Agenda Bill

City Council Regular Study Session - 25 Nov 2019

Department	Staff Contact
Community Development	Thara Johnson, Senior Planner (206) 436-5574

Agenda Bill Title

Joint Meeting with the Planning Commission and Briefing and Discussion on the Urban Center Plan

Summary

The purpose of this agenda item is for the City Council and Planning Commission to receive a briefing from city staff and the consultant team MIG Design Inc. on the Urban Center Plan.

BACKGROUND:

The City of Burien incorporated in 1993. As part of the City's initial visioning and comprehensive planning processes, the community adopted policies designed to make "downtown an attractive and vibrant place to work, shop and live." In 2001, the City took these initial policies to the next level—a coordinated downtown plan, zoning regulations and design standards. Taken together, the tools encourage redevelopment of the downtown area into a mixed-use, pedestrian-friendly, transit-oriented, traditional downtown with an emphasis on urban design.

In 2003 the Puget Sound Regional Council (PSRC) adopted new standards for the regional designation of urban centers. The preparation and adoption of Burien's Downtown Plan, as well as the community's commitment to its implementation, are consistent with the criteria for an urban center designation.

After reviewing the Countywide Planning Policies as part of the City's state-mandated Comprehensive Plan update in 2003, Burien leaders realized that these past planning efforts had created an Urban Center in downtown Burien and its surroundings. Unlike some other cities, Burien had created the policies and implementation strategies necessary for an Urban Center before requesting the formal designation. In recognition of this, in 2003 the City adopted an Urban Center designation in its updated Comprehensive Plan. PSRC approved the Urban Center designation for Burien in 2005.

The proposed Burien Urban Center encompasses approximately 353 acres, about 7.4% of the total city area, and is roughly centered at Burien Town Square (see attached Urban Center map). Town Square suggests a transition from Burien's past suburban character with large blocks and surface parking lots to a traditional downtown with smaller blocks, alleys and a well-established pedestrian network. The Urban Center contains a mix of uses–multifamily residential, retail, restaurants, and offices. The City has planned for future growth within the Urban Center through recent investments

in utility, street and sidewalk upgrades, and in land acquisition. These efforts have already resulted in a mixed-use Town Square development and plans for a transit oriented development (TOD) project. Finally, the City of Burien completed a Mobility Study in 2016, with the intent of improving transportation options to and from the downtown area with a specific focus on bicycle and pedestrian mobility, transit connectivity and parking.

PSRC adopted a new Regional Centers Framework and checklist for Centers Plans in 2018 which all local jurisdictions designated as Regional Growth centers are required to adopt by 2020. The Urban Center Plan for Burien would need to incorporate the requirements identified in the Framework and checklist.

The City issued a RFP for consultant services to assist with development of the Burien Urban Center Plan and awarded the contract to MIG Design in September 2018. As an initial first step, the project team developed a public involvement plan to guide the comprehensive outreach process and engagement tools and opportunities. The public involvement plan outlined opportunities for all members of the public to be involved in the planning and analysis work to inform the Urban Center Plan, including underrepresented communities, community, business and civic leaders, City staff and elected officials. Based on the Involvement Plan, the project team collaborated directly with the community to build the vision, discuss potential different alternatives for the future, and identify a concept that aligns with the vision.

A twenty-four member urban center advisory committee was formed by staff and advised on each major phase of the project, including community engagement strategies, development of the overall project work plan, refinements to the focus of the vision, and policy recommendations. The advisory committee included a broad range of interests and people from a diversity of backgrounds including local business owners, economic development interests, housing, community services, residents, communities of color, local developers, and public agency representatives.

Community engagement activities shaped the vision developed for the Plan. Activities included a detailed Public Involvement Plan, stakeholder interviews, focus groups, three advisory committee meetings, a Community Vision Workshop, and a survey. A copy of the draft plan is included as Attachment 1 for the Council and Commission's review.

Staff provided the City Council with a briefing at a joint Planning Commission and Council meeting in April and a subsequent briefing in August. The City Council provided feedback at the August meeting and provided staff with direction relating to policies and conceptual alternatives for the Urban Center. City Council specifically recommended amending the urban center boundary. The proposed boundary now incorporates an area of 429 acres, an approximate increase of 76 acres from the original boundary that was designated when Burien became a regional growth center in 2005.

The Urban Center Plan is an opportunity to shape the economic and cultural center of Burien. The draft Burien Urban Center Plan includes the following major components:

- Identifies a unified future vision for the Urban Center based on extensive involvement from the community, city leaders and advocates, and partner organizations;

- Highlights existing conditions facing the Urban Center today and key opportunities and challenges that will shape its potential future;
- Summarizes potential alternatives for future growth that were considered throughout the planning process, and a draft concept that supports the Urban Center vision;
- Outlines a range of policies needed to position the Urban Center for the preferred future alternative and to meet local, regional, and state requirements for cohesive growth; and
- Provides an implementation and phasing strategy to guide decision-making and future investments.

The presentation (Attachment 2) will provide an overview of the entire project, the planning process, all the visioning efforts and the vision that which developed as a result of the various forms of community engagement and outreach. Staff is requesting feedback from both the Council and Commission to provide input relating to the overall project and make recommendations on any modifications that they would like to see incorporated prior to adoption of the Plan which is anticipated to occur in December 2019.

Options

Receive the briefing from staff and provide feedback prior to adoption of the Plan.

Advisory Board Recommendation

None

Administrative Recommendation

Receive the briefing from staff and provide feedback prior to adoption of the Plan.

Suggested Motion

No action being requested at this meeting.

Fiscal Impact

None

Attachments

Attachment 1 Urban Center Plan and Appendices DRAFT
Attachment 2 Presentation on Burien Urban Center Draft Plan



BURIEN

URBAN CENTER PLAN



URBAN CENTER PLAN

Prepared by:

MIG

www.migcom.com

with ECONorthwest and Fehr & Peers

ACKNOWLEDGMENTS

The City is grateful for the many people who contributed to the planning process and shaped the vision for Burien's Urban Center. Thank you! A special thanks goes to city and community leaders, community partners, and others who helped shape this plan.

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FOREWARD

[Foreward will be included with the Final Draft Plan]

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01

INTRODUCTION


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01 INTRODUCTION

Over the next 30 years, the Puget Sound Region will add more than 1.5 million residents, growing from approximately 4.2 million in 2020, to 5.8 million by 2050[1].

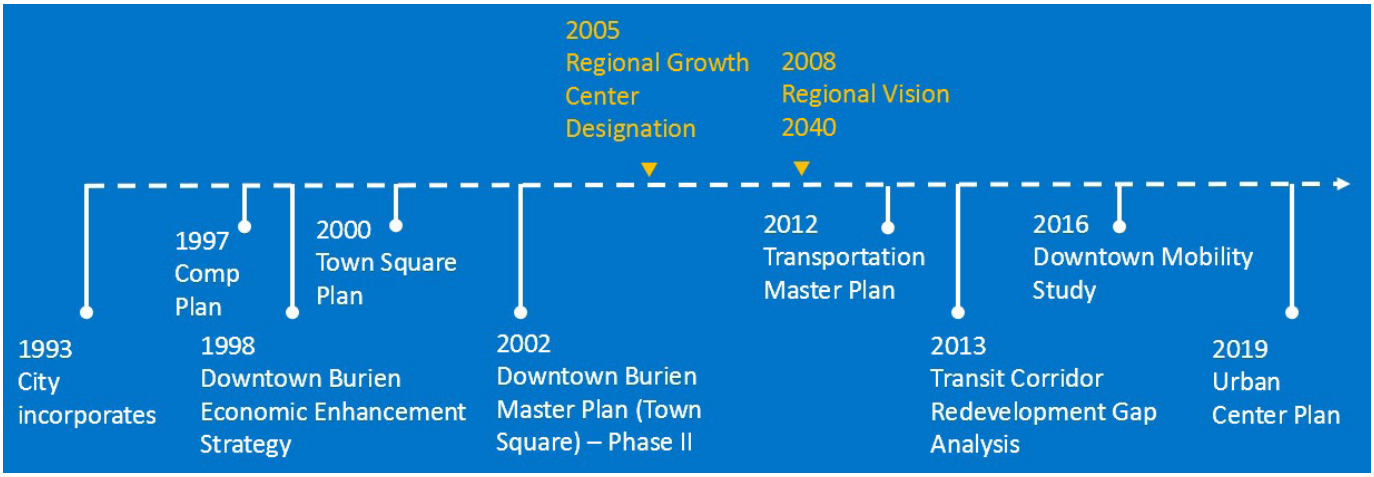
Population growth, increasing demand on services and infrastructure, and lack of affordable places to live or operate a business are all fundamental issues affected local livability, economic development, and community identity in Burien.

The Urban Center Plan (the Plan) is an opportunity to shape the economic and cultural center of Burien. The Plan is guided by a unified vision for the future of the Urban Center, based on extensive community involvement and a thorough understanding of existing strengths and challenges, and future opportunities, ideas, and needs. Specifically, this Plan:

- Highlights existing conditions facing the Urban Center today and key opportunities and challenges that will shape its potential future;
- Identifies a unified future vision for the Urban Center based on extensive involvement from the community, city leaders and advocates, and partner organizations;
- Summarizes potential alternatives for future growth, as well as a concept that supports the Urban Center vision;
- Outlines a range of policies needed to position the Urban Center for the preferred future alternative and to meet local, regional, and state requirements for cohesive growth; and
- Provides an implementation and phasing strategy to guide decision making and future investments.

1 PSRC Regional Macoeconomic Forecast.

Figure 1: Regional and City Planning Timeline



Source: MIG

WHAT ARE URBAN CENTERS?

They provide a mix of housing, employment, commercial, and cultural amenities in a compact form. They support transit, walking, and cycling.

They are focal points of vibrant city life and activity, as well as strategic locations for accommodating a significant share of future population and employment growth.

Source: Puget Sound Regional Council

BACKGROUND

The City of Burien has been planning for the future of the Downtown nearly as long as the city incorporated (Figure 1). The 1997 Comprehensive Plan, Downtown Burien Economic Enhancement Strategy (1998), and Town Square Plan (2000) were all early planning efforts that established the foundation for a successful city center.

During this same time, the regional government (the Puget Sound Regional Council, PSRC) worked with local communities to develop a strategy and plan to ensure the orderly growth of cities within the three-county region. As part of this effort, Burien is one of over two-dozen Regional Growth Centers in the region. The City applied for this status and received recognition in 2005. Growth centers accommodate a larger share of regional growth over a 20-year period, including population and employment, through a compact mixture-of uses, with convenient access to services, amenities, and transit. These centers are areas where significant population and employment growth can be located, a community-wide focal point can be provided, and increased use of transit, bicycling, and walking can be supported.

As an Urban Center[2], PSRC requires each city to create a community-supported vision for change, with goals, policies, and related strategies to guide the physical development and form of the city into the future. The intent of this Plan is to identify and test different alternative future growth scenarios for the Urban Center based on community values and the unified vision, while meeting regional and state requirements.

2 *This Plan uses the term Urban Center to refer to Burien's status as a designated Regional Growth Center. This Plan also uses the terms downtown and city center to refer to the Urban Center area.*



Above: Members of the project team walking the study area in fall of 2018.

PLANNING PROCESS

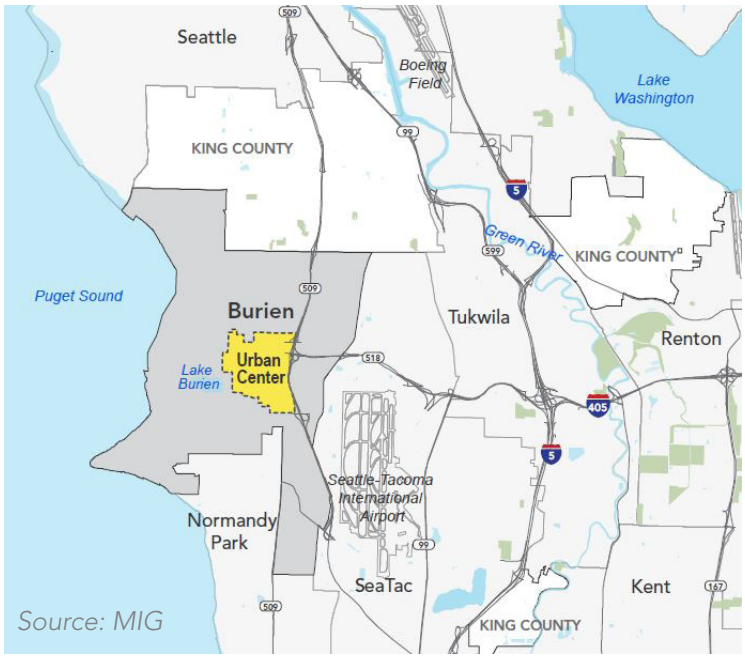
Beginning in the winter of 2018, the City of Burien and the MIG Consultant Team (the project team) initiated the planning process built on a multi-phased approach to understand the vision and preferred future of the Urban Center (Figure 2). This multi-layered strategy combined baseline information of existing conditions and future trends, with the ideas and interests of residents, local businesses, community leaders, and advocates.

Figure 2: Urban Center Planning Process



Source: MIG

Figure 3: The Urban Center Study Area



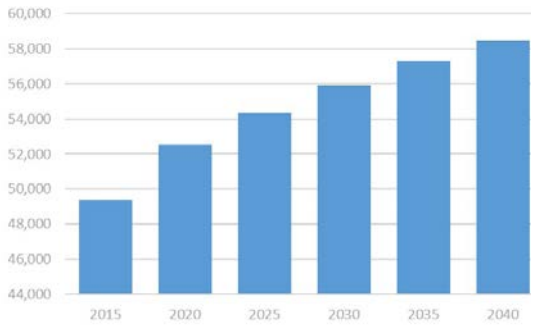
REGIONAL CONTEXT

Burien is an integral part of the larger region linked by employment, commerce, education, and culture, and influenced by many regional trends, issues, and opportunities.

The city is conveniently located near the SeaTac Airport, with access to SR-509 and SR-518 providing connectivity throughout the region. Burien is bordered by the Puget Sound to the west, and the cities of Normandy Park and SeaTac to the south and east, and unincorporated King County to the north (Figure 3).

When compared to other urban center cities, Burien is a smaller city with an estimated population of 52,000, or just two percent of the county population. Based on regional data, Figure 4 shows that Burien is forecast to add approximately 9,089 new residents by 2040 (an increase of 18% from the 2015 population). This is roughly the same rate of growth as King County. Employment is another key indicator of potential growth. Burien's Comprehensive Plan identifies a target of 8,780 more jobs citywide from 2006 to 2035.

Figure 4: City of Burien Population and Employment Estimates (2015-2040)



Source: PSRC Land Use Vision (LUV.2 Dataset), April 2017, and MIG

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02

THE URBAN CENTER STUDY AREA



2 The Urban Center Study Area

Burien has a long history of human settlement, transportation, and change.

The earliest inhabitants were Lushootseed-speaking peoples, such as the Duwamish and Muckleshoot that lived in the area and used the Puget Sound and local waterways for hunting and trading. In the 1860s the US Army built the Military Road connecting Fort Steilacoom to the Seattle area. Agriculture was the primary land use and eventually the Puget Sound shoreline became popular for summer homes of nearby Seattle residents.

In the early 20th Century, local landowners commissioned an electric streetcar that connected present day Burien to Seattle, that was followed by a steady increase in the regional population due in large part to aircraft manufacturing to support the first and second World Wars.[1] Prior to the early 1970s, 152nd Street was the community's primary retail corridor until the completion of SR-518 changed transportation and land use patterns. Before the Town Square development and the Burien Library, this part of downtown was dominated by large surface parking lots and convenience retail.

