, large-lot public or semi-public facilities, or master-planned areas. A Special Planning Area can be established when the City's traditional Plan designations and zoning regulations are inadequate to address the development of an area. Within Special Planning Areas, special regulations are designed to ensure that development supports and achieves the desired character and stated goals and policies for the area. Special Planning Areas within the City of Burien are identified in Figure 2-SE1.</p>	Move discussion to beginning of business/industrial section?
Pol. SE 1.2	<p>Special Planning Area 1 at the southwest entrance of downtown includes an area centered around SW 152nd Street between 8th Avenue SW and the Ruth Dykeman Center, "Old Burien." The City should strive to help achieve the following objectives through administering Special Planning Area 1 design standards recognizing the area's pedestrian orientation, historic character and location as a gateway to and from downtown. Within Special Planning Area 1:</p> <ol style="list-style-type: none"> a. The City should strengthen, preserve and enhance Old Burien as an active and economically viable place to shop, visit, conduct business and enjoy cultural events; b. The pedestrian orientation will be enhanced and maintained in a manner that is consistent with the City's design guidelines; c. Any construction, improvements or demolition of structures should be 	<p>Special Planning Area 1 at the southwest entrance of downtown includes an area centered around SW 152nd Street between 8th Avenue SW and the Ruth Dykeman Center, is the area known as "Old Burien." the City should strive to help achieve the following objectives through administering Special Planning Area 1 design standards recognizing <u>The Special Planning Area designation recognizes the area's pedestrian orientation, historic and design character, and location as a gateway to and from downtown. Within Special Planning Area 1 the City should:</u></p> <ol style="list-style-type: none"> a. The City should sStrengthen, preserve and enhance Old Burien as an active and economically viable place to shop, visit, conduct business and enjoy cultural events; 	Revised map will show location.

Reference No.	Current Goal/Policy Language	Proposed Goal/Policy Language	Comments
	<p>subject to special design review by the City;</p> <p>d. The City shall administer adopted design standards perpetuating the architecture within Old Burien for commercial, business and residential uses;</p> <p>e. Proposed developments should comply with the stated goals and policies for this area and enhance the character of the area. A strong connection between Old Burien and the pedestrian oriented shopping area along SW 152nd east of Ambaum Blvd. SW should be established and maintained; and,</p> <p>f. The residential neighborhood west of 10th Avenue SW should be protected from the potential expansion of retail uses west of Old Burien.</p>	<p>b. The pedestrian orientation will be eEnhanced and maintained <u>the area's pedestrian orientation and design character</u> in a manner that is consistent with the City's design guidelinesstandards;</p> <p>e. Any construction, improvements or demolition of structures should be subject to special design review by the City;</p> <p>d. The City shall administer adopted design standards perpetuating the architecture within Old Burien for commercial, business and residential uses;</p> <p>e. Proposed developments should comply with the stated goals and policies for this area and enhance the character of the area. A <u>Maintain the strong pedestrian connection between Old Burien and the pedestrian oriented shopping area along SW 152nd east of Ambaum Blvd. SW should be established and maintained</u><u>Downtown Burien</u>; and,</p> <p>f. <u>Protect</u> The residential neighborhood west of 10th Avenue SW should be protected from the potential expansion of retail uses west of Old Burien.</p>	<p>The city has adopted design standards for the area.</p>
Pol. SE 1.3	<p>Special Planning Area 2 includes the existing Ruth Dykeman Children's Center facilities on Lake Burien. While the City encourages and supports the continued operation of the Center, any proposed change in use in the future should be reviewed to ensure that:</p> <p>a. Public access to the water is prohibited: and</p> <p>b. The development supports the historical link with Old Burien.</p> <p>While the Ruth Dykeman Children's Center continues to operate a children's center on the site, residential, office and accessory uses associated with the center should be allowed. Minor expansion and/or modification of the children's center uses and structures should be allowed, if consistent with a City-approved Master Plan for the property. Major expansion and/or modification should be reviewed in conjunction with an amendment of the approved Master Plan.</p>	<p>Special Planning Area 2 includes the existing Ruth Dykeman Children's Center facilities on Lake Burien. <u>The Special Planning Area designation recognizes the unique use, campus and location of the Ruth Dykeman's Children's Center.</u> While the City encourages and supports the continued operation of the Center, any proposed change in use in the future should be reviewed to ensure that a Public access to the water is prohibited: and b. The development supports the historical link with Old Burien.</p> <p>While the Ruth Dykeman Children's Center continues to operate a children's center on the site, residential, office and accessory uses associated with the center should be allowed. Minor expansion and/or modification of the children's center uses and structures should be allowed, if consistent with a City-approved Master Plan for the property. Major expansion and/or modification should be reviewed in conjunction with an amendment of the approved Master Plan.</p>	<p>Item "a" will need to be removed or modified in order to be consistent with the SMA and update guidelines.</p>

