



Department of Commerce

Innovation is in our nature.

Notice of Intent to Adopt Amendment 60 Days Prior to Adoption

Indicate one (or both, if applicable):

- Comprehensive Plan Amendment**
- Development Regulation Amendment**

Pursuant to RCW 36.70A.106, the following jurisdiction provides notice of intent to adopt a proposed comprehensive plan amendment and/or development regulation amendment under the Growth Management Act.

(If needed, you may expand this form and the fields below, but please try to keep the entire form under two pages in length.)

Jurisdiction:	City of Burien
Mailing Address:	400 SW 152 nd Street, Suite 300 Burien, WA 98166
Date:	September 20, 2012

Contact Name:	David, AICP
Title/Position:	Senior Planner
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Brief Description of the Proposed/Draft Amendment: <i>(40 words or less)</i> <i>If this draft amendment is provided to supplement an existing 60-day notice already submitted, then please provide the date the original notice was submitted and the Commerce Material ID number (located in your Commerce acknowledgement letter.)</i>	Amendments to Burien’s Comprehensive Plan. Text amendments to the land use element. Amendments generally include the following; <ul style="list-style-type: none"> • Incorporating the North Burien Annexation area including amendments to the Comprehensive Land Use Map. • Align goals and policies with Regional and County planning documents. • Incorporate growth targets • Improve consistency of land use designation criteria and adopt a commercial node concept. • Ensure goals and policies are consistent with best available science. • Align text to match pending SMP adoption • Update references to other local planning documents. Adoption of Zoning consistent with the Comprehensive Plan Map
Public Hearing Date:	Planning Board/Commission: September 11, 2012
Proposed Adoption Date:	December 3 rd , 2012

REQUIRED: Attach or include a copy the proposed amendment text.

Department of Commerce Submittal

(Planning Commission Public Hearing Draft)

Land Use Element Text Amendments

Introduction:

This element [land use] of the comprehensive plan contains land use designation criteria that are to be used to evaluate proposed changes to the land use designation map (LU-1). The city recognizes the existing land use pattern as identified on the map. The land use designation criteria are to be applied in the consideration of future map amendments and not retroactively.

Goal LU.1

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

Discussion: Land use in Burien should remain primarily residential, with the majority of non-residential development concentrated in the regional growth center, in appropriate areas along First Avenue South, Ambaum Boulevard SW, Boulevard Park and the North East Redevelopment Area.

Pol. LU 1.1

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

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

Pol. LU 1.2

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

Pol. LU 1.3

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

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

Pol. LU 1.4

~~The City should e~~Encourage a mix of residential, office and commercial uses within Burien's ~~downtown area~~ regional growth center to create a vibrant city center that reduces reliance on the automobile and provides a range of housing opportunities.

Pol. LU 1.5

~~Burien should strive to e~~Expand its Burien's economic base by attracting the types of economic activities ~~which that~~ best meet the needs and desires of the community, while protecting well-established residential areas from encroachment by inappropriate non-residential uses.

Pol. LU 1.6

~~Encourage The City will ensure that infill redevelopment and development of underutilized and vacant land to be is~~ compatible with the appropriate character, scale and design of surrounding development. ~~The City will encourage infill projects when and where the conditions for development are met.~~

Pol. LU 1.9

~~The City is aware that under the Growth Management Act the City may not preclude the siting of the third runway if the runway is determined by the courts to be an "essential public facility." The City also notes that the Growth Management Act, the Central Puget Sound Growth Management Hearings Board, the Countywide Planning Policies, the State Environmental Policy Act and other policies, laws and regulations authorize that there be appropriate and reasonable mitigation for communities and elements of the environment adversely impacted by the siting of an essential public facility. Under certain circumstances, permit applications can be conditioned or denied if significant adverse environmental impacts are not mitigated. If the third runway is constructed, significant adverse impacts should be mitigated to the maximum extent allowed by law.~~

Pol. LU 1.11

~~The City of Burien designates dDowntown Burien and its surrounding residential and employment areas as an urban have been designated a regional growth center in accordance with Vision 2040 and the King County Countywide Planning Policies. The boundaries of the urban regional growth center are shown on Figure 2 LU1.11 Map 1-1.~~

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

Goal LU.2 (NEW)

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

Pol. LU 2.1 (NEW)

Accommodate growth targets for the planning period ending in 2031 as shown in figure XX. These targets represent the city's commitment to implement appropriate zoning regulations and develop infrastructure to accommodate this level of growth; they are not a commitment that the market will deliver these numbers.

Goal RE.1

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

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

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

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

Residential neighborhoods located on the easternmost edge of the city, adjacent to the airport experience high levels of airport-related noise. While the existing quality of the neighborhoods has remained, it is appropriate to discourage higher levels of residential density on noise-impacted properties.

Pol. RE 1.1

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

Pol. RE 1.2

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

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

Pol. RE 1.5

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

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

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

such items as impervious surfaces, streetscapes, sidewalks and stormwater drainage, may vary within each zoning category based on the existing character of the area.

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

1. The area is already generally characterized by single family residential development at four units per acre or less; and
2. Relative to other residential areas within the City, the area is characterized by lower intensity development as shown on Map LU-2.
3. The land is ~~designated as a potential~~ constrained by landslide hazard areas, ~~steep slope area, or wetlands as shown on~~ the City of Burien's Critical Areas Map.
4. The existing and planned public facilities for the area cannot adequately support a higher density.
5. The area is subject to existing impacts from high levels of airport-related noise.

Pol. RE 1.6

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

~~**Discussion:** There are specific concerns about increasingly large home sizes within the City's moderate density neighborhoods. The zoning code will need to include measures that adequately restrict homes from becoming massive structures that cover almost an entire lot and are out of character with the surrounding residential development.~~

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

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

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

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

Pol. RE 1.7

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

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

• ~~Low Density Multifamily Neighborhood:~~

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

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

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

1. The area is already primarily characterized by multifamily residential ~~uses~~ development at 8 to 12 units per acre.
2. The area may function as a transition from higher intensity designations such as commercial or multi-family to single-family residential.

3. The area is within 1/8 mile of low intensity commercial service nodes as measured along an arterial as shown on Figure 2LU-3.
4. The area is located within 1/4 mile of a transit route with a peak transit frequency of at least every 21-30 minutes.
5. The area should not be constrained by critical areas. Where critical areas and/or buffers do exist, consideration should be given to the health and safety of residents, and potential impacts on the critical area(s) and buffer(s).
6. The area is located adjacent to or has adequate access to an arterial.

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

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

1. The area is already primarily characterized by multifamily residential development at 12 to 24 units per acre.
2. The area is within 1/8 mile of any commercial service node (as shown on Figure 2LU-3) or the urban center boundary as measured along an arterial.
3. The area is located within 1/4 mile of a transit route with a peak transit frequency of at least every 10-20 minutes.
4. The area does not have significant amounts of critical areas, except critical aquifer recharge areas.
5. The area is located adjacent to or has adequate access to an arterial.
6. The area is served by adequate and/or planned recreational facilities such as athletic fields or playgrounds.

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

● ~~*High Density Multifamily Neighborhood:*~~

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

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

~~a. Assisted living units for seniors or disabled persons, subject to a conditional use permit process involving a public hearing. Assisted living units are facilities specifically designed to accommodate seniors or disabled persons who are not able to live independently. Densities greater than 24 units per acre may be allowed when the proposed development is appropriate for the site.~~

~~b. In areas located adjacent to an arterial, well designed office development that fits in with the character of surrounding residential development, subject to an administrative conditional use permit process.~~

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

1. The area is already primarily characterized by multifamily residential uses at 18 or more units per acre.
2. The area is within 1/8 mile of moderate and high commercial service nodes (shown on Figure 2LU-3) as measured along an arterial. The designation is also appropriate within the urban center boundary or within 1/8 mile of the urban center boundary as measured along an arterial.
3. The area is located within 1/4 mile of a transit route with peak transit frequency of at least every 10-20 minutes.
4. The area does not have significant amounts of critical areas, except critical aquifer recharge areas.
5. The area is located adjacent to or has adequate access to a primary or minor arterial.
6. The area is served by adequate and/or planned recreational facilities such as athletic fields or playgrounds.

Goal BU.1

Provide a broad range of attractive and strategically located business activity centers/nodes that serve as focal points for employment, commerce and culture for their adjacent residential neighborhoods and the greater Burien area. The scale and intensity of uses at these locations shall be compatible with Burien's vision.

Pol. BU 1.1

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

- ~~a. Shall be incidental to or conducted in a dwelling place, and do not change the home's residential character;~~
- ~~b. Should have a level of activity compatible with single family structures and residential neighborhood goals; and~~
- ~~c. Should be conducted by a member of the family residing within the dwelling place.~~

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

Pol. BU 1.2

Through the development of integrated commercial centers, the business land use categories are intended to provide areas for businesses uses that serve neighborhoods, the community and the traveling public region, and minimize traffic congestion, visual, and other impacts on the surrounding residential areas.

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

Pol. BU 1.3

The *Neighborhood Center* classification designation allows for relatively small areas that provide limited scale convenience goods and services to serve the everyday needs of the surrounding single family neighborhoods or to provide locally based employment opportunities, while protecting the desired neighborhood character. 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. These neighborhood focal points should be designed and located so that customers and employees are encouraged to walk rather than drive to these areas.

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

Allowed Uses and Description: The type and scale of uses in these areas must be consistent with the road and utility capacity and compatible with neighborhood character. Limited retail stores, services and professional offices that serve the immediate neighborhood as well as other markets or service areas are allowed. Uses that sell gasoline or diesel fuels are not allowed.

Within this designation, mixed use developments that include residential uses on the second floor may be allowed as a conditional use (excluding the area designated for neighborhood center uses in Three Tree Point). Stand alone multifamily residential structures are not an intended use in these areas, except to accommodate existing structures. Residential densities in mixed use developments should not exceed 12 units per acre, and retail or commercial uses are required on the first floor.

The design of these areas, including the size, location and design of parking lots, shall be strictly regulated to ensure compatibility with the surrounding neighborhood. Hours of operation should be regulated and vary with the type and intensity of neighborhood in which it is located. Development within this designation shall include design features to encourage pedestrian and transit access, such as shared parking and siting the buildings near the sidewalks.