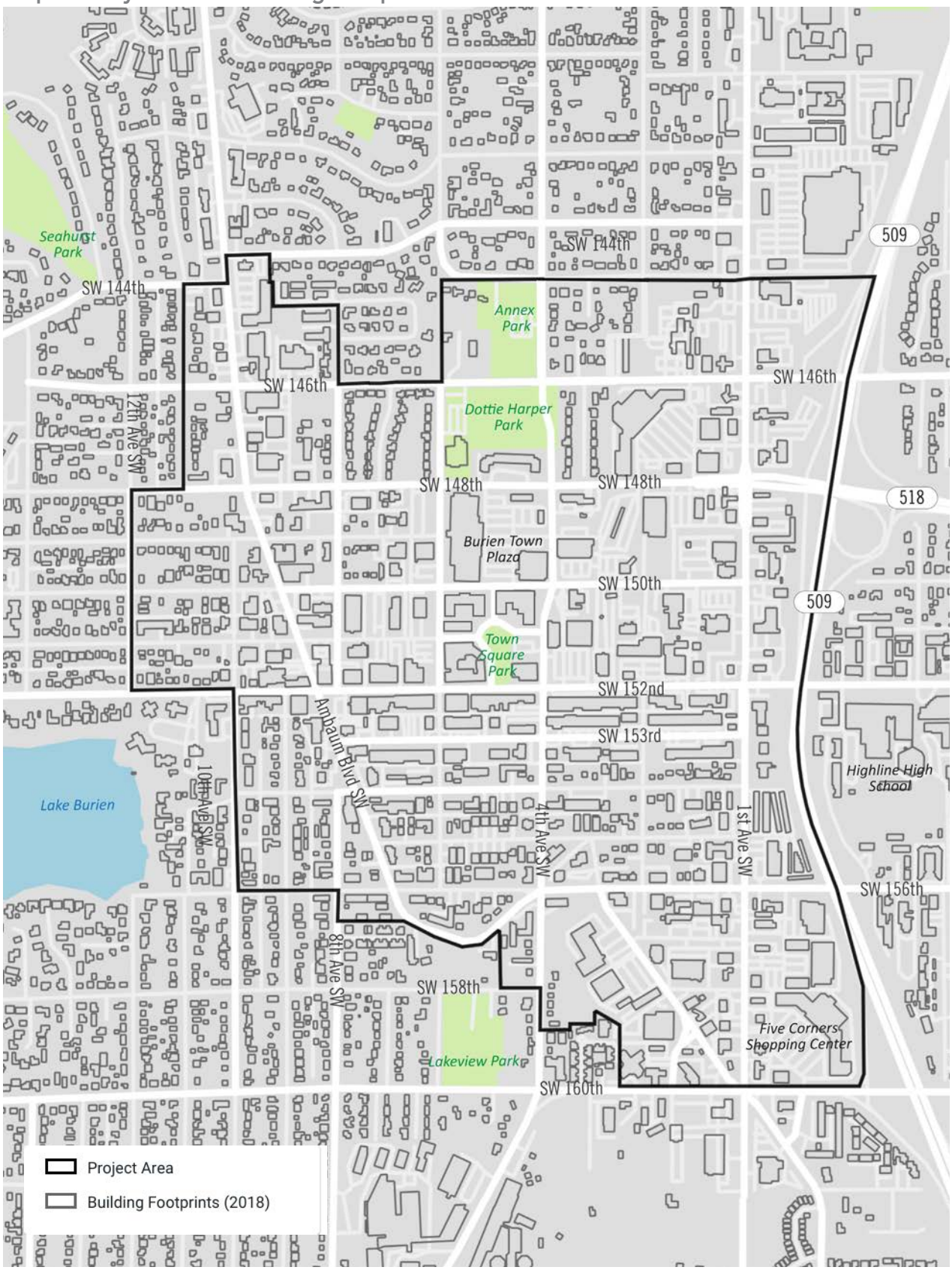
The Downtown Burien Streetscape Design Plan (1999) and accompanying Design Manual (2000) provided initial guidance for directing how new development should take place in downtown. At this time, the City prioritized physical improvements on 152nd Street as well as upgrades to 4th Avenue as a primary connector into downtown. Other key directives of the Streetscape Plan were to break-up larger blocks in the vicinity of the present-day Town Square development and maintain 153rd Street as a "service street", improving intersections for public safety.

OPPORTUNITIES AND CHALLENGES

The City first adopted the Urban Center boundary as part of its Comprehensive Plan update, with supporting policies to encourage a mix of uses, development infill, and to accommodate a larger share of city-wide growth. Roughly centered on the Burien Town Square mixed- use development, the Burien Urban Center encompasses approximately 429 acres and extends along Ambaum Boulevard to the west, 1st Avenue to the east, 144th Street to the north, and the Five Corners Shopping Center to the south (Map 1 on the following page).

1 City of Burien, https://www.burienwa.gov/city_hall/about_burien/history

Map1: Study Area and Building Footprints



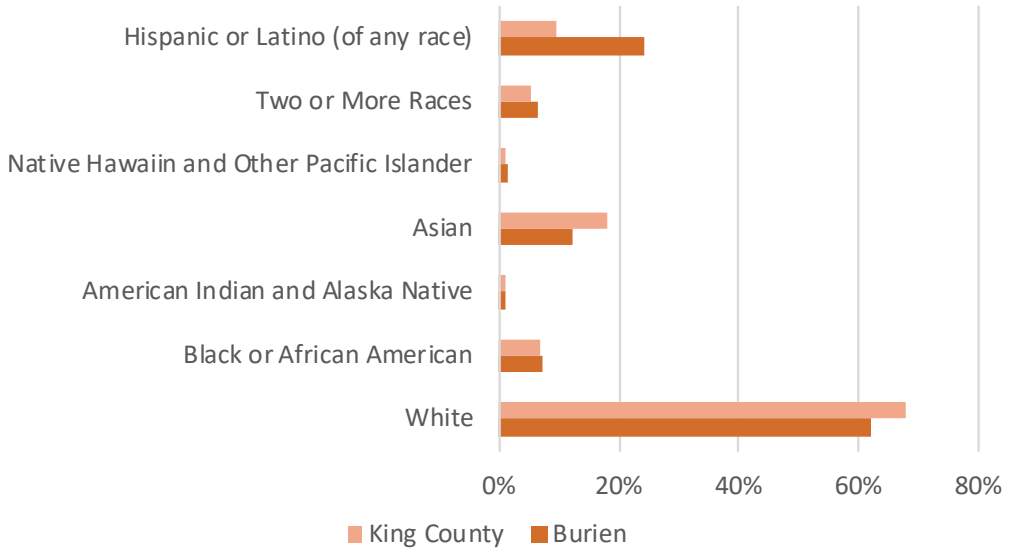
Burien's Urban Center features all of the necessary ingredients of a great city center and successful downtown including a diverse and culturally vibrant population, access to public transit, parks and public spaces, year-round community events, and potential for a greater mix of housing and employment. Yet there are several challenges that prevent the Urban Center from its highest potential including land use and development patterns or policies, the increasing cost of living or doing business, and streets that are unsafe or unwelcoming for pedestrians and cyclists.

Key Opportunities

A DIVERSE COMMUNITY

Great downtowns celebrate diversity and provide inclusive and welcoming places for everyone to live, work, and gather together. Burien is a diverse city with many different cultures, language groups, and socio-economic backgrounds. This diversity has the potential to create a more resilient economy, and culturally integrated community that is more socially cohesive, inclusive, and welcoming. When compared to King County, the City of Burien has a greater percentage of the total population that speak a language other than English at home: 35 percent in Burien compared to 27 percent in King County (Figure 5).

Figure 5: Race and Ethnicity Estimates, City of Burien



Source: ACS 2017 5-Year Estimates







A PROUD IDENTITY AND AN INDEPENDENT SPIRIT

The Urban Center is home to a range of small and local businesses, including many that cater to different cultures or ethnicities. There is strong affinity for small businesses and a desire to support locally owned shops, cafes, independent establishments that are key to Burien's identity.

HISTORIC CHARACTER AND STREETSCAPE

Along 152nd Street, a row of attached commercial buildings along the south side of the street creates a sense of enclosure and continuity in the heart of the Urban Center. Lower building heights, buildings that are close to the street, and street front improvements and street trees along 152nd Street contribute to the Urban Center's small-town feel and sense of identity. Separated from the east by Ambaum Boulevard, Old Burien is the city's historic commercial district with several buildings dating to the early 1920s.

FUTURE DEVELOPMENT POTENTIAL

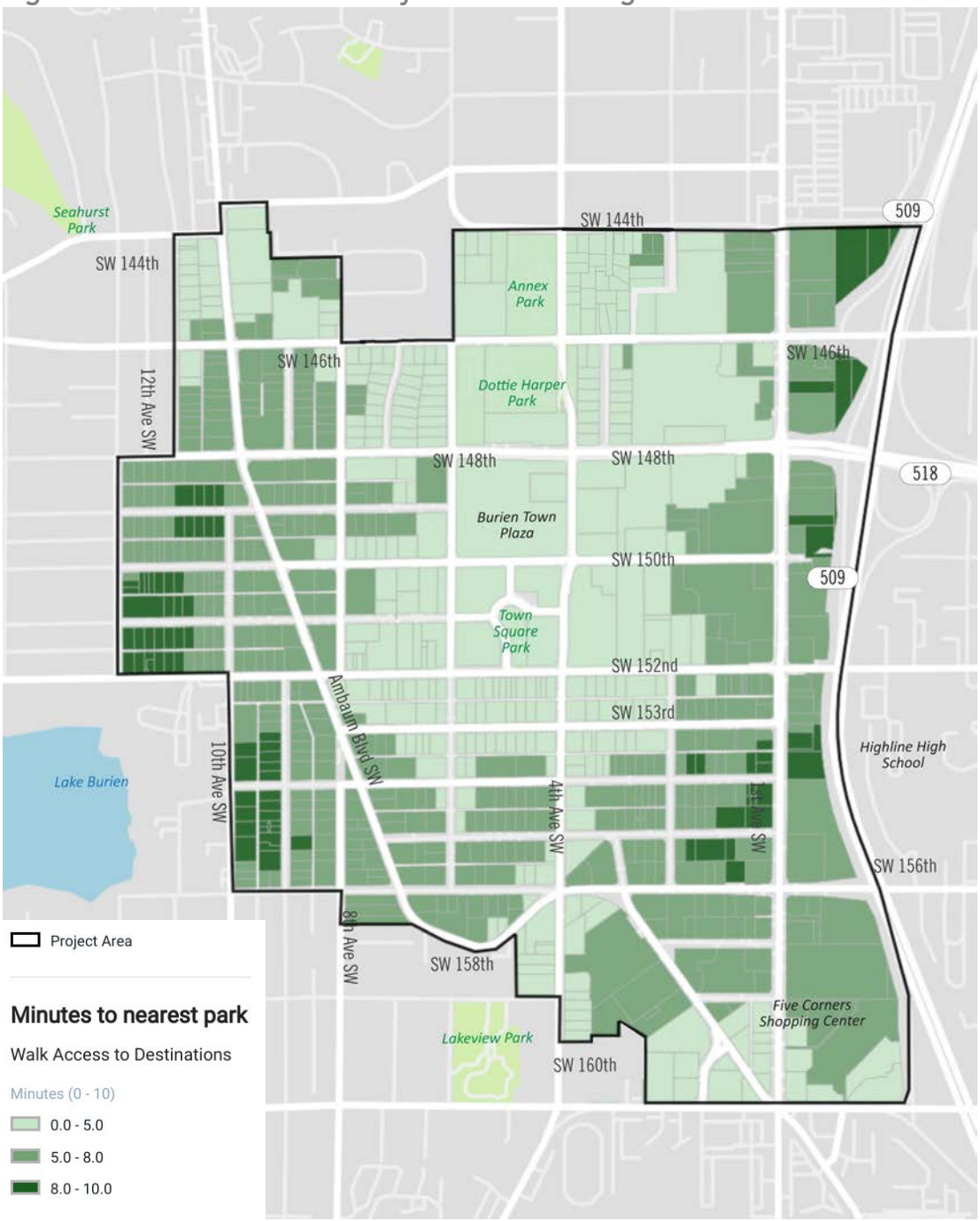
The Downtown Commercial Zone provides the most generous parameters for new development (building height and floor area) in the Urban Center. The standards for this zone allow building heights of up to three to five stories, and a higher maximum Floor Area Ratio (a measurement of building floor area to lot area). This zone allows development to exceed these maximums by incentivizing additional amenities and site features such as streetscape enhancements, design elements, civic contributions, and specific uses. However, the Town Square site is currently the only development in the Urban Center to exceed the base standards, with heights up to seven stories.

OPPORTUNITIES TO LEVERAGE PARKS AND GREENSPACES

Most of the study area has a convenient walking distance to parks (Figure 6). Among the many benefits of urban parks, public spaces provide a focal point and organizing feature of downtown. In the Urban Center, a series of parks provide a green refuge and contrast to surrounding uses, offering places to gather and celebrate, and to provide open public space into an urban setting. Town Square Park is located at the center of the study area next to the Library/ City Hall and residential and retail uses in Town Square. The site is a

popular venue for community events, including the Farmers' Market. A block to the north, Dottie Harper Park provides a wooded, natural area and includes the Burien Community Center, and nearby community garden and skate park directly across 146th street.

Figure 6: The Urban Center Study Area and Walking Distances to Parks



Source: Urban Footprint and MIG

HOW HIGHER DENSITY CREATES GREAT PLACES TO LIVE

- Higher density helps create walkable neighborhoods.
- Higher density supports housing choice and affordability.
- Higher density helps expand transportation choices.
- Higher density supports community fiscal health.
- Higher density helps improve security.
- Higher density helps protect the environment.

Source: 10 Principles for Developing Successful Town Centers, Urban Land Institute, 2007.

A CONVENIENT TRANSIT SYSTEM

The Urban Center is transit rich which is a critical aspect of a true urban center. Several streets, including 148th, 152nd, and 156th are all transit priority routes. There are several transit routes that service Downtown, including the RapidRide F Line, as well as planned bus rapid transit to connect to the Tukwila Light Rail station. King County Metro is also adding a new RapidRide connection (the H Line) connecting Downtown Seattle with the City of Burien's Transit Center via Ambaum Boulevard and 150th Street. This addition will transform Route 120 (one of the busiest routes in the system) with bus stop upgrades and real-time arrival information, new sidewalks and street crossings, as well as more frequent and reliable service.

PROGRAMS AND EVENTS THAT GENERATE ACTIVITY

There are many events and activities that take place in the Urban Center and contribute to making the area a welcome and fun place for residents and visitors. The 2018 Community Assessment Survey found that almost half of survey responds participate in activities in downtown once a week of more. The same survey also found that 70% of survey respondents would like to see more outdoor festivals and street fairs. When asked about starting quiet hours at a later time on Friday and Saturday evenings, 81% agreed with a potential change.

Key Challenges

A NEED FOR MORE EQUITABLE OPPORTUNITIES, PLACES, AND POLICIES

As the economic, civic, and cultural center of a city, great downtowns must reflect the many different people and cultures of the surrounding community. Conversations with community members highlighted a need to use social equity as a lens to inform, shape, and carryout citywide functions, with supporting policies specific to the Urban Center.

UNDERDEVELOPED LAND AND AUTO-ORIENTED STREETS



Until the mid-1990s, Burien was part of unincorporated King County. Over time, development has largely followed a suburban pattern with many large parking areas, auto-oriented streets, and underdeveloped parcels. From the east, State Route 518 is a major city gateway that becomes 148th Street and carries higher traffic volumes through the Urban Center. Aside from 152nd Street, many buildings are setback from the street, or there are large surface parking lots that make it unsafe or unwelcoming for people walking or biking. First Avenue and SR-509 also cut-off several blocks serving as a transportation barrier that limits east-west connectivity.