Reference No.	Current Goal/Policy Language	Proposed Goal/Policy Language	Comments
Pol. SE 1.4	<p>Special Planning Area 3 includes the eastern entrance into downtown near the vicinity of 1st Avenue South and SW 148th Street on the north and SW 150th Street on the south. This area is also referred to as the gateway area. Special Planning Area 3 should develop as a quality environment that identifies a primary entrance to the City and downtown from major transportation corridors. Developments and improvements in the area (including land within the SR-509 and SR-518 rights-of-way) should be consistent with the December, 1998 “Burien Gateway Design Report”, which is adopted as part of this Plan by reference. Within this Special Planning Area the City should:</p> <ol style="list-style-type: none"> Encourage the type of well-designed, quality development that reinforces a positive image for the City and the adjacent downtown area, and promotes economic development; and Support and encourage site design, building design and landscaping that promotes pedestrian activity and establishes a strong pedestrian connection between the Special Planning Area 3 and the downtown; and Support and encourage the development of quality designed hotels with conference facilities and associated retail. 	<p>Special Planning Area 3 includes the eastern entrance into downtown near the vicinity of 1st Avenue South and SW 148th Street on the north and SW 150th Street on the south. This area is also referred to as the gateway area. <u>The Special Planning Area designation 3 should develop recognizes that the gateway area should be as a quality environment that identifies a primary entrance to the City and downtown from major transportation corridors.</u> Developments and improvements in the area (including land within the SR-509 and SR-518 rights-of-way) should be consistent with the December, 1998 “Burien Gateway Design Report”, which is adopted as part of this Plan by reference. Within this Special Planning Area <u>3</u> the City should:</p> <ol style="list-style-type: none"> Encourage the type of well-designed, quality development that reinforces a positive image for the City and the adjacent downtown area, and promotes economic development; and Support and encourage site design, building design and landscaping that promotes pedestrian activity and establishes a strong pedestrian connection between the Special Planning Area 3 and the downtown; and Support and encourage the development of quality designed hotels with conference facilities and associated retail. 	No need to verbally describe if it is shown on a map.
Pol. SE 1.5	<p>The Northeast Redevelopment Area (NERA) is an approximately 158 acre area located in the northeastern part of Burien that has been affected by SeaTac International Airport operations (see Figure 2-SE1). The NERA provides near and long term opportunities for economic development.</p> <p>Allowed Uses and Description: The NERA has been divided into two land use designations: Airport Industrial (AI) and Professional Residential (PR).</p> <p><i>Airport Industrial:</i> The purpose of this designation is to facilitate economic development and provide flexibility for airport-compatible uses in a campus-like setting with internal circulation to minimize the number of access points to Des</p>	<p>The Northeast Redevelopment Area (NERA) is an approximately 158 acre area located in the northeastern part of Burien that has been affected by SeaTac International Airport operations (see Figure 2-SE1). The NERA provides near and long term opportunities for economic development.</p> <p>Allowed Uses and Description: The NERA has been divided into two land use designations: Airport Industrial (AI) and Professional Residential (PR).</p> <p><i>Airport Industrial:</i> The purpose of this designation is to facilitate</p>	Moved much of this to another policy above