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

- ~~1. The area must be adjacent to neighborhoods, of limited extent, and currently developed or partially developed as business, service or commercial uses.~~
- ~~2. The area should have existing or planned pedestrian or other non-motorized connections to the adjacent neighborhood.~~
- ~~3. The existing or planned public facilities should be adequate to support small-scale commercial development.~~
- ~~4. The area should be located on an arterial, so that physical access does not result in adverse impacts on adjacent and nearby local access streets.~~
- ~~5. The area is served or will be served by transit.~~
 1. Areas are located at low intensity commercial nodes (shown on Figure 2LU-3) adjacent to residential neighborhood(s).
 2. Adjacent residential designations shall predominately be Moderate Density Residential.
 3. Areas shall be located on an identified general bikeway.
 4. Areas are located within 1/8 mile of a transit route with a peak transit frequency of at least 21-30 minutes.
 5. The area does not have critical areas, except aquifer recharge areas.
 6. Areas are located adjacent to or have direct access to an arterial.
 7. The area is located in sections of the city that have or are planned to have pedestrian or other non-motorized connections.

Pol. BU 1.4

The ~~*Intersection Commercial*~~ category ~~provides~~ designation allows for a variety of commercial uses of low to moderate density or intensity, located at major roadway intersections in close proximity to higher density uses, such as multifamily developments. Multifamily development in these areas may only be approved as part of a mixed use development with the appropriate unit density being based on the adjacent comprehensive plan land use designations. Customers are anticipated to either drive or walk to these establishments.

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

Allowed Uses and Description: ~~*Intersection Commercial*~~ land uses serve multiple residential areas, with a diverse mix of uses. These uses will typically be grouped around a shared parking facility, with primary access on an arterial. Uses include commercial, retail, services, professional offices, recreation and community facilities. The edges of these areas need to be well-defined to contain development and limit encroachment into single family areas.

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

- ~~1. The intersection of two arterials should be the preferred location for the designation.~~
- ~~2. The design and capacity of the intersection are able to support the planned uses.~~
- ~~3. The existing or planned public facilities are adequate to support the proposed development.~~
- ~~4. The area is served or planned to be served by transit.~~

1. Areas are located within 1/8 mile of Multi-Family Neighborhood land use designations as measured along an arterial. Generally the designation is located outside of the urban center boundary and at low intensity commercial nodes (shown on Figure 2LU-3).
2. Areas shall be located at or within 1/8th mile of the intersection of arterials.
3. Areas are located within 1/8 mile of a transit route with a peak transit frequency of at least 21-30 minutes.
4. The area does not have critical areas, except critical aquifer recharge areas.
5. Areas are located adjacent to or have adequate access to a primary or minor arterial.

Pol. BU 1.5

The ~~Downtown Commercial~~ land use designation fosters a vibrant, compact, pedestrian oriented area by allowing high density residential development, office, retail and commercial uses, government activities, and restaurants, entertainment and cultural uses. Mixed use developments are encouraged, including well-designed townhouses and condominiums, providing a convenient living environment and making the downtown a community focal point and center, as well as a lively place in the evening and on weekends. Residential densities are limited only by physical constraints such as height, bulk, parking and infrastructure capacities. Moderate to high rise buildings, pedestrian amenities and facilities that help define downtown Burien's distinctive qualities are encouraged.

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

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

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

Pol. BU 1.7

The ~~Community Commercial~~ land use designation recognizes the business orientation of some of the principal arterials ~~that are in close proximity to the downtown area~~, including Ambaum Boulevard Southwest, Boulevard Park and the Five Corners area. The designation and is intended to provide for allows moderate intensity commercial uses that serve the community. Customers would likely access these establishments by automobile or by transit. The range of allowed uses includes moderate intensity retail activities, professional offices, restaurants, entertainment, and services. Multifamily development in these areas may only be approved as part of a mixed use development with the appropriate unit density being based on the intensity of adjacent comprehensive plan land use designations. Business uses should be located on the ground floor.

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

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

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

- ~~1. The area is located on a principal arterial in close proximity to the downtown core.~~
- ~~2. The existing or planned public facilities are adequate to support small to moderate scale commercial development.~~
- ~~3. The area is served or planned to be served by transit.~~
1. Areas are located within 1/8 mile of the center of moderate and high commercial service nodes (see Figure 2LU-3) as measured along an arterial or within the urban center boundary.
2. Areas are generally adjacent to multi-family residential and other commercial land use designations.
3. Areas have direct access to an Auto/Truck Priority Route.
4. Areas are located within 1/8 mile of a transit route with a peak transit frequency of at least 10-20 minutes.
5. The area does not have geologically hazardous areas.
6. Areas are located adjacent to or have adequate access to an arterial.

Pol. BU 1.8

The ~~Regional Commercial~~ land use category designation allows is intended to provide for larger scaled commercial uses that serve the community, the region, and the traveling public. These uses are typically land extensive, and are not well-suited to being located downtown. This classification is currently found along 1st Avenue South and provides locations for retail uses that require large sites, automobile sales and services, restaurants and services for travelers,accommodates many of the existing larger chain stores and car dealerships. Multifamily development in these areas may only be approved as part of a mixed use development with a maximum of 24 units per acre. Business uses should be located on the ground floor and minimum gross floor area standards for floor area devoted to business uses shall be established to maintain a predominate commercial presence.

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

Allowed Uses and Description: ~~The Regional Commercial land use category provides for retail uses that require large sites, bulk or large box retail uses, automobile sales and services, wholesale uses, restaurants, and retail and services for travelers.~~

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

~~1. The area is located along a principal arterial with adequate roadway capacity and easy access to highways.~~

~~2. The area does not result in the creation or extension of a commercial strip.~~

~~3. The area should not economically compete with or detract from the downtown businesses.~~

1. Areas have direct access to an auto/truck priority route.
2. Areas are located within 1/8 mile of a transit route with a peak midday transit frequency of at least 10-20 minutes
3. Areas are not constrained by geologically hazardous areas.

Areas are adjacent to 1st Avenue South and within ½ mile of the urban center boundary.

Pol. OF 1.1

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

Allowed Uses and Description: The *Office* land use category allows low to moderate density office, medical and medical-related uses, research and development, day care centers, eating and drinking establishment, personal and professional services, and public and semi-public uses. Mixed use development, combining office, retail, commercial and residential uses is also permitted. Multifamily development in these areas may only be approved as part of a mixed use development with the appropriate unit density being based on the adjacent comprehensive plan land use designations.

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

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

~~1. The area should be located on or near arterials with adequate vehicular capacity.~~

~~2. The area should be located along the edges of residential areas and not penetrate them.~~

1. Areas should be located along the edges of residential areas and may expand into non-residential areas.
2. Areas must be located within ¼ mile of a moderate or high intensity commercial node (see Figure 2LU-3).

3. Areas may serve as a transition from High Density and Moderate Residential Multi-Family Neighborhoods and/or commercial designations to Low and Moderate Density Residential neighborhoods.
4. Areas are located within 1/8 mile of a transit route with a peak midday transit frequency of at least 21-30 minutes.
5. The area should not be constrained by critical areas. Where critical areas and/or buffers do exist, consideration should be given to the health and safety of residents, and potential impacts on the critical area(s) and buffer(s).
6. Areas should have direct access to an arterial.

Goal IN.2

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

Pol. IN 1.2

~~The *Industrial* designation provides areas for Existing industrial land uses, including heavier commercial uses or the processing, manufacturing or storage of non-objectionable products not involving processes or machinery likely to cause undesirable effects upon nearby residential or commercial property. ~~is appropriate for the Industrial land use designation.~~ The processing or storage of hazardous materials shall be strictly controlled and permitted in accordance with state and federal law.~~

Allowed Uses and Description: This land use designation includes manufacturing, high technology manufacturing, research and development, industrial uses, processing and essential public facilities. Area activities may include outside storage, processing, manufacturing, or heavy vehicle repair and storage. Developments are encouraged to be grouped together and designed in a manner reflective of an Industrial Park.

Character: ~~Uses in the Southeast Industrial designation may include a wide variety of industrial and commercial uses in a less managed environment than the Northeast Special Planning Area or Special Planning Area 4. Area activities may include outside storage, processing, manufacturing, or heavy vehicles repair and storage. Developments are encouraged to be grouped together and designed in a manner reflective of an Industrial Park.~~

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

1. ~~The area must be a minimum of 2 acres in size, although smaller lots may be aggregated to meet this requirement.~~
2. The area is characterized by industrial or heavy commercial development or is adjacent to ~~or designated for~~ industrial uses.

3. ~~The area shall be located near major transportation corridors to facilitate the transportation of goods and minimize the interference with local traffic~~ The area has direct access to an auto/truck priority route.
4. ~~The area does not include significant amounts of environmentally critical areas.~~ The area should be free of or able to appropriately accommodate environmentally critical areas.
5. ~~The existing or planned public facilities are adequate to support these types of industrial uses.~~

Pol. IN 1.3

Vegetative Buffers. Uses in the ~~Southeast Industrial and Airport Industrial areas and Northeast Special Planning Area~~ shall provide vegetative buffers to screen development from adjacent non-business properties and from adjacent roadways.

Pol. IN 1.4

Performance Standards. Performance standards for uses in the ~~Southeast Industrial and Airport Industrial areas and Northeast Special Planning Area~~ will ensure that:

- a. The scale and design of these uses is compatible with surrounding neighborhoods;
- b. Lighting from these uses will not interfere or conflict with adjacent non-industrial properties;
- c. Signage will be controlled and limited to informational types;
- d. Curb cuts should be minimized and sharing of access encouraged; and
- e. Adequate and safe motorized and non-motorized access to the site is provided, and transportation and circulation impacts, especially on residential areas, will be mitigated.

Goal IN.1

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

Pol. IN 1.1

Discussion: In 2003, the City Council implemented this policy in the southern portion of the Northeast Special Planning Area (south of So. 138th Street) by creating a new underlying land use designation, Special Planning Area 4 (see Map LU 1 and Pol. SE 1.5). Policies IN 1.1, 1.2, 1.3, 1.4, 1.5 and 1.6 do not apply to Special Planning Area 4, but continue to apply in the rest of the Northeast Special Planning Area (north of So. 138th Street).