ZONING THAT LIMITS HIGHER DENSITY HOUSING



Along 1st Avenue, zoning is a combination of Regional Commercial and Gateway zoning. Both allow for mixed-use development, with a maximum of 24 units/acre, and building heights up to 35 feet/ three stories. Yet neither zone allows for multi-family housing as a permitted use.

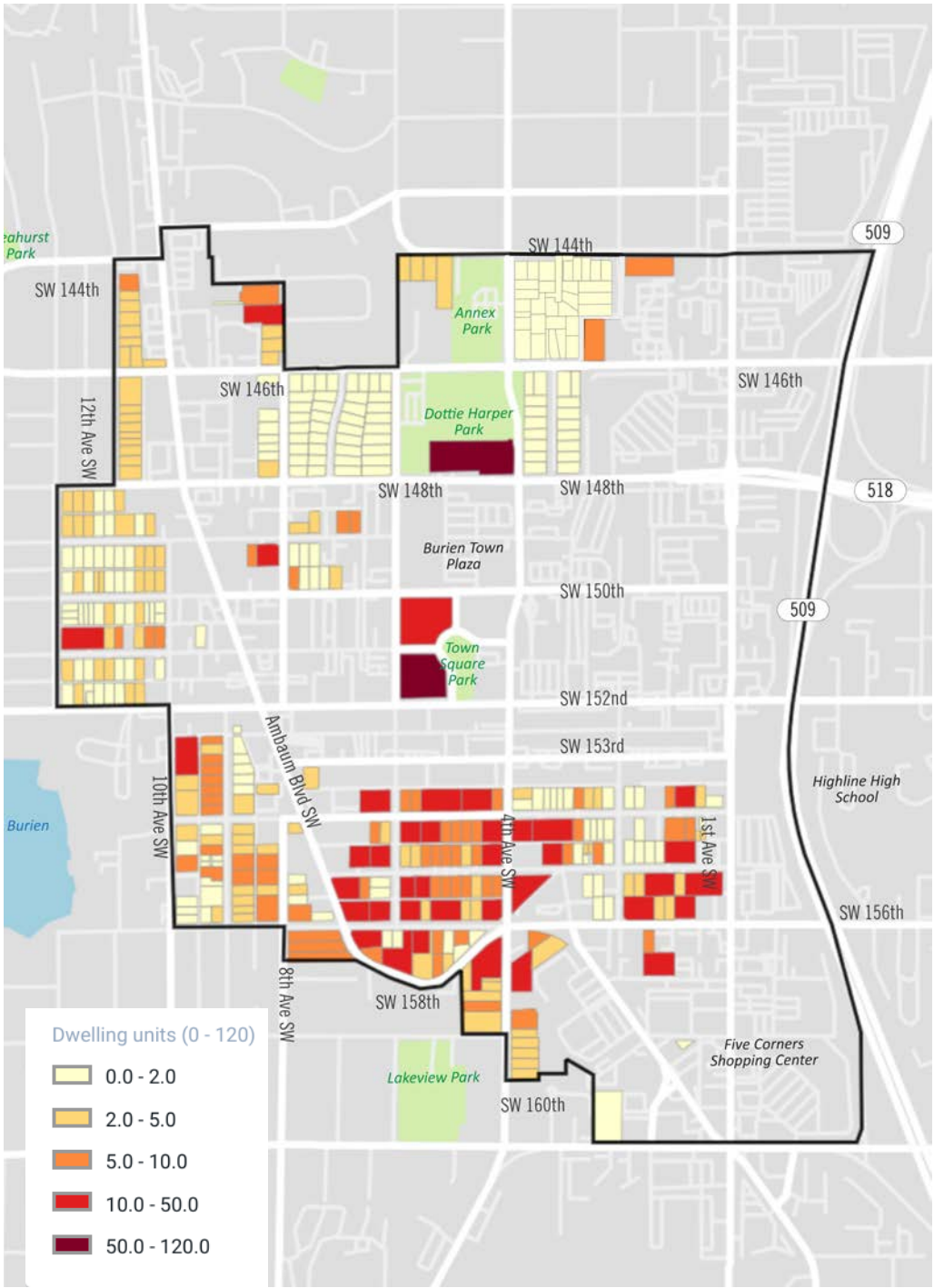
South of the 153rd Alley, zoning is mostly residential, allowing for a base density of 24 units/acre with building heights up to 35 feet. However, the multi-family zoning also allows single family detached homes in the Urban Center, and none of the existing zoning districts require a minimum residential density. These factors serve to limit the Urban Center from achieving the type of housing necessary to meet housing targets.

A LACK OF HOUSING IN THE DOWNTOWN CORE



There is an overall lack of housing in the study area, with most housing existing south of 152nd Street. Figure 7 shows the location of existing residential density by parcel. The darker color (50 dwelling units/acre and greater) represents the highest density development, while the lighter color (less than two units/acre) represents lower density development. There are a total of 1,621 dwelling units in the study area based on existing parcel data. Though the Urban Center contains many single-family homes, most of the housing in the Urban Center is multi-family (54%), with attached single-family homes comprising 35%. Only 11% of housing is single-family.

Figure 7: The Urban Center Study Area and Housing Density



Source: Urban Footprint and MIG

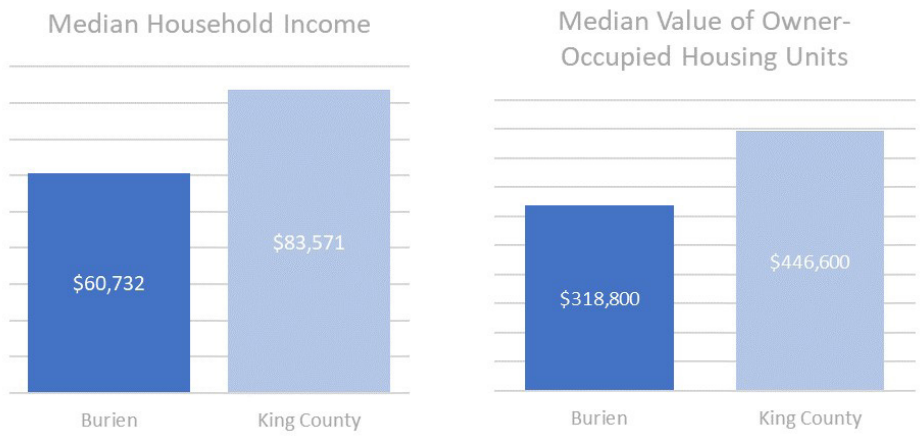
HOUSING AND JOBS IMBALANCE

VISION 2040 calls for an improved balance between the location of jobs and the location of housing within the region. The existing ratio of housing to jobs in centers will vary, but regional growth centers have an average of four jobs for every housing unit. Based on Burien Urban Center's 1,700 households and 8,000 jobs, there are 2.7 jobs for every housing unit, slightly lower than the average.

INCREASING COSTS AND UNAFFORDABILITY

Housing availability and affordability are major issues facing the region and are a primary topic for the city. The citywide median household income is approximately 38 percent less than the King County average (Figure 8). At the same time, the median value of owner-occupied homes in Burien is 40 percent less than the King County average. According to PSRC, the median resale price of single-family homes has increased from $430,000 in 2008, to $672,700 in the first quarter of 2018. Similarly, average rents in King County have increased over the past decade, from $1,015 in 2010 to $1,617 in 2017.[2]

Figure 8: City and County Median Household Income and Housing Values



Source: ACS 2017 5-Year Estimates and MIG

2 *PSRC Regional Data Profile: Housing*



Above: Narrow street shoulder and lack of sidewalk along 10th Ave.

Below: Sidewalk terminus.



CONNECTIVITY GAPS

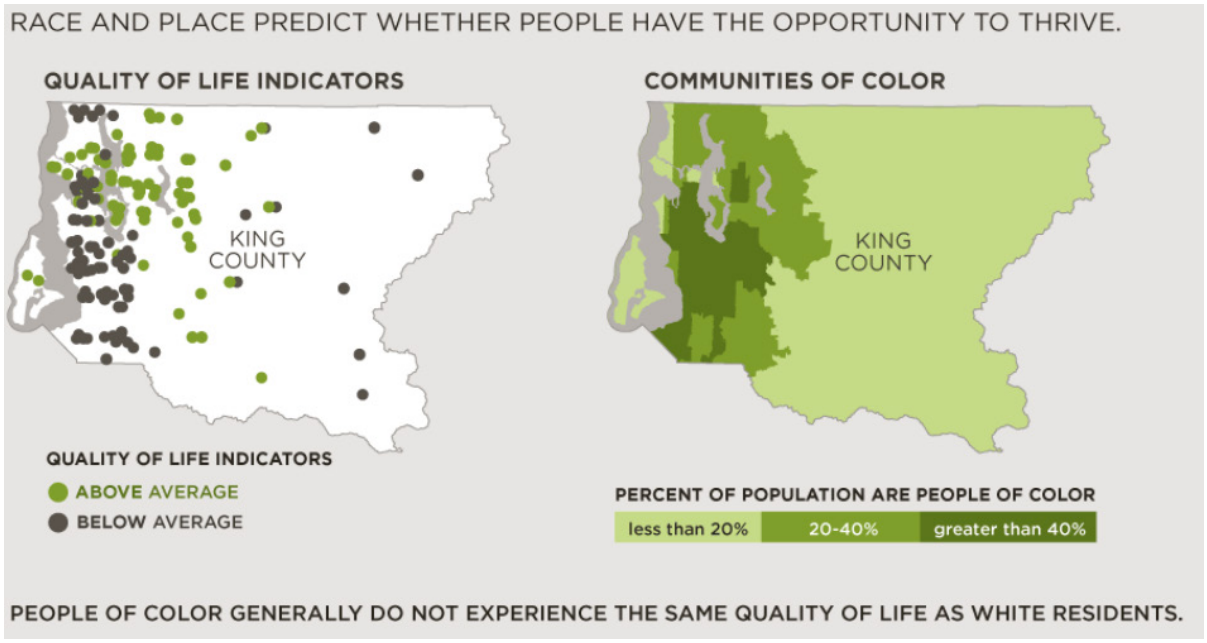
A complete and connected streetfront provides a safe, useful, and comfortable experience for pedestrians. Connected streets and uninterrupted sidewalks can also improve safety by encouraging foot traffic, street activity, and street surveillance. Most of the major streets in the Urban Center have sidewalks, but local streets south of 153rd Street and residential uses west of Ambaum Boulevard lack sidewalks.

There are large expanses of off-street parking lots, curb cuts, and blank walls that detract from a welcoming pedestrian streetfront and walkable downtown. The only bicycle lane is on 156th Street that connects east to SeaTac. A lack of sidewalks was also one of the major issues cited during the community visioning sessions along with improving overall walkability, creating better routes for cyclists, adding pedestrian amenities, and establishing greater connections to the various destinations within and around the Urban Center.

DISPLACEMENT PRESSURES AND UNEQUITABLE OPPORTUNITY

Burien, like much of South King County, is becoming impacted by inequitable socio-economic impacts. The gap between incomes and housing costs is growing, and housing values are increasing faster in South King County compared to Seattle. According to Zillow, median rents in south county cities increased about 4.5 percent compared to one percent in Seattle between January 2018 and June 2019.

Transportation and land use policies are a major influence on displacement and unaffordability. As an example, much of the affordable housing in the Burien area is impacted by aircraft noise (located under the SeaTac flightpath), or is located too far to access transit.



Source: Building Equity & Opportunity, April 2015, kingcounty.gov.


THE
MAVERICK
SIZZLING SUMMER
SPECIALS
APPLY TODAY

03

THE VISION FOR BURIEN'S URBAN CENTER


GROUP 5
WELCOME!

3 The Vision for Burien's Urban Center

The people of Burien are passionate about their city center and were directly involved in each step of the planning process.

The vision is a result of all the individual comments and conversations shared by community members, city leaders and advocates, and others. The vision describes what makes the Urban Center such a great place to live, work, and enjoy today, and how the community expects the area to evolve and prosper into the future.

SHAPING THE URBAN CENTER VISION

As an initial first step, the project team developed the Public Involvement Plan to guide the comprehensive outreach process and engagement tools and opportunities. The Plan outlines opportunities for the public, underrepresented communities, and key community, business and civic leaders, as well as City staff and elected officials to be involved in the planning and analysis work to inform the Urban Center Plan. Based on the Involvement Plan, the project team collaborated directly with the community to build the vision, discuss potential different alternatives for the future, and identify a concept that aligns with the vision.

Advisory Committee

The City of Burien formed an advisory committee to weigh-in on each major phase of the project and provide direction for refinements and next steps. Committee members represented a broad range of interests and backgrounds including local business owners, transportation and economic development interests, housing, community services, residents, communities of color, local developers, and public agency representatives.

How Advisory Committee input shaped the vision:

- Helped refine the Public Involvement Plan
- Helped understand needs of different downtown stakeholders
- Identified opportunities, challenges, and priorities
- Provided direction on potential alternatives and draft policies

COMMUNITY INVOLVEMENT IN THE URBAN CENTER PLAN BY THE NUMBERS

20 Advisory Committee Members

272 Vision Survey Respondents

50+ Vision Workshop Participants

6 Community Conversation Interviews

1 Hispanic/Latinx Focus Group Meeting

8 Youth Focus Group participants

30+ Open House Participants

Community Conversations

The project team conducted a series of interviews with individuals that have interest and insight related to the Urban Center Plan, including local businesses, members of the Hispanic/Latinx community, developers and investors, residents, and public agencies. These conversations also helped build awareness of the Urban Center Plan and broaden involvement in the planning process by connecting to different networks.

How Community Conversation input shaped the vision:

- Helped understand needs of different downtown stakeholders
- Identified opportunities and challenges

Vision Workshop and Survey

On March 6, 2019, the project team held an interactive and informational meeting with interested community members in Burien. Held in the heart of the Urban Center at the historic Southgate Masonic Hall on 152nd Street, the event allowed participants to discuss their values and ideas for the future of the Urban Center. The City offered an accompanying online mapping survey to extend the opportunity to shape the vision for the Urban Center, available on the City's website from March 6, 2019 to March 29, 2019. The in-person event and online survey had interpreters and/or translation in Vietnamese and Spanish.

How the Vision Workshop and survey input shaped the vision:

- Identified activity areas, existing strengths, and opportunities
- Tested different statements about the potential future in the Urban Center
- Helped identify specific improvements and ideas needed in the Urban Center
- Provided insight on the right scale, intensity, and potential location of new development

Preferred Alternative Open House

Using the vision as a guide, the project team developed three potential alternatives for future growth in the Urban Center. On June 27, 2019, the City held an informational open house to display the alternatives and receive comments and refinements towards

HOW DO YOU DESCRIBE YOUR VISION FOR THE URBAN CENTER?

Burien is a diverse city and a key goal of community engagement for the Urban Center Plan was to hear from a wide cross section of the community. Using online and in-person formats, the City Vision Workshop and Online Survey generated the most extensive responses early on in the planning process.

Group Map

During the workshop, participants interacted with a series of display posters to learn about the project and provide their ideas and opinions. During the second half of the event, participants met in small groups and created their own large map to show the location of activity centers, areas in need of improvement, and other ideas.