Reference No.	Current Goal/Policy Language	Proposed Goal/Policy Language	Comments
	<p>Moines Memorial Drive. Allowed uses include, but are not limited to flex-tech, professional offices, light manufacturing, production, processing and distribution-related businesses; warehousing, utilities, retail, and new car auto sales developed in an auto mall configuration in designated locations. New residential uses are not allowed.</p> <p><i>Professional Residential:</i> The purpose of this designation is to provide flexibility by allowing both single-family homes and small businesses in an area near but not directly under SeaTac International Airport's third runway. Allowed uses include, but are not limited to moderate density residential, small office, small scale retail, art studios, and other similar uses that would be compatible with single-family homes. (Amended, Ord. 528, 2009)</p>	<p>economic development and provide flexibility for airport compatible uses in a campus like setting with internal circulation to minimize the number of access points to Des Moines Memorial Drive. Allowed uses include, but are not limited to flex tech, professional offices, light manufacturing, production, processing and distribution related businesses; warehousing, utilities, retail, and new car auto sales developed in an auto mall configuration in designated locations. New residential uses are not allowed.</p> <p><i>Professional Residential:</i> The purpose of this designation is to provide flexibility by allowing both single family homes and small businesses in an area near but not directly under SeaTac International Airport's third runway. Allowed uses include, but are not limited to moderate density residential, small office, small scale retail, art studios, and other similar uses that would be compatible with single family homes. (Amended, Ord. 528, 2009)</p>	
Pol. IN 1.5	<p>Prior to considering redesignation of land within the Northeast Special Planning Area to Special Planning Area 4, a Special Area Plan shall be prepared.</p> <p>This Special Area Plan should be in the form of an integrated Growth Management Act/State Environmental Policy Act integrated plan in order to provide advance environmental review and approval of specific development opportunities or plans. The Special Area Plan shall consider the appropriateness and feasibility of non-residential uses in this area and which areas should be converted to the Special Planning Area 4 designations. For those areas appropriate for conversion, the Plan shall address how such areas may be transitioned from existing residential uses, and how development will be supported by adequate facilities. The Plan and resulting development regulations should address minimum parcel size for development to avoid piecemeal conversion of residential land uses. The Special Planning Area may be included in one Special Area Plan or be divided into a number of smaller Special Area Plans particular to individual development plans prepared over time.</p>	<p>Prior to considering redesignation of land within the Northeast Special Planning Area to Special Planning Area 4, a Special Area Plan shall be prepared.</p> <p>This Special Area Plan should be in the form of an integrated Growth Management Act/State Environmental Policy Act integrated plan in order to provide advance environmental review and approval of specific development opportunities or plans. The Special Area Plan shall consider the appropriateness and feasibility of non residential uses in this area and which areas should be converted to the Special Planning Area 4 designations. For those areas appropriate for conversion, the Plan shall address how such areas may be transitioned from existing residential uses, and how development will be supported by adequate facilities. The Plan and resulting development regulations should address minimum parcel size for development to avoid piecemeal conversion of residential land uses. The Special Planning Area may be included in one Special Area Plan or be divided into a number of</p>	Moved to another policy(s) above.

Reference No.	Current Goal/Policy Language	Proposed Goal/Policy Language	Comments
	<p>Until completion of a Special Area Plan (or related sub-area plan), this area shall continue to be regulated under the provisions of the underlying land use designation as shown on Map LU-1 and zoning as shown on the City's Zoning Map.</p>	<p>smaller Special Area Plans particular to individual development plans prepared over time.</p> <p>Until completion of a Special Area Plan (or related sub-area plan), this area shall continue to be regulated under the provisions of the underlying land use designation as shown on Map LU-1 and zoning as shown on the City's Zoning Map.</p>	



Business/Commercial Designation Criteria – DRAFT

	Adjacent Land Uses and Densities	Compatibility	Public Facilities	Non Motorized	Transit Service	Critical Areas	Roadway access	Pedestrian Amenities
Neighborhood Center (EXISTING)	The area must be adjacent to neighborhoods, of limited extent, and currently developed or partially developed as business, service or commercial uses.	The area should have existing or planned pedestrian or other non-motorized connections to the adjacent neighborhood.	The existing or planned public facilities should be adequate to support small-scale commercial development.		The area is served or will be served by transit.		The area should be located on an arterial, so that physical access does not result in adverse impacts on adjacent and nearby local access streets.	
Neighborhood Center (NEW)	<p>Areas are located at low intensity commercial nodes adjacent to residential neighborhood(s).</p> <p>Adjacent residential designations shall predominately be Moderate Density Residential.</p>	<p>Development is generally smaller in scale and designed for compatibility with adjacent single family homes in a manner that is consistent with the City's development regulations.</p> <p><i>Comment: This is more of a policy statement rather than a criteria.</i></p>	<p><i>Comment: There already is goal and policy language addressing the need for adequate public utilities. Goal UT.1 and Pol. UT 1.3.</i></p>	Areas shall be located on an identified general bikeway.	<p>Areas are located within 1/8 mile of a transit route with a peak transit frequency of at least 21-30 minutes.</p> <p><i>Comment: 1/8 mile is used because it maintains the concentration of commercial to the corridor and reinforces the policy or goal of maintaining/protecting well established residential neighborhoods.</i></p>	Areas do not contain critical areas.	Areas are located adjacent to or have direct access to an arterial.	The area is located in sections of the city that have or are planned to have pedestrian or other non-motorized connections.

	Adjacent Land Uses and Densities	Compatibility	Public Facilities	Non Motorized	Transit Service	Critical Areas	Roadway access	Pedestrian Amenities
Intersection Commercial (EXISTING)		The existing or planned public facilities are adequate to support the proposed development.	The design and capacity of the intersection are able to support the planned uses.		The area is served or planned to be served by transit.		The intersection of two arterials should be the preferred location for the designation.	
Intersection Commercial (NEW)	Areas are located within 1/8 mile of Low and Moderate Density Multi-Family Neighborhood land use designations as measured along an arterial. Generally the designation is located outside of the urban center boundary and at low intensity commercial nodes.	Areas shall be located at or within 1/8 th mile of the intersection of arterials.	<i>Comment: There already is goal and policy language addressing the need for adequate public utilities. Goal UT.1 and Pol. UT 1.3.</i>		Areas are located within 1/8 mile of a transit route with a peak transit frequency of at least 21-30 minutes. <i>Comment: 1/8 mile is used because it maintains the concentration of commercial to the corridor and reinforces the policy or goal of maintaining/protecting well established residential neighborhoods.</i>	Areas are not constrained by critical areas. <i>Comment: Aquifer recharge areas are present in the Manhattan node.</i>	Areas are located adjacent to or have adequate access to a primary or minor arterial.	