The Northeast ~~Special Planning~~ Redevelopment Area (NERA) identified on Map LU-1 is an overlay land use designation that recognizes a potential opportunity for economic development in the ~~northeastern~~ part of the City, in areas affected by aircraft noise from SeaTac International Airport. Development of uses in the ~~Northeast Special Planning Area~~ NERA should be low scale, landscaped, ~~and buffered,~~ and be clustered together and sited so that they have internal circulation, minimizing the number of access points to Des Moines Memorial Drive ~~have access to Des Moines Memorial Drive. , meet the designation criteria under this policy and meet the performance criteria set forth in policies IN 1.3 and 1.4. Sites should be designed and located in a way that minimizes traffic, congestion, visual, noise or other impacts on adjacent residential uses or environmentally critical areas~~

Discussion: In 2009, the City and Port of Seattle collaborated on a Supplemental Environmental Impact Statement (SEIS) and Redevelopment Plan for the Northeast Redevelopment Area. This led to a series of Comprehensive Plan text and map amendments as well as Zoning Code and Zoning Map amendments related to approximately 158 acres of the NERA. These 158 acres were re-designated and rezoned into two Airport Industrial designations and a Professional Residential designation. Development within this portion of the NERA is subject to the SEIS and Redevelopment Plan. The City subsequently adopted a SEPA Planned Action Ordinance to help facilitate redevelopment in the area.

Allowed Uses and Description: Business Park, Warehouse, Manufacturing uses ~~are~~ include storage ~~within a building,~~ production, light industrial, processing and distribution-related businesses inside buildings with only limited storage and related activities occurring outside. ~~Uses only have minimal environmental and land use impacts. Since the area is in close proximity to SeaTac International Airport, The uses in this classification could~~ should be airport-oriented due to its close proximity to SeaTac International Airport. In addition, studio space for artists is also encouraged as a part of these developments, to the extent allowed by FAA restrictions.

Character: ~~Uses in the Northeast Special Planning Area 4 should be contained entirely within a structure. Only limited outside storage, or other external activity is appropriate. Developments should be clustered together and sited so that they have internal circulation, minimizing the number of access points to Des Moines Memorial Drive. Sites should be designed and located in a way that minimizes traffic, congestion, visual, noise or other impacts on adjacent residential uses or environmentally critical areas.~~

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

1. The area ~~should be~~ is located in the northeast corner of Burien adjacent to the Northeast Redevelopment Area as shown on Figure 2-SE1, 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.~~

~~**Discussion:** Land in the Northeast Special Planning Area shown on Map LU-1 may not be ready for conversion from existing residential uses. Preparation of a Special Area Plan or sub-area plan will help ensure that the Northeast Special Planning Area is re-developed in a coordinated manner.~~

Pol. IN 1.5

~~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 in the form of an addendum or revision to the existing Redevelopment Plan and SEIS shall be prepared. Until completion of a Special Area Plan ~~(or related sub-area plan)~~, this area shall continue to be regulated under the provisions of the underlying land use designation as shown on Map LU-1 and zoning as shown on the City's Zoning Map.~~

~~This Special Area Plan, should be in the form of an integrated Growth Management Act/State Environmental Policy Act integrated plan in order to provide advance environmental review and approval of specific development opportunities or plans. The Special Area Plan shall consider at a minimum, the following items:~~

- a. The appropriateness and feasibility of non-residential uses in this area;
- b. ~~and w~~Which areas should be converted to the Special Planning Area 4 Airport Industrial, Professional Residential and/or other designations that will achieve the objective of Pol. IN 1.1;
- c. ~~For those areas appropriate for conversion, the Plan shall address h~~How such areas may be transitioned from existing residential uses;
- d. ~~and h~~How development will be supported by adequate facilities;
- e. ~~The Plan and resulting development regulations should address m~~Minimum parcel size for development to avoid piecemeal conversion of residential land uses. The Special Planning Area may be included in one Special Area Plan or be divided into a number of smaller Special Area Plans particular to individual development plans prepared over time.

~~**Discussion:** Land in the Northeast Special Planning Redevelopment Area shown on Map LU-1 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.~~

~~The *Airport Industrial* designations facilitate economic development and provide flexibility for airport-compatible uses in a campus-like setting with internal circulation to minimize the number of access points to Des Moines Memorial Drive.~~

~~**Allowed Uses and Description:** The *Airport Industrial with Automall/Commercial Retail* designation allows flex-tech, professional office, light manufacturing, production, processing and distribution-related businesses; warehousing, utilities, retail, and new car auto sales developed in an auto center configuration. New residential uses are not allowed.~~

The Airport Industrial designation allows flex-tech, professional office, light manufacturing, production, processing and distribution-related businesses; warehousing, and utilities. Retail is allowed as an accessory use. New residential uses are not allowed.

Further discussion of the Airport Industrial designations can be found in the Final Supplemental Environmental Impact Statement for the Northeast Redevelopment Area dated November 2009.

Implementation: Properties designated Airport Industrial with Automall/Commercial Retail will be implemented by the AI-1 zone. Properties designated Airport Industrial will be implemented by the AI-2 zone.

Designation Criteria: Properties designated Airport Industrial shall be located within the Northeast Redevelopment Area and shall be subject to a special study/Supplemental Environmental Impact Statement supporting the designation as outlined in Pol. IN 1.5.

The Professional Residential designation provides flexibility by allowing both single-family homes and small businesses in an area near but not directly under SeaTac International Airport's third runway.

Allowed Uses and Description: The Professional Residential designation allows moderate density residential, small office, small scale retail, art studios, and other similar uses that would be compatible with single-family homes.

Further discussion of the Professional Residential designation can be found in the Final Supplemental Environmental Impact Statement for the Northeast Redevelopment Area dated November 2009.

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

Designation Criteria: Properties designated Professional Residential shall be located within the Northeast Redevelopment Area and shall be subject to a special study/Supplemental Environmental Impact Statement supporting the designation as outlined in Pol. IN 1.5.

Goal PO.1

The ~~Parks/Schools/Recreation/Open Space area~~ designation should reflect existing or planned areas for public recreational facilities, such as community centers, parks, trails, open space areas and public schools. This classification also encompasses significant quasi-public facilities, such as private schools, that are not intended for unrestricted public use but provide limited public access to the community

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

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

1. The area is a public park or recreation facility.
2. The area is a quasi-public facility that has limited access park, recreation or open space areas.

3. The area is a public designated open space.
4. The area is identified for acquisition as a public park or a public open space.
5. The area or facility is 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.

Goal SE.1

When appropriate, designate Special Planning Areas to provide the City with the ability to support, encourage and achieve the community vision for specific areas of the city downtown. These areas have distinctive geographic characteristics that the City's existing land use designations cannot adequately address.

Discussion: Special Planning Areas are used as a planning tool to create policies, regulations and criteria for development within defined geographic areas of the City that have special characteristics. These characteristics could include special design elements, gateways, large-lot public or semi-public facilities, or master-planned areas. A Special Planning Area can be established when the City's traditional Plan designations and zoning regulations are inadequate to address the development of an area. Within Special Planning Areas, special regulations are designed to ensure that development supports and achieves the desired character and stated goals and policies for the area. Special Planning Areas within the City of Burien are identified in Figure 2-SE1.

Pol. SE 1.2

Special Planning Area 1 ~~at the southwest entrance of downtown includes an area centered around SW 152nd Street between 8th Avenue SW and the Ruth Dykeman Center, is the area known as "Old Burien."~~ the City should strive to help achieve the following objectives through administering Special Planning Area 1 design standards recognizing ~~The Special Planning Area designation recognizes~~ the area's pedestrian orientation, historic and design character, and location as a gateway to and from downtown. Within Special Planning Area 1 the City should:

- a. ~~The City should s~~Strengthen, preserve and enhance Old Burien as an active and economically viable place to shop, visit, conduct business and enjoy cultural events;
- b. ~~The pedestrian orientation will be e~~Enhanced and maintained the area's pedestrian orientation and design character in a manner that is consistent with the City's design ~~guidelines~~standards;
- c. ~~Any construction, improvements or demolition of structures should be subject to special design review by the City;~~
- d. ~~The City shall administer adopted design standards perpetuating the architecture within Old Burien for commercial, business and residential uses;~~
- e. ~~Proposed developments should comply with the stated goals and policies for this area and enhance the character of the area. A~~ Maintain the strong pedestrian connection between Old Burien and the

~~pedestrian oriented shopping area along SW 152nd east of Ambaum Blvd. SW should be established and maintained Downtown Burien; and,~~

- f. ~~Protect~~ The residential neighborhood west of 10th Avenue SW should be protected from the potential expansion of retail uses west of Old Burien.

Pol. SE 1.3

Special Planning Area 2 includes the existing Ruth Dykeman Children's Center facilities on Lake Burien. The Special Planning Area designation recognizes the unique use, campus and location of the Ruth Dykeman's Children's Center. While the City encourages and supports the continued operation of the Center, any proposed change in use in the future should be reviewed to ensure that ~~a. Public access to the water is prohibited; and b. The~~ development supports the historical link with Old Burien.

While the Ruth Dykeman Children's Center continues to operate a children's center on the site, residential, office and accessory uses associated with the center should be allowed. Minor expansion and/or modification of the children's center uses and structures should be allowed, if consistent with a City-approved Master Plan for the property. Major expansion and/or modification should be reviewed in conjunction with an amendment of the approved Master Plan.

Pol. SE 1.4

Special Planning Area 3 ~~includes the eastern entrance into downtown near the vicinity of 1st Avenue South and SW 148th Street on the north and SW 150th Street on the south. This area is also referred to as the gateway area. The Special Planning Area 3 should develop~~ recognizes that the gateway area should be as a quality environment that identifies a primary entrance to the City and downtown from major transportation corridors. Developments and improvements in the area (including land within the SR-509 and SR-518 rights-of-way) should be consistent with the December, 1998 "Burien Gateway Design Report", which is adopted as part of this Plan by reference. Within ~~this~~ Special Planning Area 3 the City should:

- a. Encourage ~~the type of~~ well-designed, quality development that reinforces a positive image for the City and the adjacent downtown area, and promotes economic development; and
- b. Support and encourage site design, building design and landscaping that promotes pedestrian activity and establishes a strong pedestrian connection between ~~the~~ Special Planning Area 3 and the downtown; and
- c. Support and encourage the development of quality designed hotels with conference facilities and associated retail.

Pol. SE 1.5

The Northeast Redevelopment Area (NERA) is an approximately 158-acre area located in the northeastern part of Burien that has been affected by SeaTac International Airport operations (see Figure 2-SE1). The NERA provides near and long-term opportunities for economic development.

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

Airport Industrial: The purpose of this designation is to facilitate economic development and provide flexibility for airport-compatible uses in a campus-like setting with internal circulation to minimize the number of access points to Des Moines Memorial Drive. Allowed uses include, but are not limited to flex-tech, professional offices, light manufacturing, production, processing and distribution-related businesses; warehousing, utilities, retail, and new car auto sales developed in an auto-mall configuration in designated locations. New residential uses are not allowed.