Interactive Online Mapping

The Vision Survey allowed a larger audience to provide similar information as gathered at the workshop, at their own pace and convenience. The interactive mapping tool asked a series of location-based questions, asking survey respondents to place "pins" to identify specific locations that corresponded to their responses. The combination of results helped identify key themes that informed the vision, as well as highlighting concentrations of interest in the study area for the project team to provide additional focus.

identifying the preferred alternative. Held at Angelo's of Burien on 153rd Street, the event provided an opportunity for participants to learn about each potential alternative for the Urban Center's future and have a chance to build their own preferred concept addressing future growth, building types, and other ideas for improvements. The event had interpreters and/or translation in Vietnamese and Spanish.

- Tested different statements about the potential future in the Urban Center
- Provided insight on the right scale, intensity, and potential location of new development
- Helped refine specific improvements and ideas needed in the Urban Center
- Helped identify the preferred alternative for future growth

URBAN CENTER VISION

The Urban Center Vision includes three elements that collectively describe the envisioned future. The Concept Framework that follows explains how the vision informs the alternatives (Chapter 4) and policies (Chapter 5).



Burien's Urban Center is artistic, creative, and unique.

The Urban Center is full of opportunities to create, perform, and appreciate art, with a range of cultural attractions and civic spaces that are inclusive for everyone, close to jobs, housing, and transit. Downtown's independent spirit and variety of culturally diverse events, activities, and places to gather and celebrate make the Urban Center a vibrant and memorable.



Burien's Urban Center is diverse and resilient.

The Downtown is a place that welcomes everyone regardless of color, orientation, age, or ethnicity. Housing in the Urban Center is affordable and varied and new development is designed around a human scale. There is a strong local economy with a mixture of uses, small and medium-sized businesses, and a proud, diverse, history and heritage. The mix of housing and employment generates foot traffic, local spending, and easier commutes.



Burien's Urban Center is connected, green, and healthy.

Streets and public spaces in the Urban Center are clean, safe, and welcoming with convenient connections and green parks and streetfronts. The built environment is easy to get around by walking, biking, or riding transit. Together, residents, businesses, and city advocates and partners contribute to a healthy community and environment.

Top: Freak Alley, Boise
Middle: Santa Fe Rail Yard, Santa Fe
Bottom: Hemisfair Park, San Antonio

CONCEPT FRAMEWORK

The Urban Center Vision helps articulate community values, but also provides guidance to act and inform how future growth should take place and direct supporting policies. The following describes how each vision element should be carried into the Urban Center Concept and supporting policies for the future. Included are successful examples in other cities to illustrate how growth can align with the overarching vision.

Artistic, Creative, and Unique

An artistic, creative, and unique Urban Center should focus development near existing and potential civic, cultural, exhibit/event space. Together, these destinations create a cultural hub for Burien and serve as a source of civic pride and community identity.



Downtown Bremerton (Washington Creative District)

ORGANIZING PRINCIPLES

- Focus around Town Square as the activity hub with major civic spaces within a convenient walking distance.
- Integrate the 152nd Alley murals as a unique public space.
- Connect with other businesses along 153rd Street through an enhanced streetscape.
- Incorporate affordable maker/creative space.

Diverse and Resilient

A diverse and resilient Urban Center should encourage infill development around key intersections, with a range of housing types and price points, and transitions that integrate with the pedestrian-scale buildings along 152nd and 153rd streets. New development and uses should embrace and showcase Burien's diversity by including affordable and accessible spaces for starting or building a business, and places that celebrate the city's many different cultures.



Olvera Street Market, Los Angeles

ORGANIZING PRINCIPLES

- Celebrate Burien's diversity through events and programs that reflect and support the broader community, especially communities of color.
- Integrate building designs and amenities that enhance the pedestrian experience in areas zoned for more density.



4th Street, San Rafael

- Transition taller buildings with smaller-scale buildings along 152nd and 153rd streets.
- Include places and opportunities for small businesses/ incubator spaces as part of existing uses and through infill development.
- Soften busy street edges with infill development and buildings that are brought closer to the street.

Connected, Green, and Healthy

A connected, green, and healthy Urban Center should direct new development around a green, active street network and transit, parks and public spaces. New development should integrate public spaces and landscaping as part of site design, and streets should be designed for people, commerce, and active transportation.



Director Park, Portland

ORGANIZING PRINCIPLES

- Connect existing parks with green, multi-modal streets and safe and welcoming intersections and downtown gateways.
- Design streets and buildings to prioritize and enhance the pedestrian experience, especially along key streets in the Urban Center such as 4th Avenue, 151st, 152nd, and 153rd streets.
- Include office or campus-type uses to accommodate healthcare, higher education, and other industries that provide economic, social, and environmental benefit to the community.
- Promote residential uses close to transit, employment, parks, and services to encourage walking, biking, and transit use.

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the
THEATER
Burien
BURGERS & BARLEY

04

URBAN CENTER CONCEPT


STATION 2: WHAT IS THE VISION FOR FUTURE GROWTH?
ESTACIÓN 2: ¿CUÁL ES LA VISIÓN PARA EL CRECIMIENTO FUTURO?
TRẠM 2: TẦM NHÌN CHO SỰ PHÁT TRIỂN TRONG TƯƠNG LAI LÀ GÌ?
N WORKSHOP RESULTS
rkshop gave participants a chance to opportunities and challenges in the Center, and show how future growth d take place.
hat should we consider?"
Incorporate green/open space between buildings
Limit auto-oriented uses
Provide housing that is affordable
Support multi-modal transportation options
Transition scale with existing uses
"Where should growth take place?"
Focus higher growth closer to Transit Center
More housing near Town Square
Focus change on 153rd
More mixed use along 1st Avenue
Mixed residential and commercial along 153rd Street and Ambaum Boulevard
VISION SURVEY RESULTS
The survey asked respondents to identify the future land uses and building heights that best describe each of the following locations in the Urban Center.
Yes to 153rd!
Family Apartments
STATION 3: ALTERNATIVE A

4 Urban Center Concept

The alternatives analysis examined different potential growth scenarios to identify the right range and scale of potential development intensities, locations, and patterns within the Urban Center Study Area.

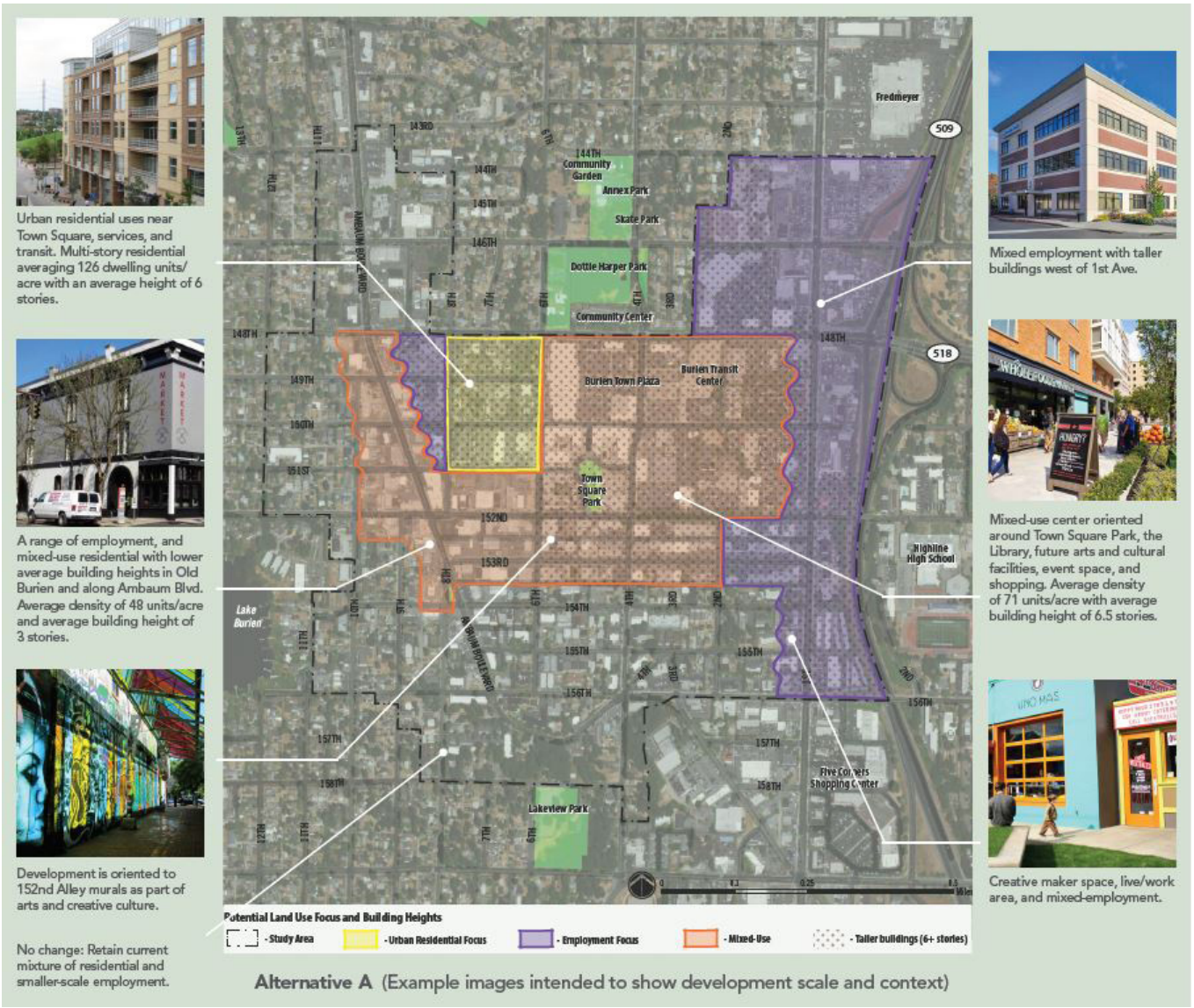
When accompanied by the Urban Center policies (Chapter 5), the concept can influence allowable land uses, site development and building design, and the provision and design of transportation improvements, infrastructure, and public spaces.

ALTERNATIVES EVALUATION

Using ideas and themes gathered from the Vision Workshop and Survey, and from the Advisory Committee and City staff, the project team developed three unique alternatives for future growth in the Urban Center. A primary goal of the alternatives analysis was to ultimately understand different ingredients and mix of land uses that could inform the Urban Center Concept. The alternatives also weighed the potential for different scales of employment, population, and housing growth. All of the potential alternatives meet or achieve PSRC's guidelines for urban centers.

The project team presented the potential alternatives at the Preferred Alternative Open House to gauge community support, ideas, and concerns. Based on outcomes of the event, the project team presented findings and solicited input from the Advisory Committee and at a joint meeting with the Burien City Council and Planning Commission (Figures 9 - 12).

Figure 9: Alternative A



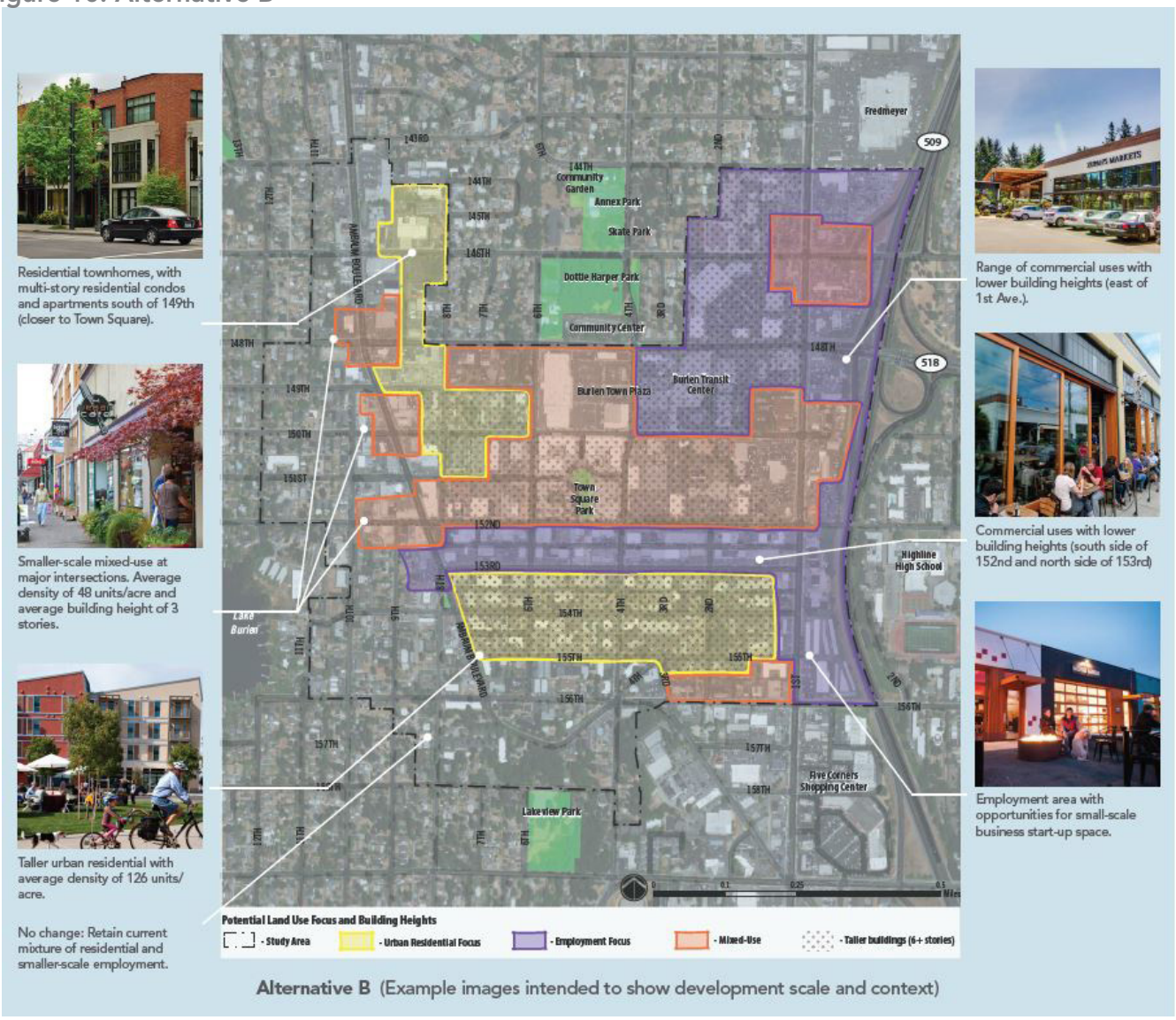
Alternative A (Example images intended to show development scale and context)

Source: Urban Footprint and MIG

Alternative A

This alternative had the smallest overall area for urban development, keeping many parts of the study area unchanged. The greatest mix of uses and denser development would span between Ambaum Boulevard to a ½-block west of 1st Avenue, with higher density residential near Town Square, and employment uses along 1st Avenue.

