

CHAPTER 1.0 EXECUTIVE SUMMARY

1.1 PLAN BACKGROUND

1.1.1 Introduction

Since the City of Burien's incorporation in 1993, Burien has fostered its distinct community character and is emerging as a vibrant, family-oriented community on the water's edge of the Puget Sound (Figure 1.1-1 Vicinity Map). Residents of the City of Burien see it as a friendly community, rich in heritage, with well-established neighborhoods and a small-town atmosphere. This Comprehensive Plan takes a closer look at the City's evolution and provides a roadmap for its future.

Traditionally, comprehensive planning has been a process by which a community seeks to understand itself, its needs, and its problems and potentials, as well as the forces that will likely shape its future over the next twenty years. On the basis of this understanding, Burien prepared its "Vision" for the future to be implemented through this comprehensive plan.

The Comprehensive Plan seeks to achieve the long-term vision and objectives described by the community at four series of town meetings held over the last two years. The Plan's policy statements provide specific guidelines for the City's program planning, land use and zoning determinations, day-to-day decision-making, and annual and long-term capital facility budgeting over the next twenty years. The Plan's policies also assist private investment decisions and seek a sustainable relationship between the needs of the community's residents and their environment.

1.1.2 Burien Vision

Soon after incorporation in 1993, Burien's City Council, staff and citizens spent several months establishing a "Vision" for the future. Meetings were held citywide to hear responses to the phrase "*As we look into the future, we see the City of Burien as...*" This Vision represents a wide variety of perspectives and viewpoints. The following comments were provided by citizens in response to the request to help establish a Vision for the future of Burien. Community members envision the City of Burien as:

....a friendly community with well established neighborhoods and a small town atmosphere.

....a culturally diverse, safety-conscious, crime free, and people-oriented community.

....a community that has established programs serving people of all ages.

....a community with an open, responsive, local government with active, informed citizens.

....a community with natural open spaces, neighborhood parks, paths, and trails.

....a community that has preserved and enhanced its historic and natural features, habitat areas, and air and water quality.

....a community with a local and regional transportation system that integrates cars, pedestrians, bicycles, and transit.

....a community with a thriving, attractive, and customer-friendly city center and business areas.

....a community with land use patterns that bring together individual, business and community goals.

....a model community with excellent police and fire services, outstanding schools, and quality community services and facilities.

1.1.3 The Planning Process and Public Involvement

The development of the Burien Plan was guided by input from the general public, the Planning Commission, and City staff.. The City held the first round of town meetings to gather community ideas on how to make the Burien Vision a reality. As expected, many interpretations of the Vision were voiced. The Planning Commission used those different perspectives to shape “choices” or alternatives for the city’s future. An important part of this process was ensuring that all of the choices expressed at the November town meetings were included in at least one of the alternatives.

The following round of town meetings (April 1996) brought these choices, or alternatives, back to the community for review and discussion. At these meetings, the Planning Commission listened to community comments on the alternatives. The goal was to determine which alternative, or parts of the alternatives, best achieved the Burien Vision.

Based on community comments and planning studies, the Burien Planning Commission developed for consideration a “preferred land use alternative” which forms the basis for the development of the goals and policies contained in the draft Burien comprehensive plan. Another series of town meetings was held in November 1996 to solicit community comment on the preferred alternative. Based on these comments, the Planning Commission refined the preferred alternative into the comprehensive plan hearing draft. Formal hearings were held in April 1997 and further refinements were made to the hearing draft based on public testimony received.

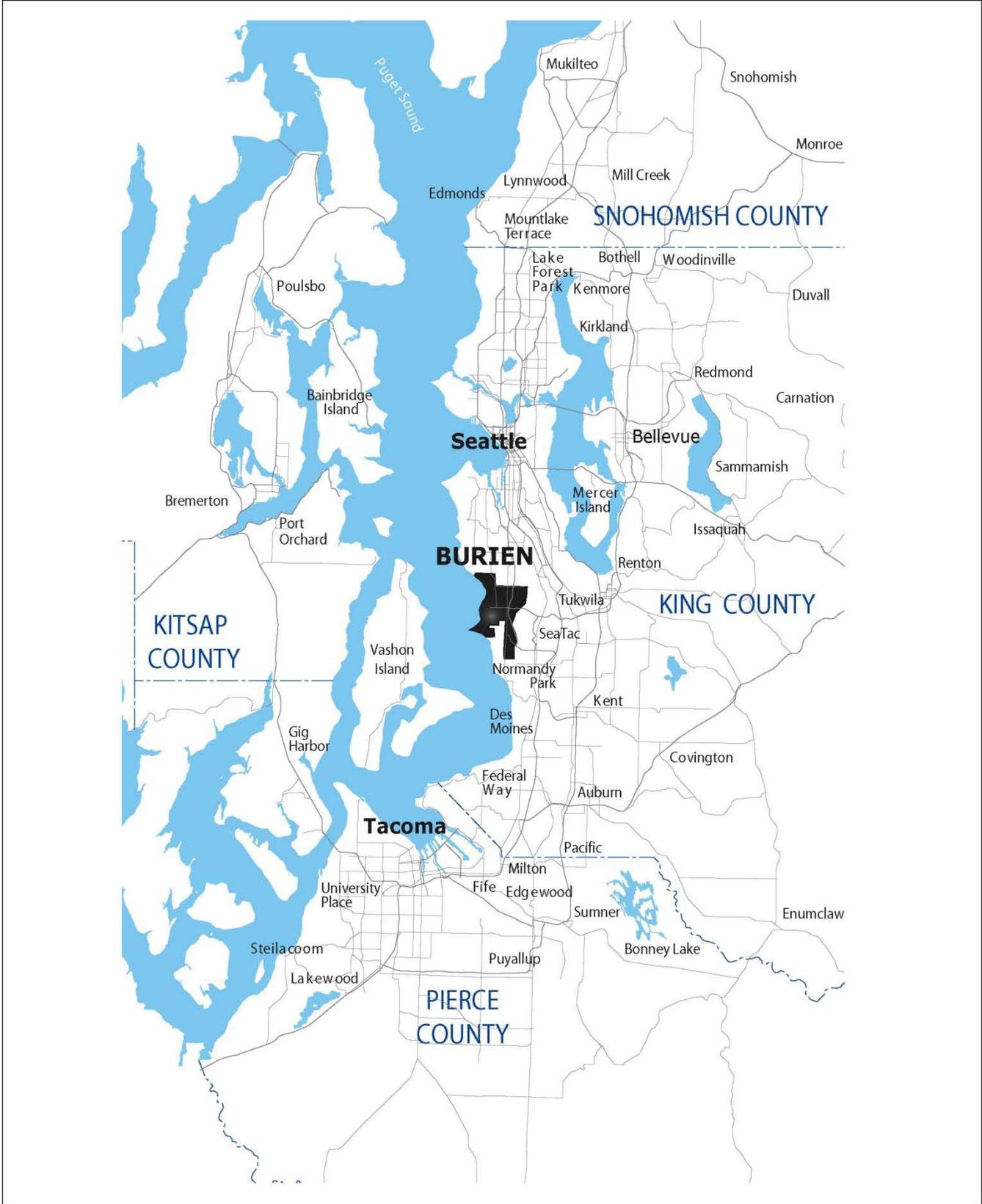


Figure 1.1-1 - Vicinity Map of Burien

November 2003



Source: City of Burien and Puget Sound Regional Council
 p/1e066.01 Burien Cirt_Comp/Graphics/Figures/Figure1.1-1-1.pdf

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In 2003, The City of Burien amended the Burien Plan as part of a 7-year update required under the Growth Management Act. The Planning Commission was heavily involved in amending the Burien Plan to update the existing conditions, refine policies, and adjust maps to better implement the Burien vision. The Planning Commission held several study sessions and three public hearings where residents were given the opportunity to comment and inquire about the process.