Professional Residential: The purpose of this designation is to provide flexibility by allowing both single-family homes and small businesses in an area near but not directly under SeaTac International Airport's third runway. Allowed uses include, but are not limited to moderate-density residential, small office, small-scale retail, art studios, and other similar uses that would be compatible with single-family homes. (Amended, Ord. 528, 2009)

Pol. IN 1.5

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

This Special Area Plan should be in the form of an integrated Growth Management Act/State Environmental Policy Act integrated plan in order to provide advance environmental review and approval of specific development opportunities or plans. The Special Area Plan shall consider the appropriateness and feasibility of non-residential uses in this area and which areas should be converted to the Special Planning Area 4 designations. For those areas appropriate for conversion, the Plan shall address how such areas may be transitioned from existing residential uses, and how development will be supported by adequate facilities. The Plan and resulting development regulations should address minimum parcel size for development to avoid piecemeal conversion of residential land uses. The Special Planning Area may be included in one Special Area Plan or be divided into a number of smaller Special Area Plans particular to individual development plans prepared over time.

Until completion of a Special Area Plan (or related sub-area plan), this area shall continue to be regulated under the provisions of the underlying land use designation as shown on Map LU-1 and zoning as shown on the City's Zoning Map.

Goal PH.1

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

Pol. PH 1.1

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

NEW POLICY

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

Pol. EV 1.4

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

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

Pol. EV 1.5

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

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

Pol. EV 1.6

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

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

Pol. EV 1.X (NEW)

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

Pol. EV 2.1

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

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

Pol. EV 2.2

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

Pol. EV 2.5

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

Pol. EV 2.6

~~The City will e~~Continue to support and rely on the various State, Federal, local and regional programs to protect and enhance air quality.

Pol. EV 2.7

~~The City shall e~~Encourage the retention of native vegetation and top soil and require landscaping in new developments in order to provide filtering of suspended particulates. (Amended, Ord. 497, 2008)

Pol. EV 2.8

~~The City shall e~~Consider the impacts of new development on air quality as a part of ~~it's~~ the SEPA environmental review process and require mitigating measures as may be appropriate.

NEW POLICY

Identify existing and potential wildlife habitat corridors and work to enhance their function and connectivity to other habitat areas.

Pol. EV 2.12

~~The s~~Storage and disposal of any hazardous material shall be done only in strict compliance with applicable city, state and federal law.

Pol. EV 2.13

~~The City shall e~~Consider the impacts of new development on the risk of hazardous materials as a part of ~~it's~~ the environmental review process and require any appropriate mitigating measures.

Pol. EV 2.14

~~No development shall occur on land determined to be contaminated until mediation has been completed between all parties involved. The city will obtain county, Federal and state resources to address issues.~~

NEW POLICY

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

Goal EV.3

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

Pol. EV 4.3

Fish and wildlife habitat should be protected, conserved and enhanced, including:

- a. Habitats for species which have been identified as endangered, threatened, or sensitive by the state or federal government;
- b. Priority species and habitats listed in the Adopted King County Comprehensive Plan, ~~November 1994~~October 2008, as amended;
- c. ~~Commercial and recreational~~Shellfish areas;
- d. Kelp and eel-grass beds;
- e. Herring and smelt spawning areas; and
- f. Wildlife habitat networks designated by the City.

Pol. EV 4.5

The City shall be a good steward of public lands and should integrate restoration and/or enhancement of fish and wildlife habitats into capital improvement projects whenever feasible.

Pol. EV 4.6

~~The City shall work~~ Coordinate with adjacent jurisdictions and state, federal and tribal governments during land use ~~plan development~~ review to identify and protect habitat networks that ~~follow or~~ are adjacent to jurisdictional boundaries.

Pol. EV 4.9

~~The City should p~~Protect salmonid habitats by ensuring that land use and facility plans (transportation, water, sewer, power, gas) include riparian habitat conservation measures developed by the City, affected tribes, and/or state and federal agencies. Development within basins that contain fish enhancement facilities must consider impacts to those facilities.

Pol. EV 4.10

~~In order to minimize adverse impacts related to noise, unless prohibited by federal or state law, Protect fish and wildlife habitat conservation areas within the City should be protected from exterior noise levels which exceed 55 dBA Ldn to the extent allowed by federal and state law.~~

Pol. EV 5.2

The City shall protect the quality and quantity of groundwater by:

- a. ~~Placing priority on implementation of the South King County Groundwater Management Plan;~~
- b. Developing a process by which the City will review, and implement, as appropriate, Wellhead Protection Programs in conjunction with adjacent jurisdictions and ground water purveyors, and adopting best management practices for new development. ~~recommended by the South King County Groundwater Management Plan.~~ The goals of those practices should be to promote aquifer recharge quality and quantity; and
- c. Refining regulations as appropriate to protect critical aquifer recharge areas based on information derived through the preparation of Groundwater Management Plans and Wellhead Protection Programs.

Pol. EV 5.3

~~The City shall protect~~Promote ground water recharge by ~~promoting~~ allowing and encouraging the use of low-impact development techniques that infiltrate runoff where site conditions permit. ~~except where potential groundwater contamination cannot be prevented by pollution source controls and stormwater pretreatment.~~

Pol. EV X.X(NEW)

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

Pol. EV 5.4

Comprehensive Plan land use decisions ~~In future zoning decisions, the City shall consider impacts to evaluate and monitor ground water policies, their implementation costs, impacts upon the quantity and quality of groundwater supply. and the need for new water supplies.~~

Pol. EV 5.X (NEW)

When considering new or modified groundwater polices the City should evaluate costs of implementation.

Pol. EV 6.1

~~The City shall p~~Protect its the city's wetlands with an objective of no overall net-loss of functions and values.

Goal NO.1

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

Pol. NO 1.1

~~The City shall:~~

- ~~a. d~~Discourage the introduction of noise levels which are incompatible with current or planned land uses.
- ~~b. encourage the reduction of incompatible noise levels; and~~
- ~~c. discourage the introduction of new land uses into areas where existing noise levels are incompatible with such land uses.~~

Pol. NO 1.X (NEW)

eEncourage the reduction of incompatible noise levels; ~~and~~

Pol. NO 1.X (NEW)

dDiscourage the introduction of new land uses into areas where existing noise levels are incompatible with such land uses.

Pol. NO 1.2

~~The City shall w~~Work with other jurisdictions and agencies to encourage the reduction of noise from Seattle-Tacoma International Airport.

Pol. NO 1.3

~~The City shall aggressively campaign for the development of new and quieter aircraft engines as well as modifications and/or retrofitting programs which promote the greatest reductions possible in aircraft noise emission levels.~~

Pol. NO 1.4

~~The City shall take advantage of every opportunity to w~~Work with the Port of Seattle and the Federal Aviation Administration to ~~promote the development and implementation of~~ airport operational procedures that will decrease ~~the adverse noise effects. of airport operations on the City and its residents.~~

NEW

Add definition to Glossary in Section 1.4:

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

Goal HT.1

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

Pol. HT 1.1

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

Pol. HT 1.2

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

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

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

Pol. HT 1.3

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

Pol. HT 1.4

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

Pol. HT 1.5

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

Goal CC.1

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

Pol. CC 1.1

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

Pol. CC 1.2

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

Pol. CC 1.3

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

~~**Discussion:** The Burien Plan implements the Burien Vision by balancing the needs and desires of the community with the types and amount of growth that can be afforded. The plan should determine where growth should occur and limit growth in areas where there are constraints to development, such as areas containing critical areas, inadequate public facilities and services. The Burien Vision also includes the mitigation of impacts associated with future growth. (Amended, Ord. 445, 2005)~~

Pol. PF 1.1

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

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

Pol. PF 1.2

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

Pol. PI 1.2

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

NEW

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

Pol. PI 1.3

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

Pol. PI 1.4

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

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

Pol. PI 1.5

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

- a. ~~Consistency with the comprehensive plan policies and the designation criteria~~ The proposed amendment is the best means for meeting an identified public need; and

- b. Capability of the land; The proposed amendment is consistent with the Growth Management Act, applicable Puget Sound Regional Council (PSRC) plans, King County Countywide Planning Policies and Burien Comprehensive Plan; and
- c. Capacity of public facilities and services and whether public facilities and services can be provided cost effectively (if publicly funded) at the intensity allowed by the designation; The proposed amendment will result in a net benefit to the community; and
- d. Whether the proposed use is compatible with nearby uses; The revised Comprehensive Plan will be internally consistent; and
- e. The need for the land uses which would be allowed by the comprehensive plan change, and whether the change would result in the loss of the capacity to provide other needed land uses, such as housing; and The capability of the land can support the projected land use; and
- f. Whether there has been a change in circumstances that makes the proposed plan designation appropriate or whether the plan designation was the result of technical error. Adequate public facility capacity to support the projected land use exists, or, can be provided by the property owner(s) requesting the amendment, or, can be cost-effectively provided by the City or other public agency; and
- g. The proposed amendment will be compatible with nearby uses; and
- h. The proposed amendment would not prevent the City from achieving its Growth Management Act population and employment targets; and
- i. For a Comprehensive Plan land use map change, the applicable designation criteria for the proposed land use designation are met and either of the following is met:
 - i. Conditions have changed since the property was given its present Comprehensive Plan designation so that the current designation is no longer appropriate; or,
 - ii. The map change will correct a Comprehensive Plan designation that was inappropriate when established

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

Pol. PI 1.6

~~If there is a conflict between the comprehensive plan land use map and the land use designation policies, the land use designation policies control.~~

Pol. PI 1.7

~~If there is a conflict between other maps found in this plan and the comprehensive plan land use map, the map that most specifically addresses the issue controls.~~

Pol. PI 1.8

~~If there is a conflict between the land use designation policies and other policies, the policy that most specifically addresses the issue controls.~~

Pol. PI 1.9

~~Except as provided in policy PI 1.4, if there is a conflict between the comprehensive plan or the comprehensive plan land use map and the zoning ordinance including the zoning map, the comprehensive plan shall control.~~

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

TABLE 2-LU 2.1
Draft

Countywide Growth Targets (2006 to 2031)