Figure 10: Alternative B



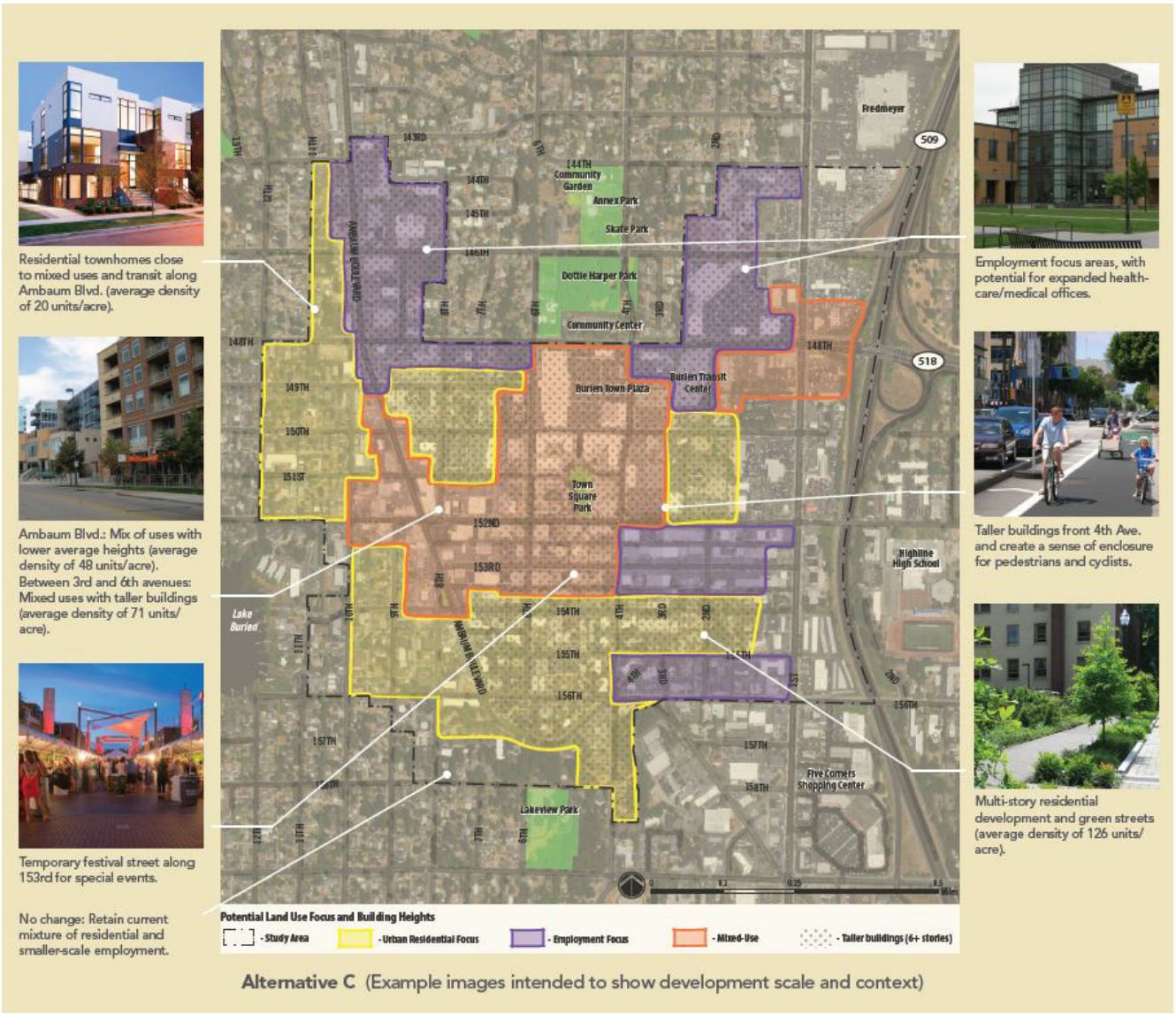
Alternative B (Example images intended to show development scale and context)

Source: Urban Footprint and MIG

Alternative B

This next alternative would have pockets of mixed-use infill at key intersections along Ambuam Boulevard and 1st Avenue. New development along 152nd and 153rd streets would maintain the lower building heights, and mixed-use, denser development would extend from Ambaum Boulevard to 1st Avenue between 152nd and 150th streets, with a mix of employment along 1st Avenue.

Figure 11: Alternative C



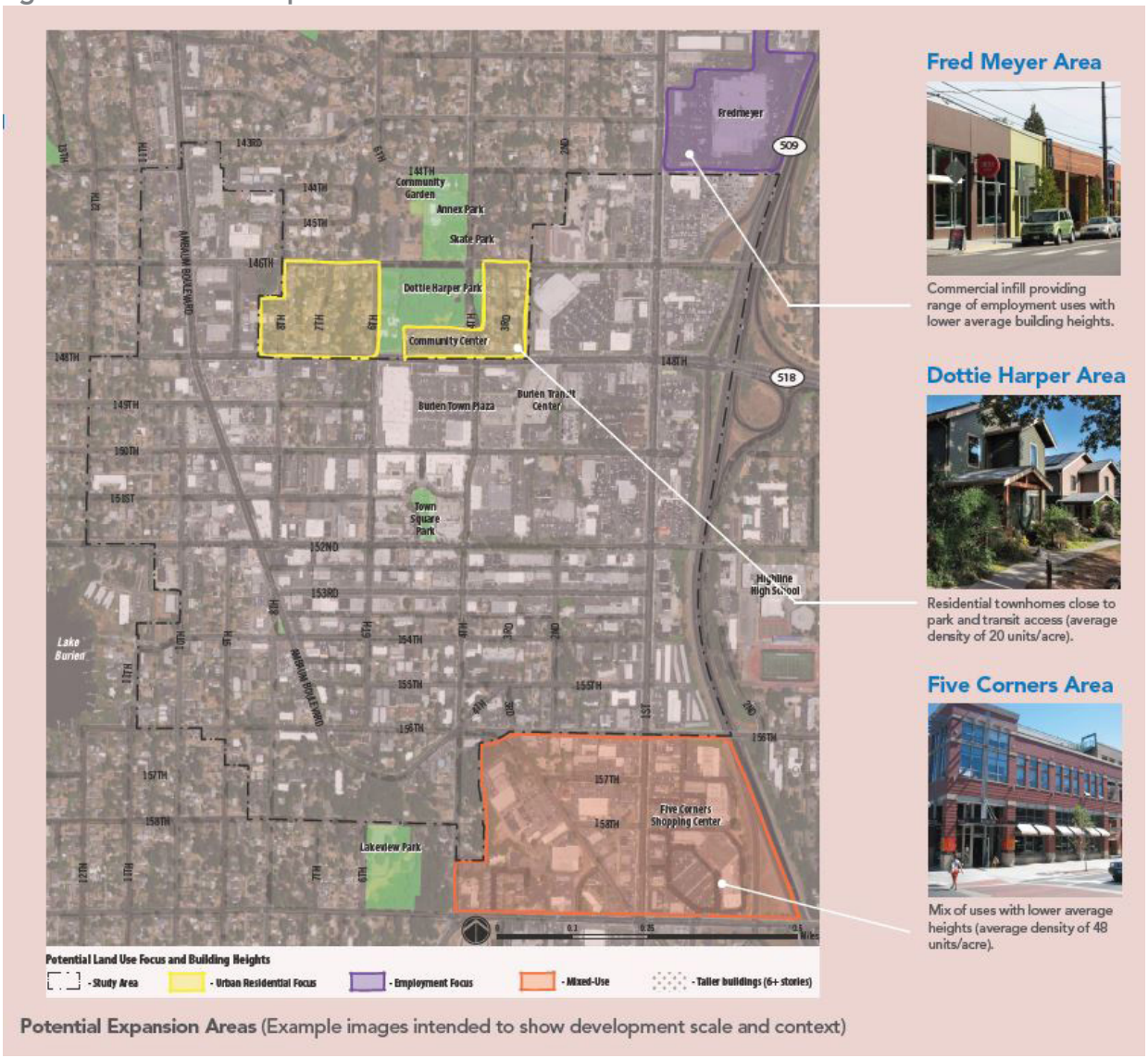
Alternative C (Example images intended to show development scale and context)

Source: Urban Footprint and MIG

Alternative C

Alternative C would focus on Ambaum Boulevard with mix of residential, employment, and commercial uses. Higher density mix-use would occur along Ambaum Boulevard, 152nd and 153rd streets, and at the 1st Avenue and 148th Street gateway. Taller buildings would be encouraged along 4th Avenue, with multi-story residential south of 153rd Street.

Figure 12: Potential Expansion Areas



Source: Urban Footprint and MIG

Potential Expansion Areas

The City also tested potential expansion areas to add into the Urban Center. These included the Dottie Harper Park area, the Fred Meyer site, and the Five Corners area. Three expansion areas would include attached housing or townhomes surrounding Dottie Harper Park (north of 148th Street); employment uses at the Fred Meyer site (north of 144th Street); and mixed-use development within the Five Corners area (between 156th and 159th streets).

THE URBAN CENTER CONCEPT

Map 2 shows the Urban Center Concept, identifying the general location, extent, and type of place (or placetype) for different subareas of the Urban Center. The concept includes an expansion of the Urban Center boundary to include the Dottie Harper park area north of 148th Street as well as the Five Corners area (north of 159th Street). The Dottie Harper area received community support due to the importance of the Burien Community Center and multiple park sites. The Five Corners area also received support due to its role as a commercial and employment hub and potential for increasing employment and a greater mixture of uses.

The basis of the concept is potential placetypes. Placetypes describe the preferred future development and land use patterns found in Burien's Urban Center, providing direction for any potential land use or zoning changes that would need to take place in the future. The placetypes blend ingredients of existing neighborhoods with potential changes that will support a mixed-use, transit-rich, and walkable urban center. The placetypes also help the community and decision makers understand potential impacts of added employment, population, and housing.

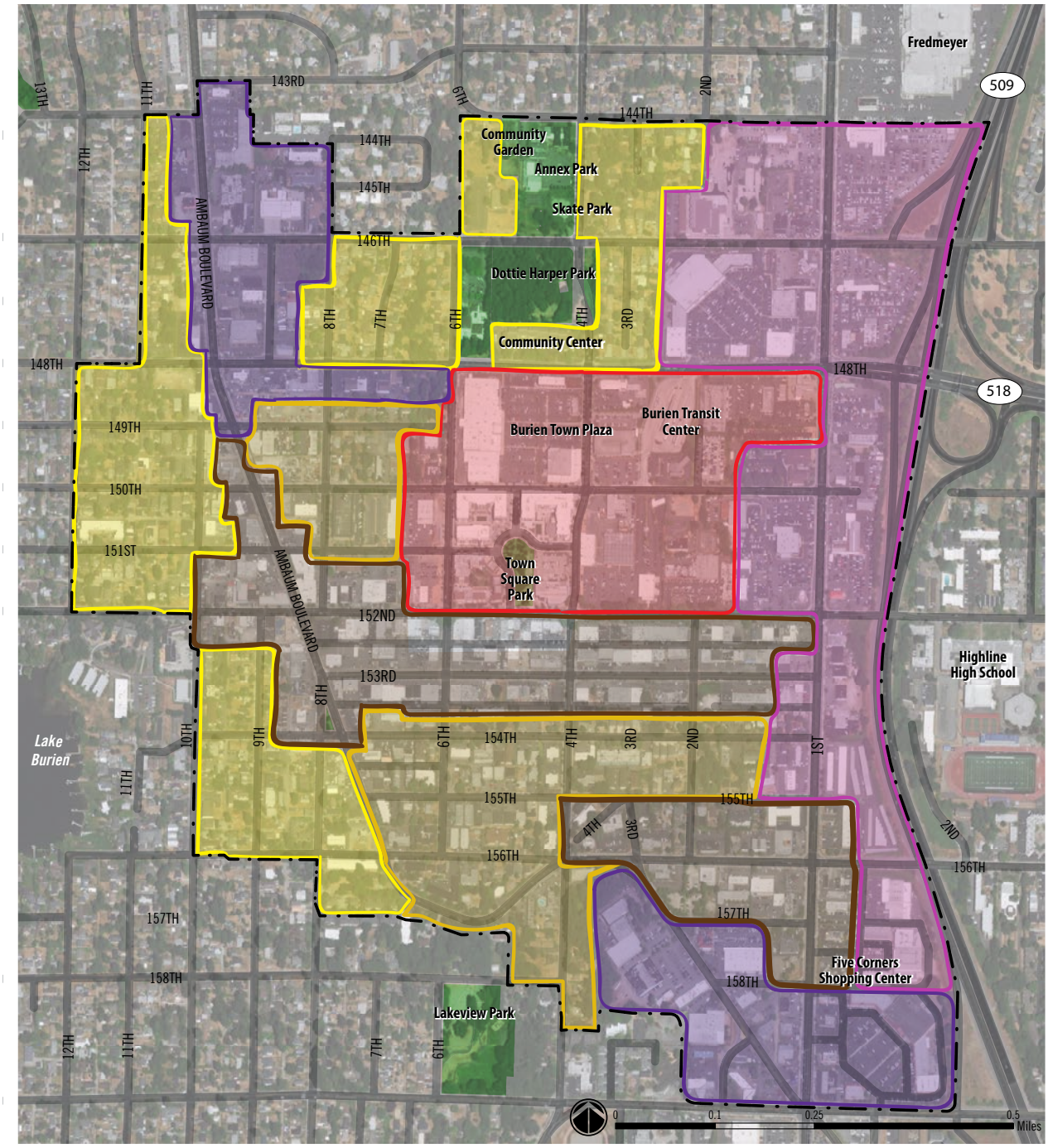
There are six placetypes envisioned for Burien's Urban Center, each with different conditions for land use intensity and type, connectivity, and public space characteristics (Table 1).

Table 1: Urban Center Placetypes Summary

	PLACETYPES					
	Mixed-Use		Employment		Residential	
Characteristics	Mixed-Use Center	Mixed-Use Corridor	Corridor Employment	Mixed Employment	Urban Residential 1	Urban Residential 2
Employment Potential (net employees/acre)	167	46	37	260	0	11
Residential Potential (net dwelling units/acre)	93	48	0	0	20	126
Average Building Height Potential (number of floors)	6.5	2	1.5	4.5	2.5	4
Pedestrian Activity Potential	Best	Best	Good	Good	Best	Best

Source: Urban Footprint and MIG.

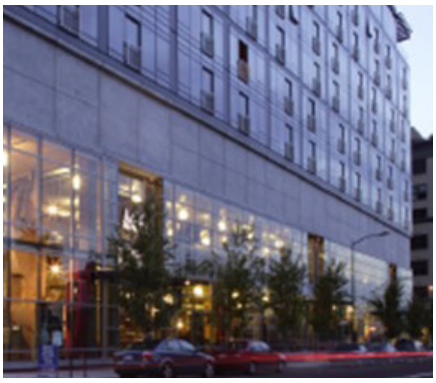
Map 2: Urban Center Concept



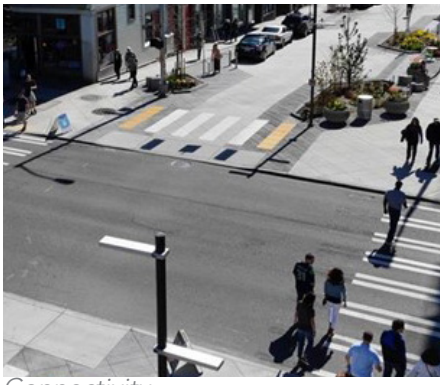
Source: Urban Footprint and MIG

Based on the placetype characteristics, the Urban Center Concept could accommodate the potential growth envisioned by the community while meeting regional growth targets. The concept has capacity for 3,900 more residents, or a total population of 7,800 when combining existing residents. There is also capacity for 3,600 more jobs, or a total of 11,600 jobs when adding existing employment in the Urban Center.

As a concept, these are assumptions that will require future policy and land use or zoning changes. There is no future horizon for achieving this potential as the concept assumes gradual investment and redevelopment over the next twenty years and beyond.



Building Scale



Connectivity



Public Space

Mixed-Use Center

The Mixed-Use Center placetype is the core of the Urban Center and builds on existing activity centers, civic and cultural uses, and excellent access to transit, shopping, and the regional connectivity.

This placetype offers opportunities for the greatest mixture of uses with a dense, walkable development pattern. Relatively high job and housing densities can be found within this placetype.

LAND USE

The Mixed-Use Center provides a major hub of retail, commercial, employment, residential, and civic uses.

CONNECTIVITY

Streets are well connected and walkable; destinations such as schools, shopping, and entertainment can typically be reached via a walk, bike, transit, or short auto trip. Block lengths are short, with average intersection distances of 150 per square mile.