1.1.4 Relationship of the Plan to State and Local Legislation

The Growth Management Act (GMA)

Washington's 1990 Growth Management legislation calls for a deeper level of analysis than what typically had been used in many comprehensive planning processes. The legislation recognized that uncoordinated and unplanned growth poses a threat to the environment, sustainable economic development, and the health, safety and high quality of life enjoyed by Washington residents.

In recognition of this, the GMA requires cities that are located within certain counties, including King County, to adopt a comprehensive plan which is in compliance with the new state requirements. The GMA establishes a framework for the plan, requiring cities to include detailed land use, housing, transportation, utilities, and capital facilities elements. These elements should plan for adequate provisions for the additional needs of future populations without incurring heavy costs for public services and facilities, or destroying the state's agricultural, forest, and open space resources.

The comprehensive planning process in Burien reflects the goals and guidelines of the GMA, with emphasis given to the goal encouraging citizen participation and coordination.

Plan Implementation

The Growth Management Act requires that land use regulations and functional plans must be consistent with and implement the Comprehensive Plan. Consequently, once the plan is adopted, the City will amend its development regulations to ensure consistency with the plan. Development regulations should also be revisited within six months of the adoption of any plan amendments.

Plan Amendments

The vision, goals, and policies of the comprehensive plan provide a 20-year context in which long term, decisions regarding the community can be made. However, while a long-term perspective is important, the plan must be periodically reviewed to ensure that it reflects the best available information, current community views and changing circumstances. For these reasons, the Growth Management Act (GMA) requires that plans must be subject to continuing evaluation and review. Under the GMA, local governments can only amend a comprehensive plan once a year, except in emergencies. This avoids piecemeal changes to the Plan and reduces the possibility that the Plan's integrity will be altered.

Vision 2020 – Metropolitan Transportation Plan

The Puget Sound Regional Council and its member jurisdictions created Vision 2020, a multi-county policy document, as a long-range strategy for growth and development in the Puget Sound region. Vision 2020 recognizes the important relationship between land use and transportation. Created from Vision 2020 is a Metropolitan Transportation Plan that focuses on long-term transportation needs, strategies and investments. It provides a direct response to the federal mandates embodied in the Intermodal Surface Transportation Efficiency Act (ISTEA) and the 1990 Clean Air Act.

In order for the City to be eligible for certain transportation funding, the transportation element of this Plan must be consistent with the policy direction contained in the Metropolitan Transportation Plan (MTP). Specifically, the transportation element of this Plan has been developed to meet the four policy areas of the MTP which are: 1) optimizing and managing the use of existing facilities and services; 2) managing travel demand to address traffic congestion; 3) coordinating land use and transportation planning to support transit and pedestrian oriented land use patterns; and 4) expanding transportation capacity to offer greater mobility options.

King County Countywide Planning Policies

At the local level growth management is also a cooperative process between counties and cities. Cities are typically the primary providers of urban services within a county. In order to effectively balance land use, infrastructure and finance between a county and its cities, the Growth Management Act requires that an overall vision be established via a collaborative planning process involving the county and its cities. This process, formalized as the King County Countywide Planning Policies, is intended to serve as a framework for the development of each jurisdiction's comprehensive plan, ensuring consistency between a county's comprehensive plan and the comprehensive plans of the incorporated jurisdictions within its boundary.

At a minimum, the legislation requires the countywide policies to address:

- 1) Implementation of RCW 36.70A.110 (Urban Growth Areas);
- 2) Promotion of contiguous and orderly development and provision of urban services;
- 3) Siting of public facilities;
- 4) Transportation facilities and strategies;
- 5) Affordable housing;
- 6) Joint county and city planning within Urban Growth Areas;
- 7) Countywide economic development and employment; and
- 8) Analysis of fiscal impact.

Other elements, such as conservation, solar energy, recreation, or any other element relating to the physical development of the jurisdiction, are considered optional under the Growth Management Act.

King County adopted its initial set of policies in 1992. Amendments to the countywide planning policies were subsequently adopted in 1994. King County's countywide planning policies address the elements mandated by GMA, as well as more specific elements such as community character, historic preservation, and education.

As developed, each chapter within the county's planning policies consists of a general framework policy that establishes the overall direction for more specific issues and associated policies within the chapter. The comprehensive plan process for Burien considered these policies during the development of its own goals and policies. Consideration of the countywide goals and policies ensures that the City's plan is consistent with the principles established by the countywide planning policies regarding growth management.

1.2 PLAN SUMMARY

1.2.1 Organization of the Comprehensive Plan

The Plan is organized in five chapters: the Executive Summary; Existing Conditions; Issues and Impacts; Plan Policies; and the Capital Improvement Program Plan.

Chapter 1: Executive Summary - provides background information on the comprehensive planning process, the relationship of the plan to state and local legislation, and expresses the Burien Vision. The Executive Summary also summarizes the major concepts of the Plan, as well as the goals and policies contained each element of the Plan.

Chapter 2: Plan Policies - contains the goals and policies of each Plan element, including land use; community character; housing; transportation; utilities; parks, recreation and open space; and stormwater.

Chapter 3: Capital Improvement Program –outlines the capital improvements needed to support the implementation of the Plan. It includes a list of potential capital projects and a discussion of possible funding sources.

Chapter 4: Existing Conditions - provides a detailed description of the planning area's natural and built environment. This chapter also provides a demographic and economic profile of the planning area, as well as a comparison of the community with neighboring jurisdictions.

Chapter 5: Issues and Impacts - contains the environmental review, or Environmental Impact Analysis (Draft EIS) of the Plan required by the State Environmental Policy Act (SEPA). This Chapter compares and analyzes the potential impacts of different land use alternatives considered for the original Burien Plan in 1997 on the environment. This Chapter also includes an Addendum to this analysis prepared in 2003, which evaluates proposed amendments associated with the 7-year update of the Burien Plan.

Chapter 6: Appendices – contains other documents referenced in the Comprehensive Plan. Documents include sub area and specialty plans such as Neighborhood Plans and other specific facility plans such as the Pedestrian and Bicycle Facilities Plan.

Chapters 1, 2, and 3 are the heart of the Burien Plan. Chapters 4 and 5 will be formally adopted as SEPA documents by the Responsible Official and serve as background information for Chapters 1 through 3.