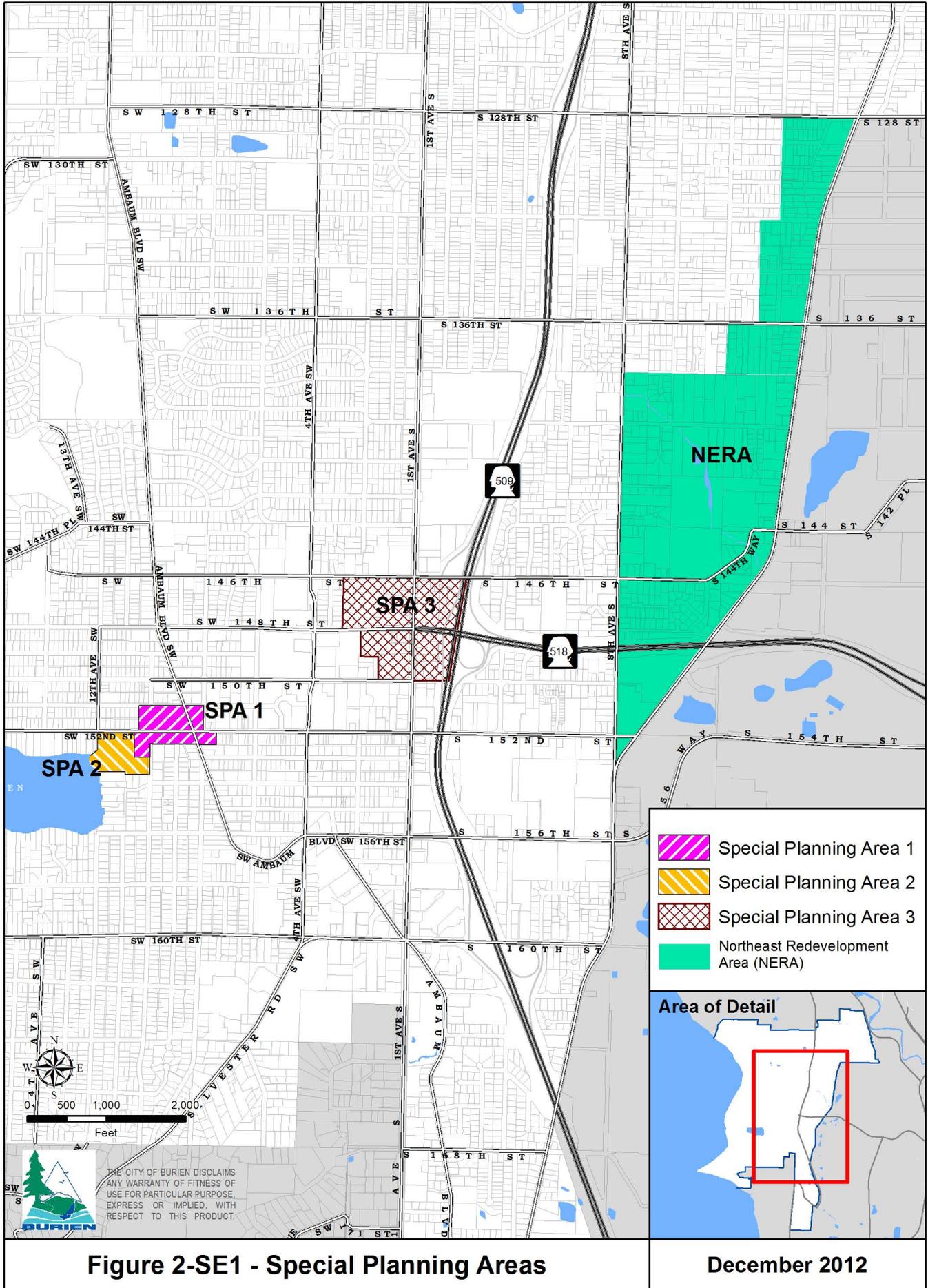
Existing Housing¹	Housing Target ²	Housing Capacity⁴
13,916	4,440	4,575
Existing Employment³	Employment Target²	Employment Capacity⁴
11,572	4,960	7,308

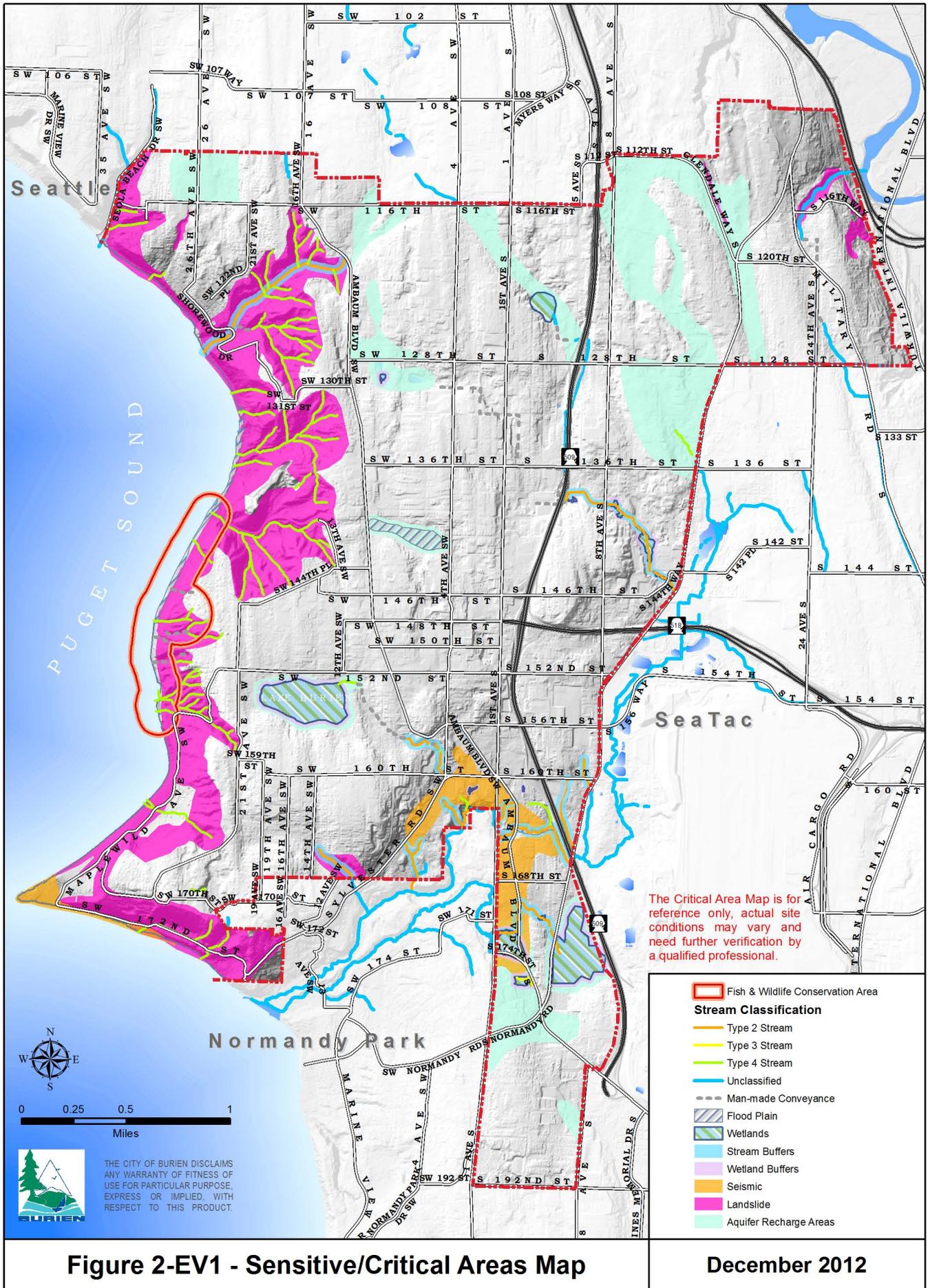
1-Washington State Office of Financial Management, April 2012, <http://www.ofm.wa.gov/pop/april1/default.asp>

2-Countywide Planning Policies 9-21-11

3-PSRC 2011 Covered Employment Estimates by Jurisdiction

4-Burien Land Use Capacity Analysis, 2012

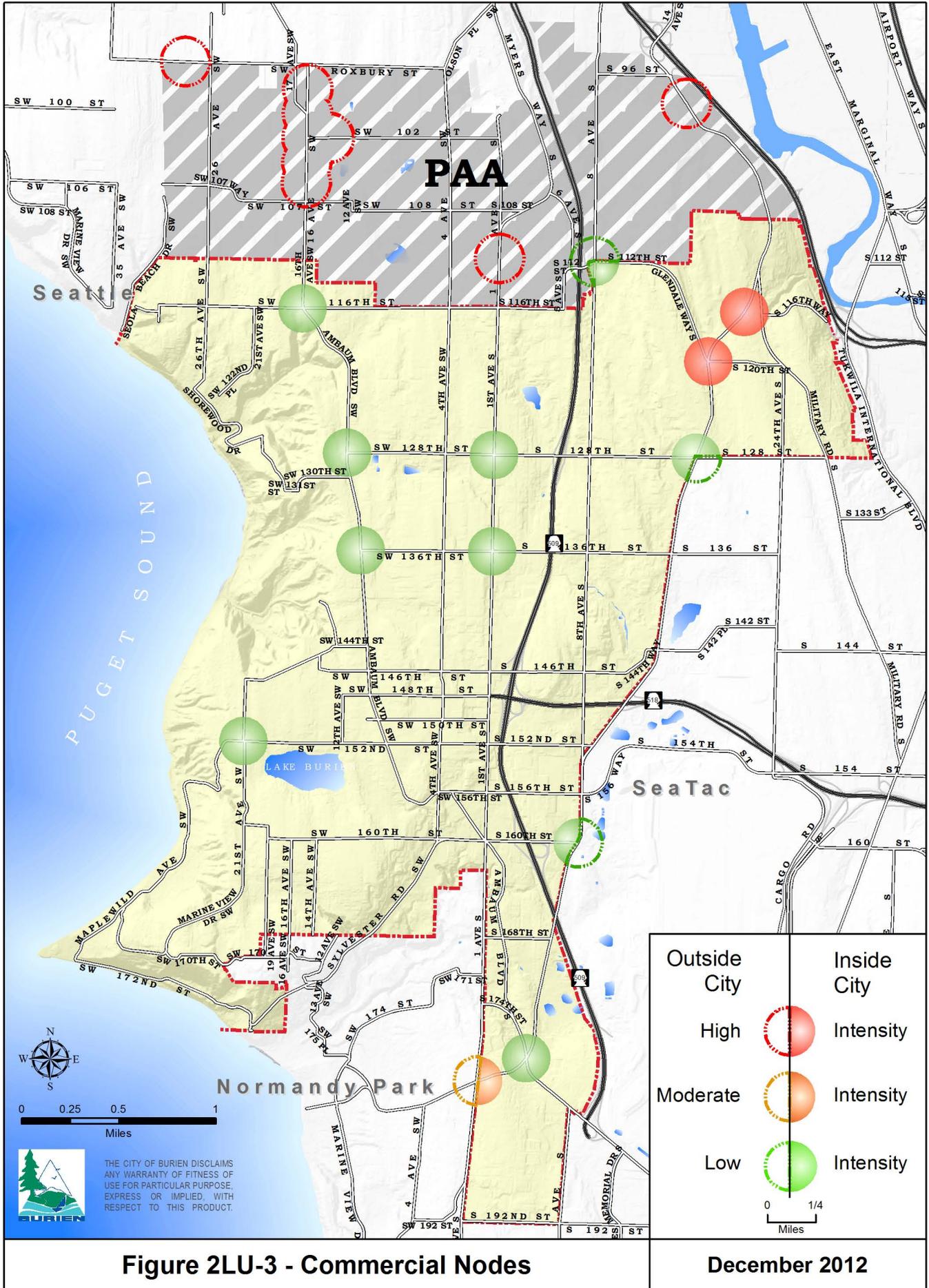




The Critical Area Map is for reference only, actual site conditions may vary and need further verification by a qualified professional.