	Adjacent Land Uses and Densities	Compatibility	Public Facilities	Non Motorized	Transit Service	Critical Areas	Roadway access	Pedestrian Amenities
Downtown Commercial (EXISTING)		Properties with the Downtown Commercial land use designation are appropriate for land within the area labeled “downtown area” as shown in Fig. 2-SE1.						
Downtown Commercial (NEW)		<p>The multifamily development is designed for compatibility with the surrounding development in a manner that is consistent with the City’s development regulations.</p> <p><i>Comment: This is more of a policy statement rather than a criteria.</i></p>	The area is located within the urban center boundary.		<p>The area is located within 1/8 mile of a transit route with a peak transit frequency of at least every 10 minutes.</p> <p><i>Comment: Is this needed if the urban center boundary criteria is used?</i></p>	The area does not contain critical areas.	The area is located adjacent to or has adequate access to an arterial.	

	Adjacent Land Uses and Densities	Compatibility	Public Facilities	Non Motorized	Transit Service	Critical Areas	Roadway access	Pedestrian Amenities
Community Commercial (EXISTING)			The existing or planned public facilities are adequate to support small to moderate scale commercial development.		The area is served or planned to be served by transit.		The area is located on a principal arterial in close proximity to the downtown core.	
Community Commercial (NEW)	Areas are located within 1/8 mile of the center of moderate and high commercial service nodes (see Map XX) as measured along an arterial or within the urban center boundary.	Areas are generally adjacent to multi-family residential and other commercial land use designations. <i>Comment: Not sure if this is appropriate or needed, but it does capture the existing land use pattern.</i>			Areas are located within 1/8 mile of a transit route with a peak transit frequency of at least 10-20 minutes.	Areas do not have significant amounts of geologically hazardous areas. <i>Comment: Some areas have critical aquifer recharge areas and seismic hazard.</i> <i>Significant?</i>	Areas have direct access to an Auto/Truck Priority Route. Areas are located adjacent to or have adequate access to an arterial.	

	Adjacent Land Uses and Densities	Compatibility	Public Facilities	Non Motorized	Transit Service	Critical Areas	Roadway access	Pedestrian Amenities
Regional Commercial (EXISTING)	The area should not economically compete with or detract from the downtown businesses.	The area does not result in the creation or extension of a commercial strip.					The area is located along a principal arterial with adequate roadway capacity and easy access to highways.	
Regional Commercial (NEW)		<p>Areas are adjacent to 1st Avenue South and within ½ mile of the urban center boundary.</p> <p><i>Comment: Is this appropriate? It is the language in Pol. BU 1.8 and it is definitive. ½ mile is used to recognize the auto oriented nature of 1st Avenue and maintain a more concentrated area near the urban center.</i></p>	<p><i>Comment: There already is goal and policy language addressing the need for adequate public utilities. Goal UT.1 and Pol. UT 1.3.</i></p>		<p>Areas are located within 1/8 mile of a transit route with a peak midday transit frequency of at least 10-20 minutes</p> <p><i>Comment: may not be needed if 1st Ave. criteria are used.</i></p>	<p>Areas are not constrained by geologically hazardous areas.</p>	<p>Areas have direct access to an auto/truck priority route.</p>	

	Adjacent Land Uses and Densities	Compatibility	Public Facilities	Non Motorized	Transit Service	Critical Areas	Roadway access	Pedestrian Amenities
Office (EXISTING)	The area should be located along the edges of residential areas and not penetrate them.						The area should be located on or near arterials with adequate vehicular capacity.	
Office (NEW)	<p>Areas should be located along the edges of residential areas and may expand into non-residential areas.</p> <p><i>Comment: Kept existing criteria from above but modified language.</i></p> <p>Areas must be located within ¼ mile of a moderate or high intensity commercial node.</p>	<p>Areas may serve as a transition from High Density and Moderate Residential Multi-Family Neighborhoods and/or commercial designations to Low and Moderate Density Residential neighborhoods.</p>			<p>Areas are located within 1/8 mile of a transit route with a peak midday transit frequency of at least 21-30 minutes</p>	<p>Areas should be free of or able to appropriately accommodate environmental ly critical areas.</p> <p><i>Comment: seems appropriate since "office" is the least intensive of the "commercial" uses.</i></p>	<p>Areas should have direct access to an arterial.</p>	