The term “City” refers to the composite of all city components that have some responsibility for carrying out the particular policy. Nothing in the plan changes any legal responsibility or authority of either the City Council or city management. The City Council is still the sole body designated to adopt any implementing ordinances. Nothing in the plan cancels or changes that basic legal authority. The City Council shall exercise oversight, approval and provide specific directives before staff may work on, develop or implement any of the directives in the comprehensive plan.

1.2.2 Major Plan Concepts

One of the major concepts of the plan is the creation of a “sustainable community.” A sustainable community is one that is a socially, economically, and environmentally healthy. As described in *Sustainable Communities: A New Design Synthesis for Cities, Suburbs and Towns*, one of the most significant characteristics of sustainability is acknowledging the ecological limits of the environment, and the effect that may have on our patterns of development. In addition, there are other types of pressures that also need to be incorporated into how the city plans for sustainable development, including the growing costs of capital facilities, services, and construction, the shifting needs of our population and workplaces, and people’s need for identity, community and sense of place.¹

Sustainability has strong implications on how a city should develop. The urban form in a sustainable community should ultimately create neighborhoods where people want to settle down and live, and commercial areas that attract long-term businesses and shoppers. In a sustainable community, the pattern and character of development is more important than the amount of growth. In some, more developed areas like Burien, the framework and traditions for compact and efficient communities are already in place, and these communities need to be sustained to avoid their disintegration.

Developing a sustainable community includes:

- maintaining and enhancing the viability of our neighborhoods, including protecting our existing housing stock;

¹ Van de Ryn, Sim and Peter Calthorpe. *Sustainable Communities: A New Design Synthesis for Cities, Suburbs and Towns*. San Francisco, CA: Sierra Club Press, 1991.

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

In Burien's case, this means carrying out the concepts set forth in the Burien Vision.

Supporting the Character of Existing Neighborhoods

The most important feature of the plan is establishing a pattern of development that reinforces Burien's small town character and sustains the character of existing neighborhoods while also protecting Burien's environmental resources. In the single-family neighborhoods, zoning will be more closely matched to existing densities to protect critical areas from the impacts of development. In residential areas with environmental constraints (such as wetlands or steep slopes prone to landslides) or deficiencies in public services or facilities (such as lack of roadway, sewer or water capacity) the development potential will be further reduced to decrease the risk to property and the environment, or additional costs to the community for providing adequate facilities.

Enhancing the Downtown

While the Plan recommends reducing potential densities in the single-family neighborhoods, it focuses on creating a thriving, yet pedestrian friendly downtown. To do this, the Plan promotes new commercial development in the downtown area and encourages the type of development that will make downtown an attractive and vibrant place to work, shop and live. The Plan's key to promoting economic development in the downtown and reducing residential growth in the single family neighborhoods is to focus most of the City's new residential growth into the downtown area in *mixed use developments*. Mixed-use development can be described as well designed apartments or condominiums located above small retail, office or business uses. Higher density multifamily areas are also planned for in close proximity to the downtown, near services and facilities with plenty of capacity.

One of the other major concepts of the plan envisions a "Town Square" with the types of activities and uses that will enhance the distinctiveness and vitality of downtown while preserving its small town character. Special attention will be given to the scale and design of buildings to achieve this vision. While downtown will continue to be accessible by the automobile, there will be specific areas where pedestrian and transit activities are supported and emphasized.

Design Guidelines

The Plan encourages the use of design guidelines to ensure a unifying visual environment for existing and future development in both the community's residential neighborhoods and downtown. These guidelines are intended to promote the use of landscaping, provide visual interest for the pedestrian on the downtown sidewalks, and ensure the compatibil-

ity of new multifamily structures with surrounding single family development. Since the character of the neighborhoods is also influenced by the design of supporting public facilities, the Plan recommends standards for street and stormwater facility design and construction that vary by area to reflect the character of each neighborhood.

Accommodating Burien's Share of Countywide Growth Allocations

An important requirement of the Growth Management Act is that all cities must plan to accommodate their share of population growth in order to limit urban sprawl in rural areas. In King County, the Countywide Planning Process determined the City's growth allocation. This allocation is expressed in terms of housing units. Under this process, Burien must accommodate 1,867 new housing units between the years of 1993 and 2022. Since 2000, the City has built 315 new units, or 17 percent of this goal. Burien will need to accommodate approximately 1,552 additional new units by 2022. The Countywide planning process also sets an allocation for employment growth. The City of Burien is responsible for providing 450 new jobs within this same planning period. The City has already generated over 500 new jobs within the community since the year 2000, fulfilling its 2022 employment target early.

Based on the Plan's land use element, the City of Burien will be able to accommodate the City's share of the region's anticipated need for housing and jobs over the next twenty years. The land use pattern established in the Plan has enough capacity to accommodate approximately 2,178 new dwelling units and 2,963 new jobs. However, it should be noted that the capacity provided for in the plan does not, by itself, establish the rate of growth for the city. Instead, housing growth is expected to resemble past housing trends in Burien. Consequently, growth will probably occur slowly over the next twenty years, rather than all at once following Plan adoption.

Providing Public Facilities & Services within the City's Financial Resources

The Capital Facilities element is part of the city's program to achieve the Burien Vision, and represents a financially feasible strategy that was shaped through community discussion and involvement. This Plan is designed to balance the need for additional public facilities and services with the city's ability to pay for them. In the past, plans often contained a "wish list" of capital projects with no demonstrated ability to fund the necessary improvements.

This Plan sets measurable standards for public facilities and services (i.e., level of service standards), and plans for the construction of specific capital projects and identifies the sources of revenue which will be used to fund the necessary improvements.

Policies concerning "concurrency" are a key component of the Plan. Concurrency is the term used to describe the concept of providing certain facilities and services at or before the time of approval of new development projects. The Plan requires that adequate water, sewer, stormwater, transportation, and solid waste facilities be in place before new development can be approved.

1.3 SUMMARY OF THE GOALS AND POLICIES

The Comprehensive Plan goals and policies were created to reflect the long-term objectives described during community visioning process and Planning Commission meetings over the past two years. The Plan's policy statements and future land use map will become the foundation for Burien's specific guidelines for how to conduct business, make zoning decisions, create annual and long-term budgets, and prioritize city efforts over the next twenty years.

A summary of each element, including its goals and policies, is described in the following pages. Many of the same topics are echoed throughout all or some of the elements. For example, the land use, community character and transportation elements may all address "retaining and enhancing well-established neighborhoods," but each focuses on achieving that goal from a different perspective. Thus, the goals and policies are mutually supported between elements.

1.3.1 Land Use

The land use goals and policies, together with the proposed land use map (see Land Use Map insert), establish the type, location and densities of appropriate land uses that can be developed within the city over the next twenty years. Land use is important because it has direct influence to many other planning considerations, including transportation, housing, parks, stormwater management and utilities. For example, higher density areas must be able to be served with more services and facilities (such as public sewer and water systems rather than septic systems) than lower density areas.

The Burien Plan focuses on establishing a pattern of development that maintains and enhances the character of Burien's well-established neighborhoods, protects critical areas from the impacts of development, enhances the attractiveness and vitality of downtown, and preserves the city's small town character.