Figure 2-EV1 - Sensitive/Critical Areas Map

December 2012



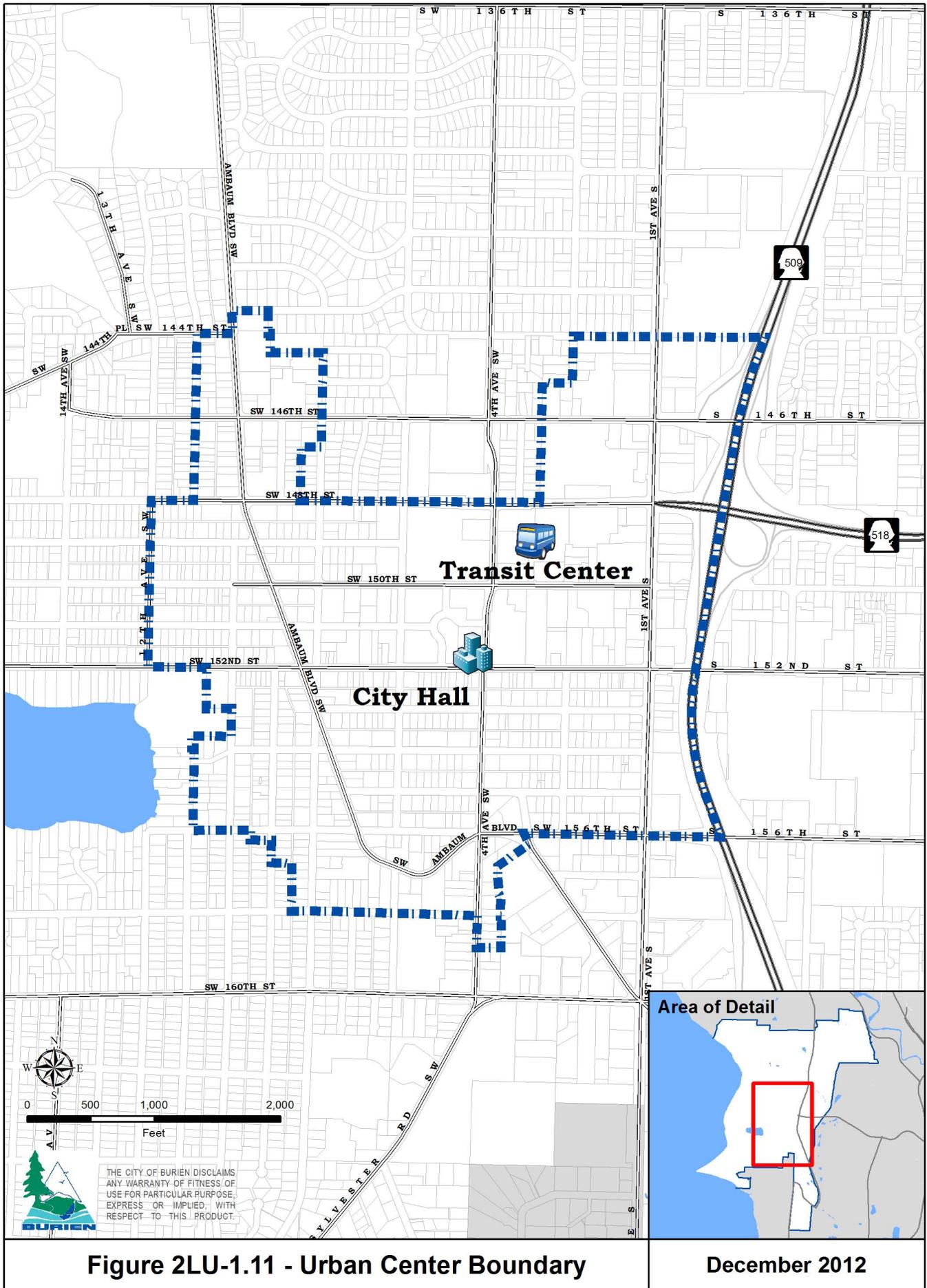
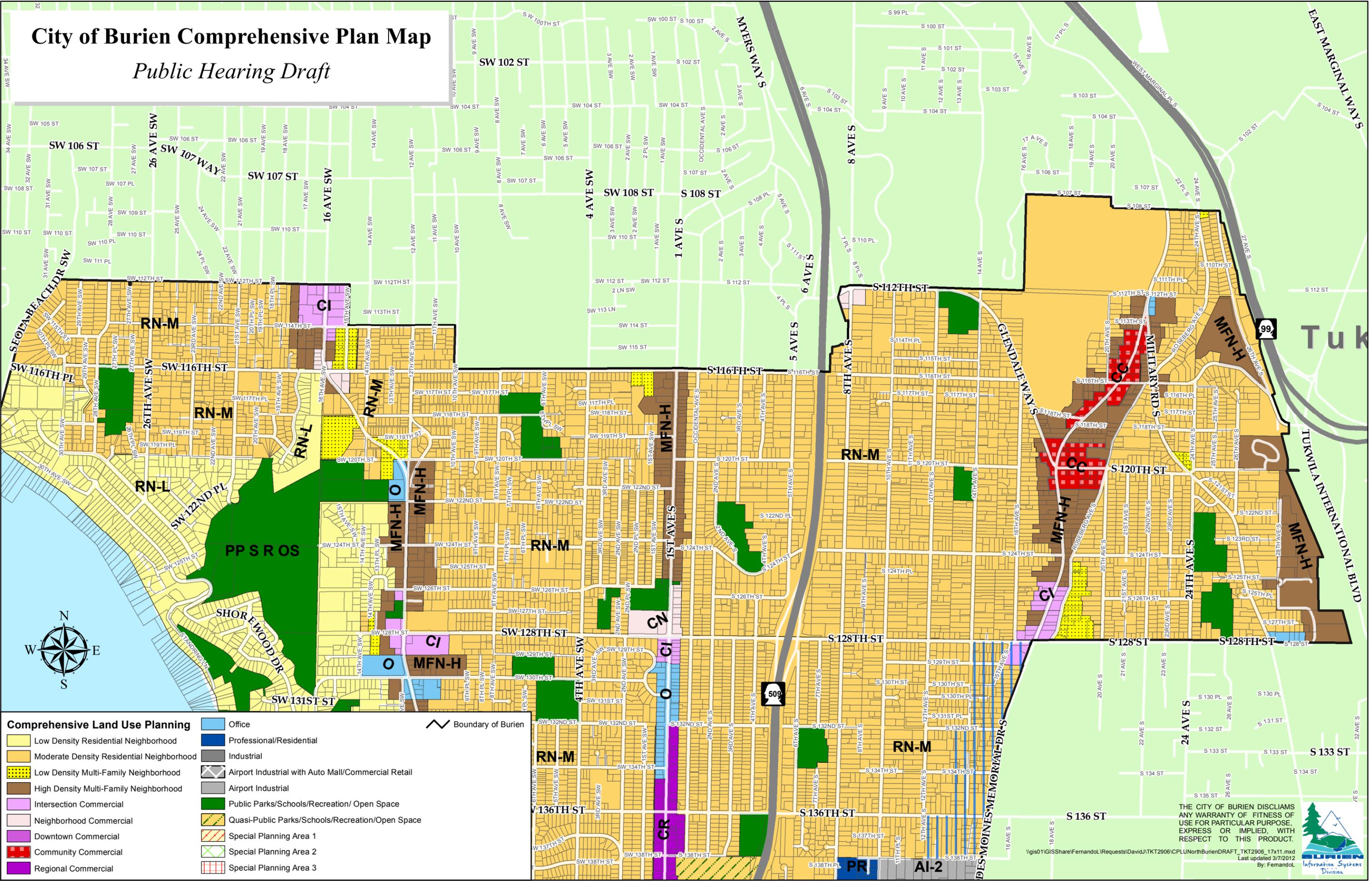