PUBLIC SPACE

The Mixed-Use Center placetype features compact open spaces that are found typically within and adjacent to moderate and high-density city centers.

Mixed-Use Corridor

This placetype encourages a mixture of retail, office, and housing in a compact and walkable setting. Building heights are lower with an average of two floors.

This placetype integrates the lower building heights and pedestrian-oriented streets found in Olde Burien and along 152nd Street, encouraging improved connectivity, public spaces, and mixed-use infill along 153rd Street and along 156th Street east of 4th Avenue.

LAND USE

A range of commercial, retail, office, and residential uses in a single building, or as a mix of single use buildings or tenant spaces.

CONNECTIVITY

Mixed-Use Corridor placetypes typically front streets with slower speeds and are primarily pedestrian- oriented with easy access to collector streets.

PUBLIC SPACE

Building coverage averages between 50% to 60% to provide opportunities for public plazas, and other landscape features in between development.



Building Scale

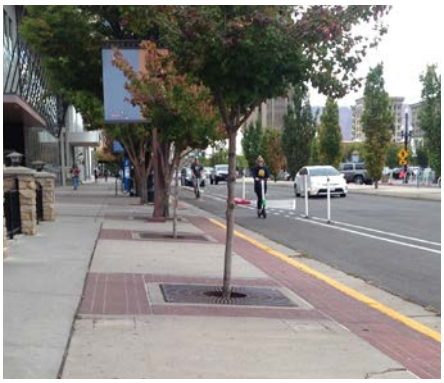


Connectivity


Public Space



Building Scale



Connectivity



Public Space

Corridor Employment

Along 1st Avenue, the Corridor Employment placetype strengthens this vital commercial corridor as a place for commerce. New uses such as office space and retail can promote a greater diversity of businesses while also encouraging walking and transit use through safer streets and crossings. Major street thoroughfares are key ingredients of the Corridor Employment placetype, with a mix of single and two to three story buildings.

LAND USE

Commercial and office uses, retail, hotels, and businesses that thrive on good street visibility.

CONNECTIVITY

Corridor Employment uses are located along some of Burien's busy transportation routes and feature some of the most active commercial and business activities. Development within this placetype is primarily transit-rich and with convenient access to major arterials and highways.

PUBLIC SPACE

Building coverage averages 50% to provide opportunities for public plazas, surface parking, and other landscape features in between development.

Mixed Employment

Along Ambaum Boulevard and as part of the Five Corners area, the Mixed Employment placetype provides services and employment with great access to transit and in close proximity to housing. This placetype includes a mix of low to mid-story buildings and includes office, commercial, or civic uses, with public spaces or landscaped areas for employees and nearby residents.

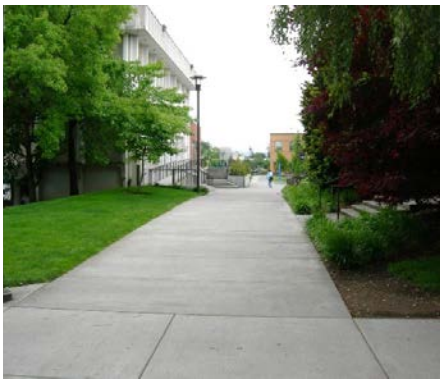
- ***Land Use:*** Primarily office and commercial development, civic uses and other types that generate a higher concentration of employment.



Building Scale



Connectivity



Public Space

- ***Connectivity:*** Development within this placetype is oriented to transit, well-connected to biking and walking routes, and with convenient access to major arterials and highways.
- ***Public Space:*** The Mixed Employment placetype provides opportunities for public spaces in the form of common areas and central courtyards or similar open spaces with public access.

Urban Residential

There are two residential placetypes intended to match the residential character of surrounding neighborhoods, and to inform potential higher-density residential development within the downtown core.

East of Ambaum Boulevard and surrounding the park blocks north of 148th Street, the Urban Residential 1 placetype encourages a pedestrian-friendly streetscape, with attached housing and townhomes, garden apartments or similar scale "missing middle" housing type, oriented around local streets, parks, and transit routes.



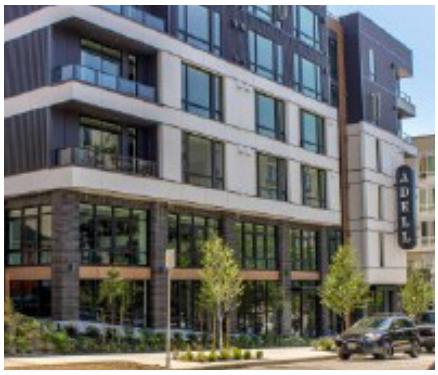
Building Scale



Connectivity

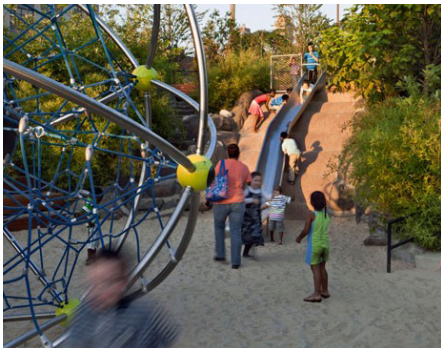


Public Space



Building Scale


Connectivity


Public Space

Just west of the Mixed-Use Center placetype and south of 153rd Alley, the Urban Residential 2 placetype allows for higher density housing types, including multi-story apartments and condominiums, integrated with public spaces and transit access. This placetype promotes development that is pedestrian-oriented, with close proximity to jobs, shops, and public spaces, and convenient street crossings and connected sidewalks. This placetype would require development that provides good ground floor transparency, awnings or weather protection, taller floor heights, and upper floor stepbacks.

- ***Land Use:*** Primarily residential development ranging from townhomes (20 du/acre average for Urban Residential 1) to multifamily housing (126 du/acre average for Urban Residential 2).
- ***Transportation:*** Residential street right-of-way is usually 50'- or 60'- wide, with planting strips, street trees and sidewalks. Both placetypes have excellent access to public transit, and safe and convenient routes for walking and biking.
- ***Public Space:*** The urban residential placetypes limit building coverage to 50% to 60% to provide opportunities for outdoor spaces. The characteristics of these outdoor spaces can vary considerably. It can be grouped into a landscaped courtyard, divided into small setbacks between buildings or devoted largely to landscaped surface parking or driveways.

REGIONAL GUIDANCE

The Puget Sound Regional Council provides guidance and criteria to measure consistency with the regional vision and goals for growth, including for urban centers. Table 2 outlines key criteria adapted from PSRC that is used as a basis for evaluating urban growth centers and shows a comparison of regional criteria, existing conditions in the Urban Center (the baseline conditions), and the conceptual potential. Using the Urban Center placetypes, the concept meets or exceeds regional growth requirements for activity unit potential and mix of uses. As a concept, the City will continue to refine and implement strategies to achieve the growth potential for the Urban Center in a way that follows the vision.

Table 2: Urban Growth Center Designation Criteria

Category	Criteria	Urban Center Baseline Conditions	Urban Center Concept Potential
Existing activity units (min).	18 activity units per acre	28 activity units per acre	-
Planned activity units (min.)	45 activity units per acre	-	45-96 activity units per acre*
Mix of uses (planned)	15% residential and employment (min.)	-	28%
Size (acres)	200-640	429	429

Source: Regional Centers Framework Update criteria (March 2018) and MIG.

**45 units/acre is based on applying the future placetypes to all parcels with low improvement to land ratios, plus baseline conditions for all other parcels; 96 units/acre assumes all parcels would redevelop based on future placetype characteristics.*

Activity Unit Potential

Activity units are a way to measure the density of people and employees in an urban center area. The measurement is the total sum of population and employment in the Urban Center study area, divided by the total acreage of the study area. As with any downtown, redevelopment and change in the Urban Center will occur over time and some areas may redevelop sooner than others.

The project team used existing land improvement values from the Baseline Summary (Appendix A) to screen parcels with higher land improvement values. The value is a ratio expressed in terms of building value to land value on a given parcel. Low improvement to land ratios suggests vacant land or buildings that haven't received recent upgrades, or are poorly maintained, while high values indicate land with a greater investment, or with improvements that are newer or better maintained.

The analysis resulted in a moderate to high range of potential activity units. The moderate activity unit potential (45 units/acre) applied the baseline conditions for high land improvement parcels (all parcels with a land improvement value of 1.5 and greater) and applied the future placetype assumptions in Table 1 for all parcels with a land improvement value lower than 1.5. The higher activity unit potential (94 units/acre) assumes that all parcels in the Urban Center study area would eventually redevelop according to the given placetype values in Table 1.


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05

URBAN CENTER POLICIES


ATRE

5 Urban Center Policies

The broad goal of the Urban Center Policies is to help the City of Burien develop its Urban Center as a regional growth center and a focal point of vibrant and inclusive city life.

The policies aim to support the vision for the Urban Center as a mixed-use downtown that blends art and creativity, diversity and resiliency, and green and connected places. Each policy includes one or multiple strategies for policy implementation.

Burien's Urban Center policies are organized around nine strategic priorities:

- Land Use and Development
- Urban Form
- Housing
- Economic Development
- Public Services
- Multi-Modal Transportation
- Parks and Public Spaces
- Environment
- Arts and Culture

PRINCIPLES FOR DEVELOPING SUCCESSFUL TOWN CENTERS

- Create an enduring and memorable public realm
- Respect market realities, including growth, competition, access, and aspirations
- Develop a collaborative partnership for development
- Integrate multiple uses, including residential and office uses
- Balance flexibility with long-term vision: the vision is the framework and flexibility is the tool for implementation
- Encourage density: density must be high enough to achieve a critical mass of people on the street
- Connect to the community: the center must be accessible to all users to be considered as a public center
- Invest for sustainability

Source: 10 Principles for Developing Successful Town Centers, Urban Land Institute, 2007.

LAND USE AND DEVELOPMENT

Land use and development in the Urban Center must be suitable to accommodate housing and employment growth. Sufficient capacity in the subarea is a requisite for growth. While total land in the subarea is fixed, the City can increase its capacity for development by re-zoning land and modifying the development code. Land uses and development activities are subject to the State Environmental Policy Act (SEPA). Land use and development policies also outline tools to improve financial feasibility of certain development projects in accordance with SEPA rules.

Policy 1.1 Ensure an adequate supply of land is suitable to accommodate the Urban Center's growth targets.

Strategy 1.1.1 Adopt an Urban Center designation as part of the Comprehensive Plan to address capacity needs for housing and employment. The Urban Center designation informs updates to existing zoning districts to be consistent with the land use vision outlined in the Urban Center Concept (MU, MU-C, CE, ME, UR-1, and UR-2).

Strategy 1.1.2 Consistent with the Urban Center designation, modify the development code to codify the Urban Center placetype standards (e.g. employment/residential density, height, parking, and floor area ratio) for MU, MU-C, CE, ME, UR-1, and UR-2. The development code should be amended to provide more flexibility, increase the amount of affordable housing, provide a variety of leasable spaces for small businesses, and encourage more compact urban development.

Strategy 1.1.3 Remove minimum parking standards for residential development within the Mixed-Use Center placetype or allow for in-lieu of fees that may support other parking management strategies as a substitute for building additional parking with development. Enact parking agreements on 10-year leases to allow for flexibility with changing transportation technology options and demands. This strategy may reduce the costs of construction and potentially increase the number of units that may be built on sites.

Strategy 1.1.4 Encourage equitable transit-oriented development (eTOD) near priority transit routes which will be instrumental in allowing Burien to meet its growth targets while alleviating automotive congestion and maintaining quality of life. The intent of eTOD is to ensure that development serves those who may not afford transit or housing, and to ensure that costs savings support public and non-profit organizations that serve public transit users. The City should work with regional partners, leverage funds and real estate assets, and initiate discussions with local advocates.

Policy 1.2 Establish environmental policies to support growth.

Strategy 1.2.1 Expand SEPA categorical exemptions for infill development. Subject to some reporting and disclosure requirements, the City of Burien may choose to exempt certain kinds of projects from the requirements of SEPA (per RCW 43.21C.229). Size, as well as development type and location, are the typical criteria used to determine if a development proposal is exempt. Cities may choose to exempt developments by adopting a "flexible threshold" by ordinance. The exemption threshold for residential development must be between four and 30 dwelling units (current threshold is 20 dwelling units); the exemption threshold for commercial development must be between 4,000 and 30,000 square feet (current threshold is 12,000 square feet).

Strategy 1.2.2 Consider developing a framework in the Urban Center that meets the design principles of LEED NA or as an EcoDistrict.

Strategy 1.2.3 Complete SEPA review for the Urban Center to waive individual development projects from undergoing environmental review. Per RCW 43.21C.420, prepare a non-project environmental impact statement (EIS) for the subarea and adopt it as a comprehensive plan element (i.e. a subarea plan that discloses its probable, significant adverse, environmental impacts). The City will also need to adopt development regulations that are consistent with the plan and its requirements. Subsequently, the City of Burien could apply for funds to recover costs from implementing this strategy. In that, the City may apply for a grant or loan via the Growth Management Planning and Environmental Review Fund (per RCW 36.70A.490) to cover some of its reasonable expenses for preparing the non-project EIS.

URBAN FORM

There are many notable assets within the built environment of the Burien Urban center such as the unique historic character and the small-town feel and charm. Opportunity exists to create more cohesive site and building designs, welcoming streets and public spaces.

Policy 2.1 Designate different sub-districts to encourage and promote a diversity of uses, cultures, and activity.

Strategy 2.1.1 Designate different Urban Center sub-districts based on the concept placetypes. Encourage development within each sub-district based on the identified placetypes and to support and protect desirable elements of existing uses and buildings.

Strategy 2.1.2 Encourage land uses, design elements, and landmarks within each sub-district that respond to different building heights, design styles, entrance corridors, streetscaping, landscaping, and pedestrian amenities. Require specific standards that promote pedestrian-oriented buildings, especially for Urban Residential 2 and mixed-use placetypes. This could include good ground floor transparency, continuous weather protection, taller floor to ceiling heights, and architecturally defined building entrances.

Strategy 2.1.3 Prioritize public investments in mixed-use and multifamily housing within 1/4 mile of the Burien Transit Center and future Bus Rapid Transit stations.

Policy 2.2 Define gateways into the Urban Center and update street design standards that create inviting and memorable places for different modes and to organize and direct uses and activity.

Strategy 2.2.1 Build on distinct nodes within the built environment of the Urban Center that could act as gateway corridors. Use distinctive signage, corner building features, landscaping and street trees, and existing landmarks to create prominent gateway features.

Strategy 2.2.2 Update street design standards for the Urban Center to include a hierarchy of street types organized around a pedestrian scale, with specific guidelines for transit streets and stations, pedestrian and bicyclist amenities and route types, and accessibility for all users.

Policy 2.3 Establish a façade improvement program to support upgrades and design continuity throughout the Urban Center.

Strategy 2.3.1 Explore funding mechanisms that could be used to support a storefront/façade improvement program which could include grants, 50/50 matches, and/or other options. If financial support is offered through matching funds or other sources, it can give businesses with lower profit margins a boost in making their exteriors and associated signage more attractive and inviting.

Strategy 2.3.2 Formulate design and architectural standards that improve existing storefront facades and provide guidance for infill development. Architectural standards should include, at minimum, percentage of glass on ground floor, primary access locations, weather coverage for building frontages, lighting, outside seating areas, parking location and landscaping to improve the urban design of the area. The design and architectural standards should also address infill development and acknowledge the era of surrounding buildings.

Strategy 2.3.3 Encourage parking below ground and accessible from alleys or the rear of lots whenever feasible.