In our single-family neighborhoods, zoning is more closely matched to existing densities to retain and support the existing character of those neighborhoods. In residential areas with environmental constraints (such as wetlands and slopes prone to landslides) and areas with deficiencies in public services and facilities (such as a lack of roadway, water or sewer capacities) the development potential is also reduced. New multifamily development is limited to areas currently zoned for multifamily homes, with higher density development located in close proximity to the services and facilities available downtown. Design guidelines will ensure that new residential and non-residential development is compatible with the character of the surrounding development.

Land use goals and policies call for a mix of commercial, office, residential and cultural activities in low to moderate scale structures in the downtown area. Development standards in the Downtown generally permit building heights up to 8 stories, although the City Council could approve up to 12 stories in height through a public-benefit incentives program. While the entire downtown needs to be accessible by automobile, there are limited areas where pedestrian activity should be emphasized and encouraged. Downtown pedes-

trian-oriented areas include SW 152nd and 153rd Streets, part of which includes a “historic district,” and areas where housing is allowed above stores and shops in *mixed use developments*.

Seattle-Tacoma International Airport is proposing the construction of a third runway on the west side of the airport, in close proximity to the City of Burien. Notwithstanding the views of the City of Burien and other King County communities that the airport expansion is both ill-advised and inconsistent with the requirements of the Washington State Growth Management and State Environmental Policy Acts, the Puget Sound Regional Council (PSRC) amended its Metropolitan Transportation Plan in July 1996 to include the proposed runway project. In August 1996, and again in May of 1997, the Port of Seattle Commission adopted the Master Plan Update for Proposed Development Actions at Seattle-Tacoma International Airport that includes the third runway. These actions by the PSRC and the Port are presently the subject of outstanding administrative and legal challenges brought by Burien and other south King County communities. Accordingly, their final validity remains unresolved. The proposed third runway project, if constructed, would be a major modification to the physical and social environment that will result in significant adverse effects on the quality of the environment and on the adjacent communities. These adverse impacts will undermine the ability of the community to achieve its vision as described herein. The degree to which such adverse impacts can be mitigated is not clear. Major changes to the City’s land use patterns and development programs would likely be required in order to accommodate the impacts of the third runway.

The City is aware, however, 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, require that there be appropriate and reasonable mitigation for communities and elements of the environment adversely impacted by the siting of an essential public facility.

The Port must overcome numerous legal, financial, permitting and practical problems before it can construct the new Airport facilities it is planning. At this time it is uncertain whether any or all the planned Airport facilities, especially the third runway, can, or will, be constructed. The City cannot assume the third runway will be built. If the third runway is built, amendments to this Plan may be required. How the City will be affected and the extent to which this Plan may need to be amended is dependent on many variables as described above including how significant adverse impacts are mitigated. Mitigation of significant adverse environmental impacts of all proposals is required by state law, including the State Environmental Policy Act, Chpt. 43.21C RCW, and by city ordinances. Such mitigation is also required by numerous state, regional, county and city policies. Under certain circumstances, permit applications can be conditioned or denied if significant adverse impacts are not mitigated. If the third runway is constructed, all permitting agencies should require the mitigation of impacts to the maximum extent allowed by law.

1.3.2 Community Character

The goals and policies of the Community Character element address the general overall character of the city, as well as provide guidelines that reinforce and enhance the unique character of different neighborhoods within the city. One of the most significant tools proposed in this element to accomplish this is design guidelines. The design guidelines address streetscapes and landscaping; building size, placement and height; parking lot placement; and signs to ensure a quality visual environment, compatibility of new development with surrounding structures, and promote and enhance pedestrian activity.

To reinforce and enhance the character of well-established neighborhoods, the community character policies focus on ensuring visual compatibility of adjacent multifamily and commercial development, and discourage the use of local residential streets by “through traffic.”

Improving the character of downtown is the major focus of this element. A draft downtown plan calls for many types of improvements that would enhance the distinctive character and viability of the downtown, such as a town square serving as a focal point for downtown; “gateways” to mark the downtown area; a quality designed, low scale hotel near the vicinity of 1st Avenue South and Southwest 148th Street; and public art and open spaces to balance the built environment. Design guidelines for buildings serve to provide common features that would contribute to a creating a unifying visual framework for the downtown area.

1.3.3 Housing

The housing element will achieve a number of different goals. Policies call for retaining the existing character of single family neighborhoods by focusing most new growth into existing low and moderate density multifamily areas. The Plan also allows for a limited amount of higher density multifamily provided design requirements are met. Higher density multiple family housing will be located in close proximity to downtown, within walking distance of shopping, jobs and services.

A variety of housing choices are encouraged, in addition to the traditional single family home, while still supporting Burien’s community and neighborhood character. Accessory apartments are allowed in single-family homes in higher density neighborhoods near downtown. Mixed use developments in the city center near shopping and transit combine office or retail uses on the first floor with nicely designed townhomes or condominiums located above. In multiple family areas, garden style apartments, duplexes and townhouses that are compatible with adjacent development are also encouraged. The housing policies also include a program of incentives and coordination with other agencies’ efforts to encourage housing for seniors and special needs populations, as well as an innovative demonstration housing program to encourage affordable infill development.

1.3.4 Transportation

The goals and policies of the transportation element ensure that Burien’s transportation system meets travel demand for the next twenty years in a safe, efficient, cost effective, and environmentally sound manner. An effective transportation plan requires adequate funding, an efficient street network, and provisions for alternative modes of travel to the automobile, including by bicycle, walking and transit. A community-wide system of paths for pedestrians and bicyclists is called for in the draft Plan, connecting neighborhoods with shopping, schools, parks and other regional facilities. Constructing safe places to walk to and around schools is a high priority.

The Plan policies reflect the fact that land use is closely tied to transportation use by establishing an acceptable level of service (LOS) standard for roadways. The LOS standard has two parts. First, the standard establishes an acceptable level of congestion, and requires a review of traffic generated from new developments and its affect on the level of congestion on specific roadways. If congestion increases, mitigation is required or the development is not allowed. Based on an existing LOS analysis, roadway improvements and enhancements are identified in the draft Plan. There are very few locations within the city where the roadway is considered over capacity or “congested.” Instead, many of the improvements will focus on safety enhancements or improving roadways to current standards.

The second part of the LOS standard relates to roadway design. Roadway design standards will vary by the type of roadway and be used to support the character of the neighborhood it passes through. For example, in more urban areas such as downtown, around multifamily dwellings, in higher density single family neighborhoods, full curb, gutter, sidewalk and landscaping will be required. In parts of the city with lower density development and a more “suburban feel,” different design standards will be allowed, such as paved pathways rather than raised sidewalks.

The Plan also includes policies addressing parking in the downtown area, advocating for the study of parking needs and issues. Where parking is found to be more than plentiful or in areas targeted for a more pedestrian emphasis, the Plan encourages the redevelopment of large existing lots. Policies also call for increasing parking lot landscaping and pedestrian safety improvements.