Figure 2LU-1.11 - Urban Center Boundary

December 2012

City of Burien Comprehensive Plan Map

Public Hearing Draft



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

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1ST AVENUE SOUTH

Zoning changes

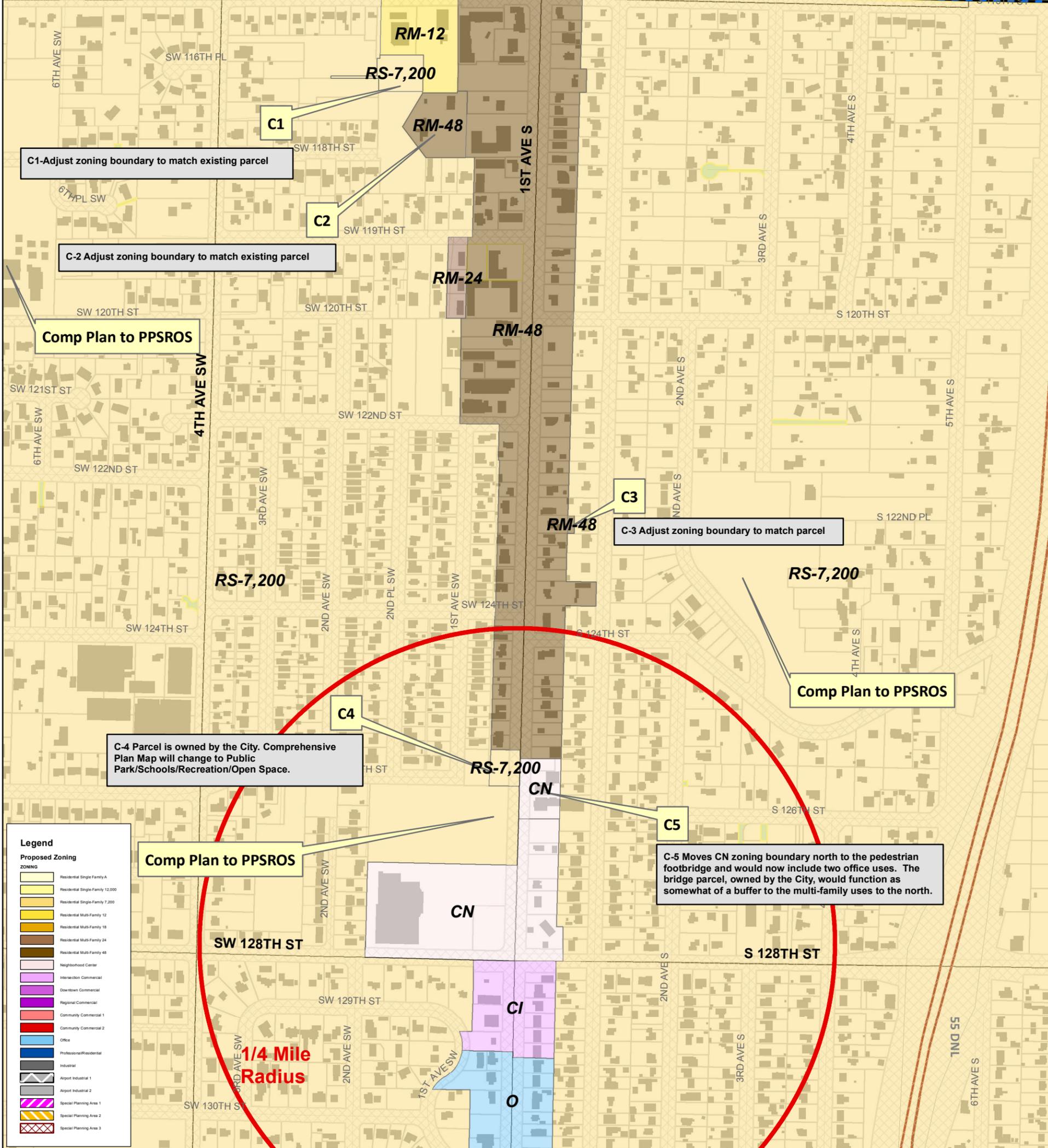
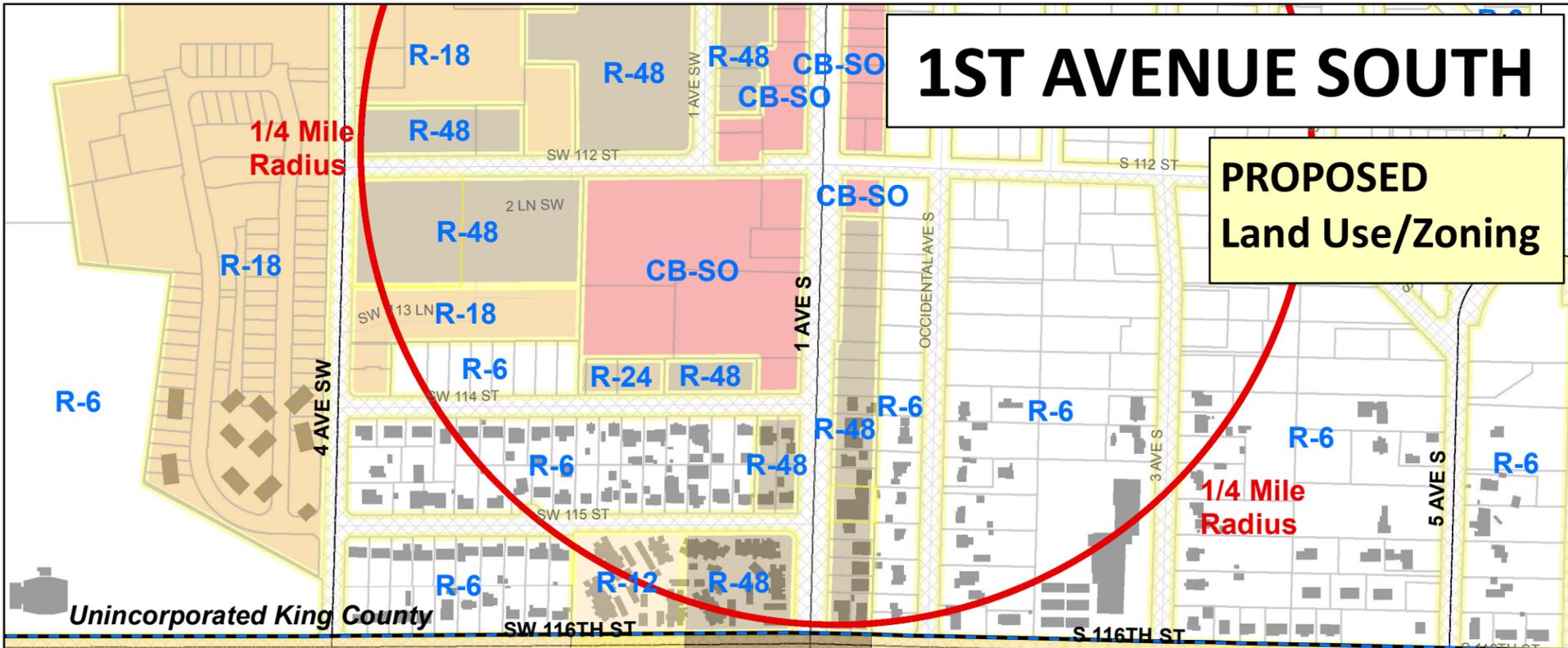
PREFERRED ALTERNATIVE

The First Avenue South zoning alternative primarily maintains the existing zoning designations along this high traffic corridor. Minor adjustments are proposed to better align zoning designations to match property lines.

1st Avenue South Corridor		
C.1	RM-12 to RS-7,200	Adjust zoning boundary to match existing parcel lines.
C.2	RS-7,200 to RM-48	Adjust zoning boundary to match existing parcel lines.
C.3	RS-7,200 to RM-48	Adjust zoning boundary to match parcel lines.
C.4	RM-48 to RS-7,200	Parcel is owned by the City. Comprehensive Plan map will change to Public Park/Schools/Recreation/Open Space.
C.5	RM-48 to CN	Moves CN zoning boundary north to the pedestrian footbridge and would now include two office uses. The bridge parcel, owned by the City, would function as somewhat of a buffer to the multi-family uses to the north.

1ST AVENUE SOUTH

**PROPOSED
Land Use/Zoning**



C1-Adjust zoning boundary to match existing parcel

C-2 Adjust zoning boundary to match existing parcel

Comp Plan to PPSROS

C-3 Adjust zoning boundary to match parcel

Comp Plan to PPSROS

C-4 Parcel is owned by the City. Comprehensive Plan Map will change to Public Park/Schools/Recreation/Open Space.

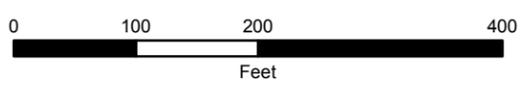
Comp Plan to PPSROS

C-5 Moves CN zoning boundary north to the pedestrian footbridge and would now include two office uses. The bridge parcel, owned by the City, would function as somewhat of a buffer to the multi-family uses to the north.

Legend

Proposed Zoning

[Light Yellow]	Residential Single Family A
[Light Orange]	Residential Single-Family 12,200
[Orange]	Residential Single-Family 7,200
[Yellow-Orange]	Residential Multi-Family 12
[Yellow]	Residential Multi-Family 18
[Light Green]	Residential Multi-Family 24
[Green]	Residential Multi-Family 48
[Light Blue]	Neighborhood Center
[Blue]	Interaction Commercial
[Dark Blue]	Downtown Commercial
[Purple]	Regional Commercial
[Red-Orange]	Community Commercial 1
[Red]	Community Commercial 2
[Light Blue-Gray]	Office
[Blue-Gray]	Professional/Residential
[Gray]	Industrial
[Dark Gray]	Airport Industrial 1
[Light Gray]	Airport Industrial 2
[Pink]	Special Planning Area 1
[Yellow-Red]	Special Planning Area 2
[Red-Black]	Special Planning Area 3



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AMBAUM BOULEVARD SW

Zoning changes

The approach in this land use alternative is to implement slightly higher residential densities along the Ambaum Boulevard SW corridor. This approach is preferred partially in part to more closely match the current development intensity and in part to locate units in an area that is served by mass transit as Ambaum Boulevard SW will be designated as a pedestrian and transit priority corridor. This alternative implements a portion of Burien’s long range vision that is found under the “Environment, Livable” statement. This section states that “Burien makes sustainable land, energy, water and transportation choices.” The slightly higher residential densities may also encourage and/or enable reinvestment and redevelopment. Enabling the construction of more residences throughout this corridor may in-turn provide more incentives for businesses to locate in the adjacent commercial zones as re-development occurs because they would have a larger population base to draw customers from. It also recognizes the future housing trend of more residents seeking rental housing as opposed to purchasing units. This alternative also implements the vision statement of “Diversity, Multi-centered” which states that “Burien cultivates a thriving array of business and community centers.”

Commercial zones will remain generally the same, with one exception, which is located at the north end of the corridor at the intersection of SW 116th Street and 16th Avenue SW. The proposed changes, at this location, will slightly increase limitations on the type of uses that may be allowed and reduce the overall amount of land that is zone commercial which is evidenced by underutilized land and vacant buildings throughout the city. It is believed that the city generally has an oversupply of commercially zoned land and the current vacancies in other commercial areas support this theory as well. Another consideration factored into this alternative is that some of the strip commercial zones appear to compete with one another. This alternative will help direct auto oriented commercial uses to more appropriately designated “auto oriented” corridors such as 1st Avenue, while also increasing the City’s ability to provide sufficient residential capacity.

The guiding themes in this alternative include;

- Changes RM-48 to RM-24.
- Generally match the existing uses to the appropriate zones.
- Reduces auto oriented commercial zoning with commercial zoning that is more complimentary toward serving abutting residential uses.