HOUSING

The Urban Center must provide for a convenient place to live with a range of housing options for urban living. This includes development of a broader diversity of housing types, including medium and higher-density housing types. With increasing growth pressures and costs, the City must consider strategies to alleviate the risk of displacement of existing residents living in the Urban Center. To accommodate Burien's growing population, the City of Burien should plan for affordable housing in the Urban Center to ensure households earning 60% and less of median family income (MFI) can access housing in the Urban Center.

When a developer rehabilitates or replaces older, less expensive (affordable) housing with newer, higher-priced units, existing residents may not be able to afford the higher rents in the new development (causing housing displacement). Public or private investments (including capital investments, public policy, acquisition and redevelopment, subsidy, etc.), that changes the housing market by increasing land values or housing costs of the area, may also cause housing displacement.

Policy 3.1 Support the development of affordable housing within the Urban Center.

Strategy 3.1.1 Implement the recommendations of the ***Housing Action Plan***, currently in development by the City, in the Urban Center.

Strategy 3.1.2 Create an equity and social justice toolkit that identifies potential strategies to minimize displacement of existing businesses and residents. The toolkit should identify specific measures that address minority-owned businesses and communities of color living within the Urban Center.

Strategy 3.1.3 Develop an expedited review process, per RCW 36.70A.540, for affordable housing development/redevelopment projects. The City may also consider other affordable housing incentive programs such as density, height, or bulk bonuses; fee waivers or exemptions; and/or parking reductions.

Strategy 3.1.4 Evaluate an inclusionary housing zoning program in the Urban Center to incent new, affordable units. Tailor the program to the subarea's land use vision and housing market and use other incentives (e.g. tax exemption program) and partnerships to improve market feasibility. Consider the merits and drawbacks of a mandatory versus voluntary program.

Policy 3.2 Minimize the amount of housing displacement created from development.

Strategy 3.2.1 Work with the South King Housing and Homelessness Partners (SKHPP) to address affordable housing and homelessness issues in the Urban Center.

Strategy 3.2.2 Identify properties at risk of housing displacement.

Develop an inventory of affordable properties in the subarea (government-subsidized housing; rent-restricted affordable housing; and naturally occurring, market-rate affordable housing). Burien may reach out to these property owners to inquire about owners' intended, future use of their properties. The City of Burien is not likely to directly acquire property, but it could work with partners to ensure units are preserved. The inventory could build off Burien's building permit database, the County's assessor records, and Burien's Rental Housing and Inspection Program (RHIP).

Strategy 3.2.3 Identify opportunities to help low-income renters and homeowners remain in their homes/neighborhoods. The City could consider programs such as rental assistance, down-payment assistance, utility assistance, or landlord/tenant education programs. In addition, the City could partner with non-profit organizations and housing agencies to fund the purchase of existing, affordable multi-family housing to preserve it for the long term.

Strategy 3.2.4 Evaluate the feasibility of developing a Housing Rehabilitation Program to assist with major capital repairs, façade improvements, or weatherization. Burien may consider criteria for funding, such as the property must be regulated affordable or at risk of converting to market-rate. Burien could consider offering funds to low-cost, market-rate properties in need of major structural repairs and upgrades (in return for the property owner maintaining existing rent levels). Deferred weatherization can lead to high energy costs which present a financial burden, especially on households with limited or lower incomes. Deferring maintenance can sometimes lead to more extensive damage and increased costs down the road as well.

Policy 3.3 Encourage development and redevelopment of a wider variety of housing types.

Strategy 3.3.1 Develop an inventory of residential parcels within the subarea that could accommodate increased housing capacity, after zoning amendments are adopted (see Strategy 1.1.2). Identify specific barriers to redevelopment or investment for each property, talking to property owners as needed. The City could link this inventory to the inventory created as part of Strategy 3.2.2.

A RANGE OF STRATEGIES FOR KEEPING HOUSING AFFORDABLE

- Encourage for-profit developers to include income-restricted units within market-rate projects.
- Eliminate regulatory barriers to reduce development costs.
- Provide renter stabilization services for lower-income renters.
- Provide density bonuses or other incentives that reduce costs which would make it more feasible for developers to provide affordable units.
- Consider inclusionary zoning policies that define affordable housing; size and type of residential developments that trigger the requirement; and a formula for the percentage of affordable units to be included in applicable new developments.

To the extent that barriers identified can be alleviated by the City, take steps to reduce obstacles to redevelopment. For example, the City could implement the strategies in Policy 1 and strategy 3.1.3.

Strategy 3.3.2 Encourage redevelopment and infill development to increase the number of duplexes, cottage housing, townhomes, row houses, and tri- and quad-plexes around the fringe of the Urban Center. These housing types can increase overall density of residential development and may encourage a higher percentage of medium-density multifamily housing types. To encourage redevelopment, the City could reach out to individual property owners identified in the inventory described in Strategy 3.3.1 to discuss their redevelopment opportunities and options to overcome potential redevelopment constraints. The City could connect interested property owners with service provides and resources. In addition, the City could host a series of neighborhood meetings to facilitate a discussion about housing options and redevelopment.

Strategy 3.3.3 Evaluate allowing and supporting development of other housing types, such as micro-units and single-room occupancies.

Strategy 3.3.4 Update the city's existing multi-family tax exemption program to increase participation by developers of new multifamily housing, including mixed-use development and attached townhomes.

Strategy 3.3.5 Identify properties for City acquisition that can provide future development opportunities for affordable housing and/or catalytic projects in the Urban Center.

ECONOMIC DEVELOPMENT

Economic development should generally occur through three broad approaches: retention of existing businesses, growth of existing and small businesses (such as entrepreneurs), and attraction of new businesses from outside of the city. Small businesses are integral to maintaining some semblance of the Burien's existing downtown character.

As the Urban Center develops to fill a regional role (and attract business interest from across the region) the City should take steps to retain its core, commercial base.

Policy 4.1. Support small business retention and expansion.

Strategy 4.1.1 Support small businesses, particularly minority-owned businesses, with training in developing business plans and location assistance. Potential partners include the Seattle Southside Chamber of Commerce and the Seattle Latino Metro Chamber of Commerce.

Strategy 4.1.2 Work with partners to identify and resolve issues that are barriers to the businesses growing and staying in Burien, generally, and its Urban Center, specifically. Consider surveying existing local businesses (including home-based businesses) in the Urban Center to understand their barriers to success and expansion.

Strategy 4.1.3 Build capacity of and relationships with existing businesses by developing a Business Visitation Program. Capacity building may strengthen the existing business community and encourage some business owners to become advocates for existing support services and new tools or initiatives (e.g. Strategy 5.2.2) identified in this plan. A Business Visitation Program should prioritize visitation on an ongoing basis, such as on a two to three-year rotation schedule.

Strategy 4.1.4 Identify opportunities to attract and support growth of small businesses and entrepreneurs, such as business incubators or buildings with co-working space for small businesses. Opportunities may include increasing access to capital via a micro-loan program ($500 to $25,000), facilitating partnerships with SBA lenders, creating networking opportunities, and introducing viable market opportunities to entrepreneurs.

Strategy 4.1.5 Create a business-friendly permitting process for smaller scale stores, and other related entities that could serve the business community and that could assist in attracting additional employers to the Urban Center.

Strategy 4.1.6 Identify potential storefront office spaces within the Urban Center that could serve as a support and incubation space in promoting small businesses. Strategy 4.1.7 Identify the type of staffing model that would be best suited to support small business expansions and start-ups. Bilingual staff or staff with experience in diversity initiatives may be highly effective in alleviating barriers and engaging entrepreneurs from diverse backgrounds.

CREATING A SMALL BUSINESS INCUBATOR

The Portland Mercado is an example of a successful Placemaking initiative. The Mercado was developed by Latin-American entrepreneurs which includes an indoor marketplace surrounded by culturally focused food trucks. This type of layout and model is flexible and adaptable and there are several sites within the Burien Urban Center where a comparable development could take place.

A development of this type could be championed and achieved through the City or a related non-profit entity. Offering a cultural amenity of this type could also increase regional tourism to the Burien Urban Center.

THE ROLE THAT COLLEGES AND UNIVERSITIES PLAY IN LOCAL ECONOMIC DEVELOPMENT

A satellite College or University center may help Burien achieve a greater degree of business diversity and it could serve as an important resource in providing education and support to small businesses.

- Help evolve the skills and business acumen of the small business community through course offerings.
- Support local businesses through purchasing power and diversifying the business landscape.
- Colleges and Universities have substantial development capacity and they can often take advantage of development opportunities that are cost-prohibitive for for-profit developers.

Source: Colleges and Universities as Economic Anchors

Strategy 4.1.8 Offer technical assistance to existing, small businesses. The City could provide assistance from its Economic Development Department or it could partner with other entities in the region. Technical assistance, for example, could be to provide information on how to adopt employee ownership models that build wealth among employees, to improve businesses' marketing efforts, or to provide legal counsel for commercial tenants facing eviction.

Policy 4.2 Take steps to alleviate the risk of displacement of existing businesses.

Strategy 4.2.1 Encourage development of new, affordable commercial space to ensure that businesses at all profit-levels can locate in the subarea. For example, through zoning amendments, the City could encourage small-scale commercial nodes in the residential fringe of the subarea. Small-scale commercial spaces may be more suitable for some existing small businesses and the City could assist those businesses who are interested in voluntarily relocating.

As another option, where the City of Burien provides financial assistance for mixed-use housing projects, prioritize mixed-use projects that include affordable commercial space to support the development of new, affordable commercial space in the subarea.

Strategy 4.2.2 Evaluate implementation of a Commercial Affordability Fund for existing businesses located in the subarea. Funds could be used to help existing businesses/non-profits purchase buildings in the subarea (relevant for businesses that currently lease), to pay for street/façade upgrades (reducing maintenance costs), or to pay for relocation assistance in the event that businesses prefer to (see Strategy 4.2.1) or must relocate.

Strategy 4.2.3 Explore the creation of an affordable commercial tenanting program, which can help alleviate substantial increases in commercial retail rents along with decreasing vacancy rates. The program seeks to reduce barriers to entry for underrepresented businesses by preserving the vitality of small businesses, providing business development opportunities that offer needed goods and services to the community, and advancing an equitable economy.

Policy 4.3. Support employment growth by redeveloping key areas of the Urban Center.

Strategy 4.3.1 Develop an inventory of commercial parcels within the subarea that are ripe for redevelopment. Criteria to identify parcels could include: whether or not market and site conditions would support redevelopment; the extent to which existing property owner are interested in redevelopment; the proximity of parcels to transportation and transit connections; and the proximity of parcels to existing employment centers.

Strategy 4.3.2 Encourage redevelopment of catalyst sites (key areas for redevelopment) identified through Strategy 4.3.1. The City could coordinate land assembly procedures amongst private property owners to form larger sites with the ability to accommodate higher density development.

Strategy 4.3.3 Recruit a higher education institution, satellite campus, or similar model to locate within the Urban Center and provide convenient access to quality education, vocational or skill-based opportunities, and employment training and recruitment.

PUBLIC SERVICES

With future growth, public services must have available capacity including infrastructure and support services for new housing and employment. To meet the City's goals in establishing the Urban Center as a regional growth center, developable land must have access to available public services for immediate development.

Policy 5.1. Plan for, prioritize, and implement infrastructure improvements in the Urban Center.

Strategy 5.1.1 Seek regional support for development and improvement of transportation infrastructure and transit. Work with King County, King County Transit and Sound Transit, the Puget Sound Regional Council, adjacent communities, and WSDOT to advocate for the development of and improvements to transportation facilities that will serve employment areas in the subarea. In particular, the City should work with partners to seek access to formula-driven dollars administered by the Federal Highway Administration (FHWA).

Strategy 5.1.2 As the City considers annual updates to its Capital Improvements Program and its Transportation Capital Improvements Program, continue to prioritize key infrastructure projects (including utilities, water, wastewater, and transportation) in the Urban Center.

Strategy 5.1.3 Evaluate value-capture tools as options to increase infrastructure funding. The City of Burien could consider local improvement districts (LIDs), a Landscape Conservation and Local Infrastructure Program (LCLIP), or by enhancing the current vehicle license fee with a sales tax measure). A LID is a special assessment district where property owners are assessed a fee to pay for capital improvements, such as infrastructure upgrades, streetscape enhancements, underground utilities, or shared open space. Its distinctive feature is that a LID is enabled by a group of property owners who opt into sharing the cost of a project or infrastructure improvement. LCLIP offers cities access to tax increment financing in return for the City's acceptance of transferred development rights (Transfer of Development Rights, or TDR) from regional farms and forests to areas more suitable for urban development.

Policy 5.2 Implement community development initiatives in the Urban Center.

Strategy 5.2.1 Continue a partnership with Discover Burien to provide marketing and communications to raise awareness and highlight key aspects of the Urban Center. Collaboration must include new businesses, diverse business owners and operators, and rely on information in multiple languages and formats to ensure outreach with Burien's diverse community members.

Strategy 5.2.2 Develop a "shop local" campaign by working with existing local businesses in the area (including retail, eateries and restaurants, and home-based businesses) to develop a vision for the campaign, build a brand, and educate the public. As the Urban Center develops into a regional growth center, non-local businesses, larger corporations, and national chains may locate in the subarea. It will be important for the City to be mindful of the risk that local spending may leak out of the local economy.

Strategy 5.2.3 Encourage businesses to financially invest to the commercial success of the subarea by encouraging businesses along major corridors to form Local Improvement Districts and

Business Improvement Areas, consistent with Strategy 5.1.3 and 6.1.1. These mechanisms will allow businesses to contribute towards the vision of the subarea by funding rights-of-way improvements and revitalization efforts through commercial property assessments.

MULTI-MODAL TRANSPORTATION

The City of Burien is committed to having a safe and efficient transportation system for all users, including motor vehicles, transit, bicycles, and pedestrians. The transportation portion of the Urban Center Plan is based primarily on Burien's Transportation Master Plan (2012) and Burien's Downtown Mobility Study (2015). These two documents work together to identify projects and goals for the city related to transportation. The City is focusing on reducing the mode share of single occupancy vehicle trips in the Urban Center to 60%. With a focus on this goal, the policies support making other modes of transportation more inviting. This means adopting policies to create a safe and connected bicycle, pedestrian, and transit network. As part of the 2011 Comprehensive Plan, the City of Burien adopted goals, objectives, and policies related to transportation. These have been adjusted in this plan as needed to create the policies and strategies specific to the Urban Center.

Policy 6.1 Strengthen parking management and reduce barriers for development infill.

Strategy 6.1.1 Form a parking and business improvement area (PBIA): The PBIA would allow downtown business owners assess themselves to provide funding for extended services aimed at the economic enhancement of the area. Funds generated by the PBIA (often also called a business improvement district, or BID) would support necessary downtown actions which have already been established by the Urban Center planning process or will be established by the downtown organization and downtown manager. The PBIA should be formed as soon as possible so funds for downtown improvements begin to accrue. Funds generated by the PBIA can then be directed by the City (and advised by a board) to the downtown organization to provide services.

Policy 6.2 Encourage multi-modal connections.

Strategy 6.2.1 Require new development and redevelopment in the Urban Center area to incorporate bicycle and pedestrian supportive measures. This could include providing secure and attractive bicycle and pedestrian spaces; minimizing walking distances between buildings and streets; and preserving the connectivity of the pedestrian, bicycle, and street system.

Strategy 6.2.2 Create a mobility report card and update biannually. This report card will be used to document progress towards plan implementation of the TMP, DMS, and Urban Center Plan. The report card should report on land use and transportation trends; transportation performance related to transit ridership, traffic volumes, bicycle and pedestrian volumes, collisions, and traffic level of service; and project implementation status.