1.3.5 Utilities

Utilities are important to preserve the health, safety and welfare of the community, as well as to ensure a desirable quality of life. Development in Burien is guided by the utility policies, which ensure that adequate levels of essential utilities are considered in planning stages. There are several separate water purveyors that provide services to Burien residents in independent districts. It is ultimately the responsibility of each district to provide consistent services to Burien residents, although the City collaborates with purveyors to ensure residents’ needs are met. Goals and policies of this element provide the framework to fulfill residents’ utilities demands. This element includes an analysis of the capacity of the utilities that serve Burien, and the potential impacts and needs of antici-

pated growth in the city. The Plan includes policies addressing “essential utilities,” and requires adequate levels of service for approval of new development, and “optional utilities.” Essential utilities include electrical power, sewer, water and stormwater. Optional utilities include natural gas and telecommunication services.

Since all of the utility services are provided by other public agencies or private companies, the Plan calls for thorough coordination among service providers. The services should be offered in a manner that is fiscally and environmentally responsible, aesthetically acceptable to the community, and safe for all residents. Service provision and planning should also be coordinated with the city.

1.3.6 Parks, Recreation & Open Space

The Parks, Recreation, & Open Space Element recognizes the importance of “green areas” within our neighborhoods and community, it also recognizes the limited funding available for new parks, recreation and open space. Therefore, the plan policies recommend using the City’s existing parks to the maximum extent possible before developing new parks.² This involves emphasizing maintenance, enhancement and multiple use of existing parks, recreation facilities and open space, including schools and stormwater drainage facilities. Use of these resources could be further improved by connecting them with neighborhoods and downtown via a coordinated network of community paths and neighborhood trails.

Green spaces are also important in the downtown area to balance the buildings and pavement. Public and private developments are encouraged to include “pocket parks” with fountains, public art, and places for people to sit or rest. Multifamily developments are also appropriate places to encourage on-site parks or recreation areas as a requirement of development.

Different means of public access to the unique natural resources within the city are provided in the Plan. For example, the Plan supports access to the Puget Sound via waterfront street ends, and recommends seeking opportunities with the cities of SeaTac and Normandy Park to develop a system of walking and wildlife viewing trails along the tributaries of Miller Creek.

1.3.7 Stormwater

The Storm Water Element provides guiding policy for surface water management in the City of Burien. Goals for the management of surface water include:

- Protect steep slopes, streams, wetlands, and shorelines from erosion and sedimentation to avoid the degradation of environmental quality, wildlife habitat, and natural systems aesthetics;
- Protect the quality of surface water and groundwater;

² The exceptions to this strategy are included in proposed plan policies calling for the specific development of new facilities, especially in the downtown core (such as a town plaza, public open spaces or public art).

- Provide recharge of groundwater where appropriate; and
- Ensure the natural control mechanisms where appropriate.

These goals are supported by specific policy measures in the Storm Water Element. The City’s first priority is to address drainage problems within the City. The City’s second priority is to address regional drainage problems in the Miller and Salmon Creek Basins. The City of Burien Storm Drainage Master Plan (2003) provides the management measures to implement the policies of this element and is supported by the Capital Improvement Program (Chapter 3), which prioritizes funding for projects and program elements.

1.3.8 Capital Facilities and Services

The capital facilities and services element is one of the most important elements of the comprehensive plan. The element ensures that Burien will have the financial resources necessary to support and serve anticipated future growth in the City as it occurs. As part of this element, a six-year financing plan, called a Capital Improvement Plan (CIP), will provide a list of planned infrastructure improvements, their cost, and the sources of anticipated funding. These infrastructure improvements may address services and facilities related to transportation, utilities, storm and surface water management, parks and recreation, fire and police protection, municipal buildings or schools. These improvements are seen as necessary to support development, or improve existing deficiencies, based on locally adopted level of service standards and guidelines.

City financial resources for capital facilities and services are limited. Consequently, the element takes a cautious approach towards development and capital expenditures, focusing on ensuring that the city can “sustain” both financially. As part of this strategy, the element promotes the following concepts:

- Balance community needs for capital facilities and services with the ability to finance them.
- Focus limited financial resources on infrastructure investments in areas where the investment will have the greatest impact – downtown.
- Avoid encouraging development patterns that will require more investment by the city in capital facilities and services.
- Require new development (residential and commercial) to “pay its own way” so that facilities necessary for development are in place as they are needed.

The CIP will be updated annually to ensure adequate planning and funding.

1.3.9 Essential Public Facilities

As described in RCW 36.70A.040, the Burien Plan is required to plan for “Essential public facilities,” or those facilities that are typically difficult to site, such as airports, state education facilities and state or regional transportation facilities as defined in RCW 47.06.140, state and local correctional facilities, solid waste handling facilities, and in-

patient facilities including substance abuse facilities, mental health facilities, group homes, and secure community transition facilities as defined in RCW 71.09.020. This element includes a process for identifying and siting essential public facilities based on sound planning and resource management principles including appropriate mitigating measures equitable distribution of impacts and benefits, and extensive and meaningful public participation, among others.

1.3.10 Economic Development

The Economic Development element provides a strategy for ensuring that Burien is the best place to work, live, learn, shop, and visit. The important factors in determining whether people or businesses locate in Burien are the area's ability to provide employment opportunities, healthy businesses, quality public services and safety, a healthy natural environment, good schools, strong neighborhoods, and efficient traffic circulation. The Economic Development policies and other elements of the Burien Plan set the stage for Burien to achieve these factors and improve the City's quality of life and economic health. This element also encompasses policies that encourage and promote economic development appropriate for Burien in specific areas, such as the Downtown and the Northeast Redevelopment Area. Because good growth management planning should factor economic considerations, future land uses are closely tied to the City's economic strategy.

1.3.11 Neighborhood Plans

In 1999, Comprehensive Plan policies were adopted directing the development of neighborhood plans to reinforce and enhance the City's well-established neighborhoods. The City of Burien Comprehensive Plan established the overall vision and framework for development of policy decisions in the City Neighborhood plans to address the unique characteristics and concerns of individual neighborhoods while remaining consistent with the established Comprehensive Plan. The neighborhood plan is a direct product of the neighborhood planning process and serves as a valuable resource for decision makers. It also serves as an informational resource to existing and potential new residents to distinct areas of Burien.

Neighborhood planning is designed as a pro-active approach to building quality neighborhoods. It is intended to establish links between decision makers and citizens. These links empower people to express wishes and needs for a neighborhood so that decision makers can more effectively use the community's resources invested in a neighborhood.

Burien's first neighborhood plan, the Salmon Creek Neighborhood Plan was completed in 2004 and is the first plan incorporated into this new element. Please see Chapter 6.0 for a complete copy of the plan. [Ord. 411 § 10, 2004]

1.4 GLOSSARY OF TERMS

Accessory Housing/Accessory Dwelling: Dwelling units constructed within and subordinate to an existing single family home, for use as a rental unit. An “accessory dwelling” is another separate dwelling, including kitchen, sleeping, and bathroom facilities. Also known as “mother-in-law apartment”.

Affordable Housing: Affordable housing is generally defined as housing where the occupant is paying no more than 30 percent of gross income for housing costs, including utilities, and meets the needs of moderate or low-income households. While affordable housing is often thought of as subsidized housing, this is not necessarily so. Market housing, meeting low and moderate income targets, with affordability controls in place, may also qualify.

Allowed use: Means a permitted use or conditionally approved use.