Ambaum Boulevard SW Corridor		
A.1	CC-2 to CI	CI (Intersection Commercial) zoning recognizes this specific area along 16 th Avenue SW may be better suited for low to moderate convenience commercial uses. The proposed zoning allows a diverse mix of uses to encourage pedestrian and transit access and be compatible with adjacent residential neighborhoods. Note: the same zoning designation is applied at the intersection of Ambaum Boulevard SW and SW 128 th Street. The CI zone allows convenience retail (no auto sales), office, eating and drinking establishments, auto service and

		mixed use of up to 24 or 12 units per acre.
A.2	CC-2 to RM-24	Changes zoning of highly underutilized commercial land to multi-family and creates consistency with adjacent zones to the west and the east. Topography of the land will also allow for exceptional views to the west. It also assists in creating a better balance of commercial and residential land use designations city wide.
A.3	CC-2 to CN	Matches similar zone at the intersection to the south (Ambaum Blvd. SW and SW 128 th Street). CN allows convenience retail, office, eating and drinking establishments, and mixed use up to 12 units per acre.
A.4	RS-7,200 to RM-24	Match zoning to existing use which is a 1958 MFR development with a density of approximately 19 units per acre.
A.5	RM-12 to RM-18	Adjust line to include the one parcel to the west and increase the redevelopment potential in an area with good access from roads other than Ambaum Blvd. SW.
A.6	RM-18 to RS-7,200	Changes a one parcel zoning designation (spot zone) of a religious facility to the adjacent single family zone designation. Religious facilities are allowed in SFR zones.
A.7	RM-24 to RM-48	Adjusts zoning to match RM-48 zoning on the parcel to the east, which is under the same ownership.
A.8	RM-12 to O	The subject parcel is under the same ownership as the parcel to the south which is zoned office. A portion of the existing use to the south is also located on the subject parcel.
A.9	RM-24 to RM-48	Change zoning designation to match the general development pattern of the area west of Ambaum Blvd. SW. All of the parcels are developed at a density greater than 24 units per acre. The change returns the zoning back to designations of the early 1990's.
A.10	RS-12,000 to RM-24	Matches zoning designation to existing use. Existing use is a 24 unit MFR development with a density of approximately 27 units per acre constructed in 1966.
A.11	RM-12 to RM-24	Matches zoning to existing MFR density constructed on the parcels.
A.12	CI to Park/School/Rec./Open Space (Comprehensive Plan Map only)	Proposed change is for comprehensive plan map only. The underlying zoning designation will remain the same. Parcel is currently developed as a City Park.
A.13	RM-48 to RS-7,200	Matches the zoning designation to the majority of the site, which is a religious facility that is zoned RS-7,200.
A.14	RM-12 to RS-12,000	Changes zoning to match existing single-family residences constructed in 1991.
A.15	RM-12 to RM-24	Changes zoning to match existing multi-family development constructed at 40 units per acre (south parcel) and 24 units per acre on the parcel north of SW 128 th Street.

BOULEVARD PARK

Zoning changes

The Boulevard Park land use alternative recognizes the presence of multiple transit routes along with a long-standing neighborhood commercial node located at the intersection of Des Moines Memorial Drive South, South 120th Street and Glendale Way. Former King County zoning designations along the Des Moines Memorial Drive corridor is an excessive patchwork of many different zones with various densities at many different locations. This proposed alternative eliminates many of the inconsistencies and concentrates higher levels of residential development intensity near the longstanding neighborhood commercial center. It slightly shrinks the commercial zoning designations along the corridor focusing activity into one centralized location at the main intersection of South 120th Street, Des Moines Memorial Drive and Glendale Way. This alternative guides the construction of residential units in closer proximity to commercial zones that will provide local goods and services, thereby creating a walkable neighborhood focal point. Underperforming commercial areas both north and south of Des Moines Memorial Dr. and South 120th Street are reduced in size, while at the intersection of Des Moines Memorial Dr. and South 128th Street the scale and intensity of the possible commercial uses is limited slightly, recognizing its proximity to the single-family neighborhoods.

This land use approach implements a portion of Burien’s updated vision that falls under the category of “Environment, Livable”. This section states that “Burien makes sustainable land, energy, water and transportation choices.” The slightly higher residential densities near the long-standing commercial center may also encourage and/or enable reinvestment and redevelopment. Enabling the construction of more residences at this central location may, in turn, provide more incentives for businesses to locate here because as redevelopment occurs there will be a larger population base to support business activity. The preferred alternative also implements the vision statement of “Diversity, Multi-centered,” which states that “Burien cultivates a thriving array of business and community centers.”

A number of residential areas located on the outer periphery of the central commercial area are down-zoned to match existing uses or surrounding development character thereby focusing new development potential in the primary node as described above.

The guiding theme in this alternative includes:

- Focus development intensity, both commercial and residential, at the central intersection of Des Moines Memorial Drive South, South 120th, and Glendale Way South (Boulevard Park).

<u>Boulevard Park</u>		
B.1	RM-12 to RS-7,200	Match zoning to existing use (SFR). Removes a spot zone.
B.2	RS-12,000 to RS-7,200	Parcel is owned by Rainier Golf and Country Club and contains a portion of the golf course.
B.3	RM-12 & RM-18 to RS-7,200	The area east of the golf course is developed with many single family residences. The change matches the existing uses to the corresponding zoning designation.
B.4	RM-12 to RM-48	Existing parcel is developed as a SFR and RM-48 is on both the north and south

		side of the property. The parcel is also on a major arterial.
B.5	RM-18 to RS-7,200	Matches zoning to existing uses (SFR) on land that is partially constrained by steep slopes.
B.6	RM-12 to RS-7,200	The parcel contains a SFR.
B.7	RM-12 to RM-24	Match zoning to existing MFR uses and increase the RM-24 zone south to the geographic break (road). Adjust lines of the existing RM-24 zone to match property lines.
B.8	RM-18 to CC-2	Aligns the zoning boundary with the existing parcel lines.
B.9	RM-18 to RM-24 and RM-48 to RM-24	The properties on the north and south of South 116 th Street will now be more closely matched to existing MFR developments. Density and zoning designations on both sides of the street will now match. Existing RM-18 parcel to the south is vacant and will now match adjacent SFR zoning.
B.10	RM-12 to RM-24	Aligns the zoning designation with the parcel to the north (RM-24) and serves as a transition from the RM-48 zone to the south. Parcels are currently single-family or vacant (farm).
B.11	RM-24 to RM-48	The change places higher densities within a very comfortable walking distance of the commercial areas and the primary intersection of the neighborhood. A significant majority of the parcels are either vacant or contain single-family residences.
B.12	RM-12 to RM-48	The change places higher densities within a very comfortable walking distance of the commercial areas and the primary intersection of the neighborhood. A significant majority of the parcels are either vacant or contain single-family residences.
B.13	RM-12 to RS-7,200	Adjusts zoning boundary lines to match parcel lines.
B.14	RM-12 to RM-18	Aligns zoning boundary with existing parcel lines and slight increase in the size of the zone due to its proximity to the primary commercial intersection.
B.15	RM-12 to RM-24	The proposed change matches adjacent zoning and places higher densities near the commercial core. Topography should not be an issue if a development is designed to use hillside. Access could be difficult.
B.16	RM-12 to RS-7,200	Zoning change will now match existing development. All parcels are developed as single-family except one is a duplex. The duplex could possibly qualify as an ADU.
B.17	RM-12 to CC-2	Eliminates spot zone for existing library. Implements logical zoning boundaries for the entire block.
B.18	RM-18 to CC-2	Current zoning boundary splits a parcel.
B.19	RM-12 to RM-18	Proposed change matches adjacent zoning designation while also increasing density taking into consideration the proximity to the commercial center.
B.20	RM-12 to RM-48	The change places more units within a very comfortable walking distance of the commercial areas and the primary intersection of the neighborhood. A significant majority of the parcels are either vacant or contain single-family residences. Parcel sizes considered in zone change as well.
B.21	RM-12 to RM-18	The area serves as a transition from the higher density (RM-48) to the north. Parcels in this area are generally smaller, which is generally compatible to lower-intensity development from a site design perspective.
B.22	RM-12 to RM-18	Change implements a zone transition from a high traffic corridor to the established residential neighborhoods.

B.23	RM-12 to RM-18	A slight increase in density of four parcels and that would now match adjacent zoning designations on the same side of the street and across DMD.
B.24	O to CI	Changes zoning of one office-zoned parcel to Intersection Commercial, which is similar to other adjacent parcels along Des Moines Memorial Drive South. The change to CI ensures that development scale and use compliment and support the surrounding residential neighborhood near this more prominent intersection.
B.25	RM-12 to RM-18 (or CI)	A slight increase in density, and matches an adjacent zoning designation.
B.26	RM-12 to CI	The change fills in a gap in the commercial zone along a busy traffic corridor. See B.24 for rational for change to CI.
B.27	RM-12 to RS-7,200	Maintains the single-family residential character found to the south and west of the area. Reinforces the practice of locating multi-family development within walking distance of neighborhood commercial centers.
B.28	Comprehensive Plan Map Change	Change Comprehensive Plan Map from Moderate Density Residential Neighborhood to Public Parks/Schools and Open Space. All schools currently have this designation.
B.29	CR to RM-18	Matches zoning designation to the remainder of the parcel, which contains a multi-family development. This zoning line bisects a property; however, it appears to recognize there may be potential development that would be compatible with development at the base of the slope (in Tukwila and zoned C LI).
B.30	RM-12 to RS-7,200	Parcel is vacant. Reinforces the practice of locating multi-family development within walking distance of neighborhood commercial centers.
B.31	RS-7,200 to RM-18	Removes a spot zone.
B.32	Comprehensive Plan Map Change	Change Comprehensive Plan Map from Moderate Density Residential Neighborhood to Public Parks/Schools and Open Space. All parks have this designation.
B.33	RM-12 to O	Eliminates a spot zone and matches zoning of adjacent properties. It recognizes the location of the hospital across the street. Parcel is currently vacant.
B.34	RM-48 to O	Eliminates a spot zone and matches zoning of adjacent properties. It recognizes the location of the hospital across the street.
B.35	RM-12 to RM-18	Removes a single parcel zoning situation on a parcel that contains a single-family residence.
B.36	RM-24 to RM-18	Removes a single zone for a parcel on a property that contains a church. Religious facilities are an allowed use in the RM-18 zone.