Americans with Disabilities Act (ADA): A 1990 federal law designed to bring disabled Americans into the economic mainstream by providing them equal access to jobs, transportation, public facilities and services.

Aquifer Recharge Area: Point of interchange between ground water and the surface. Recharge refers to the addition of water to the zone of saturation.

Arterial, Minor: Intra-community roadways connecting community centers and facilities. Examples of minor arterials within the City include SW 152 Street and 8th Avenue S.

Arterial, Principal: Inter-community roadways connecting largest community centers and facilities. Examples of principal arterials within the City include Ambaum Boulevard SW, 1st Avenue S, and SW 148th Street.

Best Management Practices (BMP): State-of-the-art technology as applied to a specific problem. BMP’s are often required as part of major land development projects. The BMP represents physical, institutional, or strategic approaches to environmental problems, particularly with respect to nonpoint source pollution control.

Burien Analysis Zone (BAZ): A defined set of geographic areas that comprise the entire city. These blocks are used as a basis for deriving information pertaining to such considerations as housing, land use, transportation, and demographics.

Capital Facilities or Capital Improvements: As a general definition, structures, improvements, pieces of equipment or other major assets, including land, that have a useful life of at least 10 years. Capital facilities are provided by and for public purposes and services. Also known as “public works” or “public facilities.” Such projects may include design, permitting, environmental analysis, land acquisition, construction, landscaping, site improvements, initial furnishings, and equipment.

Capital Facilities Plan: The Capital Facilities Plan is part of the Capital Facilities Element of the Comprehensive Plan. Future public works needs and facilities are included in a financial plan to fund those facilities. The Growth Management Act requires that capital facilities plans include at least a 6 year financial plan.

Capital Improvements Program (CIP): A program of capital facility development, usually covering six years, and typically expressed in a list of projects with estimated date of construction and other basic information. The CIP should be updated and adopted annually as part of the City budget.

Census Tracts: A division of area used by the Federal Bureau of Census to collect demographic data.

Clustering/Cluster Development: A development design technique that concentrates buildings in specific areas on a site to allow the remaining land to be used for recreation, common open space, and preservation of environmentally sensitive areas.

Commercial Use: The use of a building, land, or other for non-residential and non-personal use involving retail sales, wholesale sales, office uses, entertainment uses, or similar uses.

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

Comprehensive Plan: A coordinated policy statement of the governing body of a local government that sets forth guidelines and policies for the future development of a community and may be adopted pursuant to the Washington State Growth Management Act (Chapter 36.70A RCW).

Concurrency: A planning or regulation concept that seeks to ensure that new private development is supported by adequate public facilities “concurrent” with the approval of such facilities. Under the Washington State Growth Management Act (GMA) it refers specifically to a requirement which mandates that public transportation infrastructure (e.g. arterials and transit routes) needed to maintain adopted level of service standards is available within six years of development. The GMA mandates also allow local jurisdictions to establish their own concurrency requirements for other necessary public infrastructure (e.g. water, wastewater, and stormwater). The term concurrency is also used as a planning concept for assuring that improvements or strategies to accommodate the impacts of development are in place at the time of development approval.

Conditional Use/Conditionally Approved Use: A use that requires approval through a formal review process. Usually involves either conditions needing to be reviewed in order to be approved, or the proposed use must meet certain conditions.

Condominium: A system of separate ownership of individual units, usually in a multiple tenant building. A single parcel of property with all the unit owners have a right in common to use the common elements, with separate ownership confined to the individual units, which are serially designated.

Consistency: A measure of whether any feature of the Plan or a regulation is incompatible with any other feature or a plan or a regulation. The Growth Management Act requires the Plan be both internally and externally consistent.

Countywide Planning Policies: As required for the Growth Management Act, the King County Council adopted, and the cities ratified, a series of policies which embody a vision of the future of King County. These policies are intended to guide the development of city and county comprehensive plans.

Critical Areas: See Environmentally sensitive areas.

Density: The number of families, persons, or housing units per unit of land usually expressed as “per acre”. There are several different ways of measuring density, including:

- a. Net site density: Units per site area after allowing for or excluding streets, parks, open space or a public facility.
- b. Gross density: Units per gross site area before dedication, covenants or designation of a portion of the site as unbuildable or open space.

Density Bonuses - Housing: Incentives provided to a developer in order to encourage the construction of affordable housing units. The developer is allowed to build more units on a site if a certain number of housing units affordable to low-income households are provided.

Detention – Storm water: The process of collecting and holding back stormwater for delayed release to receiving waters.

Development activity: The division of a parcel of land into two or more parcels; the construction, reconstruction, conversion, structural alteration, relocation, or enlargement of any structure; any mining, excavation, grading, landfill, drainage, removal of vegetation, or disturbance of land or water; and use of land or water or the intensification or extension of the use of land or

water that creates the additional demand for school, street, utility or other public facilities.

Development standards: Fixed requirements or standards imposed on new development by regulation or ordinance. A setback is a development standard.

Development regulation: Controls placed on the development or land use activities including, but not limited to, zoning ordinances, official controls, subdivision ordinances, and binding site plan ordinances.

Drainage Basin: An area which is drained by a creek or river system.

Duplex: A single structure containing two dwelling units, either side by side or above one another.

Dwelling Unit: One or more rooms located within a structure, designed, arranged, occupied or intended to be occupied by not more than one family and permitted roomers and boarders, as living accommodations, independent from any other family. A food preparation area within the room or rooms is evidence of the existence of a dwelling unit.

Easement: A right or privilege that a person may exercise over another's land, such as access to streets or utilities.

Environmental Impact Statement (EIS): A document intended to provide impartial discussion of significant environmental impacts which may result from a proposed development project or problematic action. If the responsible official determines that a project or action may have a significant adverse effect upon the quality of the environment, the State Environmental Policy Act (SEPA) requires that an EIS be prepared. The purpose of the EIS document is to provide the government decision makers with information to be considered prior to determining a project's acceptability. The Draft EIS, which is circulated for review and comment, describes the action, analyses the impacts of the action, and proposes alternatives and mitigating measures. Comments on and revisions to the Draft EIS are included in the Final EIS, the findings of which are appealable.

Environmentally Sensitive Areas: Those areas, designated, mapped and regulated by environmentally sensitive area regulations. These areas have existing site conditions which require development standards to minimize specific on-site and off-site adverse environmental impacts including stream siltation, hillslides, and reduction of wildlife habitat. ESAs include wetlands, riparian corridors, steep slopes, slide-prone areas, areas subject to liquefaction, known-slide hazard areas, hazardous waste sites, floodplains, and wildlife habitat areas.

Essential Public Facility: These are public capital facilities of a countywide or statewide nature which have characteristics that make them extremely difficult to site. Such facilities may include, but are not limited to, utility and transportation corridors, airports, wastewater treatment plants, solid waste landfills, higher educational facilities, correctional and in-patient treatment facilities, and energy-generating facilities.

Floor Area Ratio (FAR): A measure of development intensity. It is gross building area (i.e., square footage of the total floor area) divided by net on-site land area (i.e., square feet). In planning and zoning, it is often expressed as a decimal. For instance, .50 indicates that the floor area of a building equals 50% of the total on-site land area. FAR is also indicated as a ratio which expresses the relationship between the amount of gross floor area permitted in a structure and the area of the lot on which the structure is located.

Functional Street Classification System: The grouping of highways, streets and roads into distinct classes. It defines the primary role a route serves within the total existing or future highway network.

Gateway: An important and definable point of entrance into downtown Burien.

Gross Acre: The total horizontal acreage of a particular area of analysis

Growth Management Act (GMA): Refers to the 1990 State Growth Management Act (ESHB 2929) as amended, requiring urban counties and the cities within them to develop comprehensive plans to deal with growth in Washington State over the next twenty years. The GMA is codified at RCW 36.70A and other chapters.

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

High Occupancy Vehicle (HOV): Generally, a vehicle carrying more than one person, including a carpool, vanpool, or bus.

Housing Type: Different varieties of dwelling units, including: single family detached; townhouses; multifamily apartments (including, duplexes, triplexes, and fourplexes) or condominiums; accessory dwelling units (i.e., mother-in-law apartments); and manufactured homes.

Impact Fees: A set fee imposed on developers to help pay for the cost of providing public facilities needed to serve new development. The use of impact fees was authorized by the Growth Management Act.

Impervious Surface: A surface that cannot be easily penetrated. For instance, rain does not readily penetrate asphalt or concrete pavement.

Inclusionary Housing: Inclusionary housing is an affordable housing production mechanism which requires a specified number of affordable and/or low-income units within new housing developments. Inclusionary units are generally provided through density bonus incentives, requirements for cash contributions to a pool or minimum percentages of affordable units, or combinations of requirements and incentives.

Infill Development: Development consisting of either 1) more intensive development in an area which is mostly developed, or 2) new structures among existing structures.

Infrastructure: The basic installations and facilities on which the continuance and growth of a community depend, such as roads, public buildings, schools, parks, transportation, water, sewer, surface water and communication systems.

Intermodal: Involving more than one transportation mode or type of service.

Land Use: A term used to indicate the use of any piece of land. The way in which land is being used is the land use.

Level of Service (LOS): A qualitative rating of how well some unit of public facility or service

(e.g., street, intersection, transit route, water and sewer) meets current or projected demand.

Local Improvement District (LID): A specific area assessed to finance a particular public improvement or facility. Property owners are assessed on the basis of a special benefit to their property provided by the facility, including streets, water, and sewer facilities, and other special benefits such as sidewalks. The value of the benefit must be at least as much as the assessment to the owner. The assessment is usually used to pay debt service on a bond issued to finance the facility.

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

Low-income Housing: Housing affordable to households with incomes between 0% - 50% of area median income.

Manufactured Housing: Factory built housing that meets standards established by the Federal Department of Housing and Urban Development.

Mixed Use Development: A project which combines more than one use, either in the same structure, or in different structures located on the same site.

Mixed Use Structure: A building which combines more than one use in the same structure; such as a building occupied by retail uses on the ground floor, and housing on the floors above.

Mobile Home: “Mobile home” means a “manufactured home” that is a structure, transportable in one or more sections, which in the traveling mode is eight body feet or more in width or forty body feet or more in length, or, when erected on site, is three hundred twenty or more square feet, and which is built on a permanent chassis and designed to be used as a dwelling with or without a permanent foundation when connected to the required utilities, and includes the plumbing, heating, air-conditioning, and electrical systems contained therein.

Mode of Transportation: Types of transportation such as walking, a bicycle, an automobile, or a bus.

Moderate Income Housing: Housing affordable to households with incomes between 50% to 80% of area median income.

Modular Home: A dwelling structure located on a permanent foundation and permanently connected to public utilities, consisting of preselected, prefabricated units or modules, and transported to and/or assembled on the site of its permanent foundation. It must conform to the present city of Burien building, housing, electrical and plumbing codes. For the purposes of zoning, there is no distinction between modular or site-built homes.

Multifamily Use: A structure or portion of a structure containing two or more dwelling units.

Multimodal: Referring to accessibility by a variety of travel modes, typically pedestrian, bicycle, transit, and automobile modes, but may also include water and air transport modes.

Net Acre: A measure of horizontal area for calculating development potential. At the area-wide planning level, net acre refers to the gross acre less the estimated area to be transferred (e.g., sale, dedication or donation) to public ownership from individual parcels. Net acreage is typically 67-75 percent of gross acreage, and depends largely on the amount of road right-of-way. At the site development level, this is the total acreage of a parcel less the area transferred to public ownership. The remaining net acreage is the basis for determining development density and potential. Net acre typically includes easement areas.

Nexus: A bond, link or tie; a connection between things. Used to refer to the connection between a development and its impact on a specific facility, especially a public facility. In order for a jurisdiction to assess mitigation, a nexus must be identified between a development and its impact on a public facility (streets, schools, parks, etc.).

Nonconformance: “Nonconformance” means any use, improvement or structure established in conformance with City of Burien, or King County if prior to March 1, 1993, rules and regulations in effect at the time of establishment, that no longer conforms to the range of uses permit-

ted in the site’s current zone, or to the current development standards of the code due to changes in the code or its application to the subject property. A “nonconforming building lot” for the purposes of this plan is a lot that does not meet the standards set in policy RE 1.3. A “Nonconformance” is also referred to as “grandfathering”.

Non-motorized Mode: Any mode of transport that utilizes a power source other than a motor. Primary non-motorized modes include walking (i.e., pedestrian) and bicycling.

Nonpoint Source Pollution: Pollution that enters water from dispersed and uncontrolled sources (such as surface runoff) rather than through pipes.

On-site Retention: Permanent impounding of stormwater, or a large part of it, in man-made or man-modified lakes, ponds or other holding facility; often required for developments.

On-street Parking: Parking spaces in the right-of-way.

Open Space: Any parcel or area of land or water essentially unimproved and set aside, dedicated, designated, or reserved for public or private use or enjoyment or for the use and enjoyment of owners, occupants, and their guests, of land adjoining or neighboring open space.

Peak Hour: One-hour interval within the peak period when travel demand is usually highest, e.g. 7:30-8:30 a.m. and 4:30-5:30 p.m.

Peak Period: Daily time periods when travel demand is usually highest, typically 6:00-9:00 a.m. and 3:30-6:30 p.m.

Pedestrian Amenities: Features of the built environment that improve the quality of foot or wheelchair travel, including ground floor retail uses in adjacent buildings, landscaped walkways, limited interference from automobiles, street furniture, etc.

Pedestrian Friendly Orientation: An area where the location and access to buildings, types of uses permitted on the street level, streetscape and storefront design are based on the needs of the customers on foot or in wheelchairs.

Permitted Use: A use that is allowed outright by a land use code, usually in a zoning ordinance.

Point Source Pollution: A source of pollutants from a single point of conveyance such as a pipe. For example, the discharge pipe from a sewage treatment plant is a point source.

Public Access: A means of physical approach available to the general public. Public access may also include visual approach, usually applied to shoreline areas.

Public Facility: Any use of land or physical structures, whether publicly or privately owned, for transportation, utilities, or communication, or for the benefit of the general public, including streets, schools, libraries, fire and police stations, municipal and county buildings, powerhouses, recreational centers, parks and cemeteries.

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

Public Services: A variety of services such as fire protection and suppression, law enforcement, public health, recreation, environmental protection, etc. Available to the public and provided by government, contracted for or by government, or provided by private entities subject to public service obligation.

Puget Sound Regional Council (PSRC): Formerly the Puget Sound Council of Governments, the PSRC is a regional planning and decision-making body for growth and transportation issues in King, Kitsap, Pierce and Snohomish Counties. Under federal transportation law, the Council is the Metropolitan Planning Organization (MPO) responsible for regional transportation planning and programming of federal transportation funds in the four counties. It is also the designated Regional Transportation Planning Organization for the four counties. PSRC manages the adopted regional growth strategy, VISION 2020.

Residential Use: Any land use that provides for living space. Examples include artist studio/dwelling, boarding house, caretaker's quarters, single family, multifamily, special residence, and mobile home parks.

Rezoning: Reclassification of a currently zoned area for a different use.

Right-of-Way: Land in which the state, county or city owns the fee simple title or has an easement dedicated or required for a transportation or utility use. The right-of-way is the right to pass over the property of another. It refers to a strip of land legally established for the use of pedestrians, vehicles or utilities.

Sensitive Area: See Environmentally Sensitive Areas.

Shoreline Master Program: A program to regulate activities and uses in shoreline area as authorized by the Washington State Shoreline Management Act (adopted in 1974). The program contains goals, policies and regulations to guide actions and development affecting the City's shoreline.

Single Family Unit: A building containing one dwelling unit that is not attached to any other dwelling unit by any means and is surrounded by yards or open space.

Shall: Means obliged to. Shall is mandatory. If a policy contains shall, it is required that the decision maker follow the policy where it applies, unless there are very significant and unique circumstances that warrant a different action. See also should.

Should: Means ought to. If a policy contains should, the decision maker is to follow the policy where it applies unless the decision maker finds a compelling reason against following the policy. See also shall.

Short Plat: The administrative division or redivision of land into four or fewer lots for the purpose of sale or transfer of ownership.

Significant Trees: A tree six inches or greater in diameter at breast height in good health of a preferred species or of significant visual impact on the surrounding area or a land mark tree.

Single Occupant Vehicle: Vehicle carrying only one passenger.

Solid Waste Facility: A facility that handles solid waste. State law defines solid waste handling (RCW 70.95) as including the manage-

ment, storage, transportation, treatment, utilization (including recycling), processing and disposal of solid waste. Land fills and other large disposal or processing facilities would not be applicable within the city limits of Burien.

Special Needs Housing: Housing that is provided for persons, and their dependents who, by virtue of disability or other personal factors, face serious impediments to independent living and who require special assistance and services in their residence. Special needs housing may be permanent, long term or transitional basis.

State Environmental Policy Act (SEPA): Chapter 43.21C RCW. The state law passed in 1971 requiring State and local agencies to consider environmental impacts in the decision-making process. A determination of environmental significance must be made for all non-exempt projects or actions which require a permit, license or decision from a government agency. If the action does not have significant adverse environmental impacts, a Declaration of Non-significance (DNS) is issued. If the action or project could have major impacts, an Environmental Impact Statement (EIS) is required, through the issuance of a determination of significance (DS). In some cases, conditions may be applied to a project which if followed would allow a determination of nonsignificance (DNS) to be issued (in this case the DNS is referred to as a “mitigated” DNS).

Streetscape: The visual character of a street as determined by elements such as structures, access, greenery, open space, view, etc.

Subdivision: The division of a parcel into two or more lots according to the responsible jurisdictions land use regulations.

Tax Lot: One more platted lots or other parcels of land in a continuous ownership combine for the property tax records as one tax account and recorded as such with the county assessor.

Through Traffic: Traffic traveling through a specific area to a destination beyond.

Townhouse: A form of ground-related housing where individual dwelling units are attached along at least one common wall to at least one other dwelling unit. Each dwelling unit occupies space from the ground to the roof and has direct access to private open space.

Transit: Public transportation, referring in this document to public bus, trolley or light rail.

Traffic Calming Devices: Facilities or devices intended to reduce the speed of automobile traffic, especially in residential areas. These devices include, but are not limited to speed humps and traffic circles.

Transportation Analysis Zone (TAZ): A TAZ is the basic building block of the analysis for transportation modeling of vehicular trips. A zone is delineated by having similar uses that result in similar trip generation levels. In this Plan “TAZ” refers to such areas as designated by the PSRC. Burien has subdivided these TAZ’s into Burien Analysis Zones (BAZ). See also Burien Analysis Zone.

Transportation Demand Management (TDM): Refers to policies, and public and private programs that manage the demand placed on transportation supply. TDM measures are frequently directed toward increasing the use of transit and car pools.

Trip: A one-direction movement which begins at the origin and ends at the destination. For example, a trip movement from a residence to a work place is a trip from home to work.

Trip Generation: The second step in forecasting the number of trips generated by the forecasted land use. The number of trips made to and from each type of land use by day. Trip generation provides the linkage between land use and travel.

Undergrounding: The construction or relocation of electrical wires, telephone wires, and similar facilities underground.

Vanpool: An organized ridesharing arrangement in which a number of people (typically 6 to 15 people) travel together between fixed points on a regular basis in a van. Expenses are shared and there is usually a regular volunteer driver.

Vehicle Miles Traveled (VMT): A measurement of forecasted travel demand; equivalent to one car, bus, or truck traveling one mile.

VISION 2020: The adopted regional growth strategy which describes linking high-density residential and employment centers throughout

the region by high capacity transit, and promoting a multimodal transportation system. VISION 2020 was adopted by the PSCOG, predecessors to the PSRC, in 1990.

Visual Access: Non-physical public use of the shoreline or other areas, including views of the water from indoors or out of doors, and visual cues to the water's presence that are provided for the benefit of pedestrians, bicyclists, motorists, and occupants of buildings near water bodies.

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

Watershed: The geographic region with which water drains into a particular river, stream, or other body of water. A watershed includes hills, lowlands, and the body of water into which the land drains.

Wetlands: Areas that are inundated or saturated by surface water or ground water at a frequency and duration sufficient to support, and that under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions. Wetlands generally include swamps, marshes, bogs, and similar areas. Wetlands do not include those artificial wetlands intentionally created from non-wetlands sites, including, but not limited to, irrigation and drainage ditches, grass-lined swales, canals, detention facilities, wastewater treatment facilities, and landscape amenities. However, wetlands include those artificial wetlands intentionally created to mitigate the conversion of wetlands.

Zero Lot Line Development: A development pattern of single family houses constructed immediately adjacent to one side lot line, (i.e. no sideyard setback) coupled with an easement on the adjacent lot in order to maintain 10-foot separation between structures. This helps to preserve privacy and usable yard space, especially in small-lot areas.

Zoning: A type of development regulation that manages the use and development of land. Burien's zoning regulations are included in the Burien Municipal Code.

Zoning Map: The official Zoning Map which classifies all land within the City with one of the zoning districts.