Strategy 6.2.3 Consider adopting a downtown concurrency plan. This plan would be used to monitor new development with respect the city's Level of Service standard. The City would need to track the available vehicle trip capacity of Urban Center. Each new development would be monitored to ensure new vehicle trips do not cause the Urban Center to be overcapacity.

Strategy 6.2.4 Develop crosswalk guidelines as part of street design standards update. The crosswalk standards would be used to develop standard on where to install a new crosswalk, and what type of pedestrian treatment is most appropriate.

Strategy 6.2.5 Calm traffic to a desired speed that respects all modes of travel through the design of travel way and intersections. Provide trees in medians and along sidewalks to maximize sense of enclosure and calm. Explore traffic calming elements such as bulbouts, chicanes, and limited access streets for transit and bicycle traffic.

Policy 6.3 Reduce single occupancy vehicle trips in the Urban Center to 60%.

Strategy 6.3.1 Work with businesses to create a Commute Trip Reduction (CTR) Program. Encourage employers to establish and maintain a commute trip reduction program that supports and promotes reducing the number of single-occupant vehicle commute trips by encouraging alternative modes of transportation such as transit, vanpool and carpool, walking or biking to work, working from home, or a compressed workweek.

Strategy 6.3.2 Provide safe and convenient bicycle parking. Require bike racks to be located at major destination points, such as outside of commercial businesses, City Hall, parks, schools, and transit facilities. Encourage businesses to provide safe, covered bike parking for employees.

Policy 6.4 Coordinate with King County Metro for safe and efficient transit options.

Strategy 6.4.1 Ensure safe and accessible bus stops. The City of Burien should monitor existing bus stops and ensure there is safe and convenient pedestrian and non-motorized access to bus transportation.

Strategy 6.4.2 Continue close coordination with King County Metro on H Line Implementation. The City should continue to work closely with Metro to understand all impacts of the new Rapid Ride H Line on Ambaum Boulevard. All new bus stops should be accessible with appropriate crosswalk treatments.

PARKS AND PUBLIC SPACES

Community members value Burien's small-town feel and convenience and parks, greenspaces, and placers to gather and celebrate are central to supporting these values. The concept builds on the Urban Center's existing network of parks and greenspaces connecting Dottie Harper Park and Community Center to the north end, with Town Square Park in the center, and Lakeview Park to the south end. New public spaces, green streets, and urban plazas will be defining features of the Urban Center and future development must incorporate these places as a defining aspect of site design.

KEEPING DOWNTOWN WELCOMING

Downtown Portland implemented a formal Clean and Safe program in 1991 and while cleaning and security have been program priorities, Clean and Safe also provides a number of other supportive services such as retail advocacy, market research, and information and assistance to downtown visitors.

In borrowing from this model, Burien could provide enhanced cleaning and security services while incorporating additional aspects that would be the most beneficial to residents and retailers.

Policy 7.1 Add public spaces and "green" amenities near activity areas and housing while reducing impervious surfaces.

Strategy 7.1.1 Update design standards and guidelines for the Urban Center to ensure the desired types of parks and public spaces based on the placetypes of the Urban Center Concept.

Strategy 7.1.2 In coordination with King County's "De-pave" program, apply the Pavement to Parks Framework to areas that have an overabundance of concrete. The Pavement to Parks framework applies short-term strategies to transform paved areas into colorful and inviting public spaces by adding greenery and incorporating other playful and inviting elements like benches, tables, interpretive signs, and other amenities. Identify locations where large paved areas create monotonous and underused spaces in the Urban Center and create a prioritized list of locations that should be modified.

Strategy 7.1.3 Support a pilot project in repurposing a paved, underutilized area to a green recreational space and apply lessons learned in moving forward with a permanent space or additional pilot projects in other areas of the Urban Center.

Policy 7.2 Apply the Adaptive Streets Model into lower volume streets.

Strategy 7.2.1 The Adaptive Streets Model takes advantage of underutilized right-of-way sections to allow for a wider variety of activities. Desired outcomes in creating Adaptive Streets include making the right-of-way a place that is welcoming to people, and more accessible to people walking, biking, and taking transit. Select streets that consider a range of uses and logistical issues, including:

- Good multi-modal connectivity with other streets;
- Streets that are large enough to accommodate pedestrian circulation, vendors, and performers;
- Good sight lines for police and emergency services;
- Ability to temporarily block motor vehicle traffic;
- Access to utilities and waste disposal; and
- Accessibly designed street and access ways.

Strategy 7.2.2 Create a Downtown Programming Plan that identifies major events, street entertainment, and pop-up design opportunities. Focus should be on streets or locations that are not currently active or attractive for pedestrians.

Policy 7.3 Develop and implement a Downtown Clean and Safe Program to provide enhanced cleaning, safety, and services.

Strategy 7.3.1 Convene local business, social service providers, and Downtown partners to introduce this concept and identify a committee to evaluate the potential for creating the program for the Urban Center.

Strategy 7.3.2 Establish the types of services that would help achieve cleanliness and safety goals for the district. Identify available funding mechanisms along with a suitable management entity to administer the program.

ENVIRONMENT

Much of the Burien Urban Center is covered with impervious concrete which does not allow for efficient drainage or management of stormwater. Implementing stormwater design concepts and green infrastructure will help in capturing and reusing stormwater in an efficient and environmentally friendly way. Examples of stormwater management strategies include decreasing the amount of impervious surfaces, converting existing streets into green streets, and constructing infiltration rain gardens, filter strips, and stormwater conveyance art pieces. To increase efficiencies and lower energy consumption, Solar and other energy conservation measures can be implemented over time as buildings are redeveloped or when building owners choose to install retrofitted systems. Many existing buildings within the Urban Center may be ripe for retrofitting interventions and the City of Burien could help advance this effort through resource brokering and community education.

Policy 8.1 Follow guidance of the City's Stormwater Management Program Plan (SWMP) to preserve, protect, and improve water resources.

Strategy 8.1.1 Continue to review, test, and implement best practices in stormwater management including use of pervious surfaces, rain gardens, and in-street flow-through planters.

Strategy 8.1.2 Ensure that existing ordnances are current with goals and requirements of the SWMP.

Policy 8.2 Develop a sustainable design policy that incentivizes building retrofitting, LEED certification, and other energy saving techniques.

Strategy 8.2.1 Facilitate an energy audit initiative to help building owners develop an understanding of their buildings energy performance along with energy saving opportunities. This could potentially be facilitated through a partnership with Seattle City Light or another related entity.

Strategy 8.2.2 Provide education to the local business community regarding common energy retrofitting approaches and the benefits related to the efficiencies and cost savings of retrofits.

Strategy 8.2.3 Assist businesses in applying for grants, financing, and other forms of assistance to facilitate desired retrofitting upgrades.

Strategy 8.2.4 Identify opportunities for quick wins within the public infrastructure like replacing existing streetlight bulbs with LED lighting or other modifications to building and utility systems.

Policy 8.3 Adopt the Climate-Smart Cities Program to fund, design, and develop climate-smart parks and public spaces.

Strategy 8.3.1 Identify parks, landscaped areas, and additional modifiable locations to be developed into a connected green infrastructure network.

Strategy 8.3.2 Identify opportunities to integrate key components of the program into the Urban Center infrastructure which includes connecting active transportation routes and transit; creating cooler spaces to reduce the heat island effect; creating water-smart parks that absorb rainfall and reduce flooding; and strategically placing new parks to provide a buffer from extreme weather such as heat waves and flooding.

ARTS AND CULTURE

Incorporating the arts into community planning and placemaking initiatives allows for the creation of distinct and memorable spaces that bring about an enhanced sense of community and character. There are many opportunities to install outdoor art pieces across the built environment though sculptures, murals, and other installations.

Policy 9.1 Develop an arts district within the Urban Center to incentivize, enhance, and showcase Burien's culture, and to support the arts.

Strategy 9.1.1 Seek opportunities with private developers to establish a multi-use performing arts center within the Urban Center. Such a facility would serve as an anchor for other arts and culture elements, while promoting economic development.

Strategy 9.1.2 Work with and recruit local artists, craftspeople, and laborers to design, build, maintain, and celebrate art within the Urban Center.

Strategy 9.1.3 Develop ordinance language or incentives that will encourage private entities to create public art as part of new development within the district.

Strategy 9.1.4 Work with local advocates and non-profits to secure affordable maker space within the district to provide local artists with a place to create and showcase their work, and as an economic development tool for small business incubation.

Strategy 9.1.5 Obtain the Creative District Certification offered by the Washington State Arts Commission. This would give Burien access to grant opportunities, specialized resources, and technical assistance, training, and networking opportunities.

SHORT NORTH ARTS DISTRICT: COLUMBUS, OHIO

In the 1970s, Short North was known as a rough, crime-ridden neighborhood north of downtown Columbus, Ohio, and close to the Ohio State University. More recently, neighborhood activists and local property owners rallied together to create a place to celebrate art and small businesses.

The Short North Business Association was founded to seek city funding for reforms to transform the neighborhood from a blighted space to a supportive space where locally owned businesses could thrive. Since 2003, the number of businesses has more than doubled, and almost 90 percent are locally owned or headquartered. The residential population has grown by more than 30 percent since 2000.

Source: planning.org, Great Places in American, 2019


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OPPORTUNITY SITES AND IMPLEMENTATION



6 Opportunity Sites and Implementation

Downtown Burien has a number of opportunities: quick wins that need minimal effort as well as bigger moves that will likely require a phased approach.

This chapter describes opportunity sites that have a greater potential to begin implementing the Urban Center Concept while driving private investment. The second section provides the general timing needed to carry-out the planning strategies.

OPPORTUNITY SITES

Based on the vision and Urban Center Concept, there are three primary opportunity areas in Downtown Burien. These sites hold the greatest potential for investment either due to location and lower land improvement values; prior work that has already been completed; or due to ongoing interest to implement low-cost placemaking improvements.

153rd Streetscape and Future Redevelopment

The City and local partners are already in the process of changing the character along 153rd Street. Quick win streetscape improvements are in process to create a more defined streetscape environment. Ultimately, a narrower street that provides a safer pedestrian environment and more amenities would transform the street and adjacent development.

One unique feature of the 153rd Street corridor are the deep lots that could support multi-story buildings and a mix of uses. While the southern side of the street is expected to transition into multi-story, mixed-use buildings, north of 153rd Street could transition into a wider mix of land uses and building types that makes the street more visually interesting. Figure 13 on the following pages provides a conceptual illustrative of the street corridor.

Figure 13: 153rd Street Conceptual Illustrative (looking northwest from 4th Avenue)



The corridor is also home to a number of businesses that rely on adequate parking for deliveries or customer pickup. Considering shared parking options, head or back-in parking along the corridor could transfer parking to the street and provide additional redevelopment options. Specific opportunities along this corridor include:

- Consider taller buildings at major corners to create "architectural gateways." These buildings should have active ground floor uses with weather covering along the majority of the façade;
- Mid-block buildings can step back from the taller buildings at the corner and should be designed for pedestrian interest, but also include live/work units, apartments, or commercial uses;



Source: MIG

- Consider permitted light manufacturing, such as woodworking, studio spaces, or temporary uses such as food cart pods on existing parking lots; and
- Take advantage of alley spaces, building on the mural motif and urban artifacts to create a unique environment and art scene.

Due to its length and mix of retail and commercial uses, 153rd Street should be an eclectic mix of land uses, building types and experimental designs. The value of this corridor is its ability to test placemaking and temporary development types. While 152nd Street is the established retail corridor, 153rd Street has the opportunity to become the heart of an innovation district unique to the region.





Post Office Site

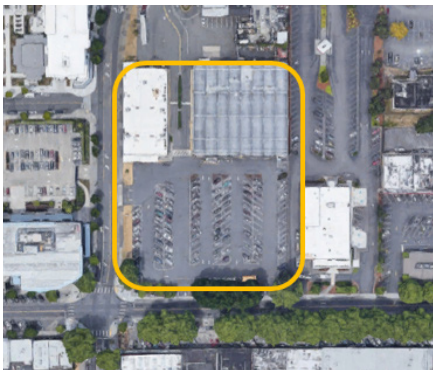
The Post Office site is located immediately west of the existing Town Center development, bounded by 150th Street to the north, 6th Avenue to the east, 151st Street to the south, and adjacent to single-story commercial development to the west. The site's adjacency to the existing successful Town Center and established street network provides a foundation for future mixed-use development. As with most other blocks in the Downtown area, perimeter block lengths are long and can be reduced to provide multi-modal access as well as access for off-street parking. While not having the same visibility as parcels fronting 152nd and 153rd streets, there is potentially some opportunity for limited ground floor retail uses at corners. Key opportunities for this site include:

- Potentially retain the post office as a ground-floor tenant;
- The size of the parcel could allow buildings to be phased over time, with surface parking for early phases that would transition into structure parking as part of a future building. Parking can be centralized within the site to minimize the amount land needed;
- If structured parking is considered, require the structure to incorporate active ground-floor uses and design treatments similar to a typical mixed-use building. The structure should also be designed to transition to office or residential uses if parking demand changes in the future;
- Incorporate more circulation options that can be extended to other adjacent parcels, primarily north/south connections between 150th and 152nd streets to reduce overall block side to less than 300 feet per frontage. There are already unmarked parking aisles that could transition to a through street just west of the site without having an adverse impact to existing businesses; and
- Internal access to the site could be provided from 6th Avenue across from the existing parking structure access for the Maverick Apartments.

Dollar Tree/Grocery Outlet Site

The Dollar Tree site, located east of 4th Avenue and north of 52nd Street, is a location ripe for redevelopment. The existing commercial structures are older and, while generally maintained, show signs of age. With the site's adjacency to the Library and

other Town Center development, there is an opportunity to provide additional housing and mixed-use development that would use adjacent services, including premium transit. Like many parcels in Downtown Burien, the larger parcel size provides opportunities to phase development, provided master planning ensures adequate multi-modal connectivity through the site. Key opportunities and considerations for this site include:





- Provide workforce housing as part of the development mix on the site. This provides access to transit and key services within a walkable distance from apartments, an essential need for those that may struggle to afford a vehicle;
- Provide a mix of unit sizes, from small studio to larger units for families;
- Incorporate building design and frontage improvements to relate to the 4th Avenue green corridor;
- Require ground floor retail along the 152nd Street frontage. Consider larger floor plates (up to 30,000 square feet (the existing Dollar Tree building is approximately 25,000 square feet) for ground floor retail to provide the possibility of a grocery store or other tenant needing a larger floor plate;
- Require parking to be structured or behind the building. Structured parking should be wrapped with building frontage, with access provided from north/south side streets or an extended 151st Street to minimize breaking up the building frontage along 152nd Street; and
- Incorporate additional multi-modal options that can be extended to other adjacent parcels, including continuing 151st Street to the east through the parcel (which would be extended as development occurs on other adjacent parcels); and creating a 3rd Avenue to improve north/south connections between 152nd and 150th streets. This new north/south connection would also provide more direct access to the Burien Transit Station without having to cut through parking lots on foot or by bike.

When redeveloped, this site should increase the energy created from the many local businesses along 152nd Street by creating a more walkable street frontage and providing affordable housing opportunities for working class individuals and families. The site development should also provide better multi-modal connections through the parcel to reduce the distance a pedestrian must walk to access services.

IMPLEMENTATION AND PHASING

Table 3 summarizes the complete list of strategies presented in Chapter 5 and identifies the general timing recommended for strategy implementation. The timing is approximate and should be used to base future budgeting and work planning. For reference: Short-term is approximately one to five years; Mid-term is approximately 6-10 years; and longer-term is likely to take longer than 10 years or dependent on opportunity.

The table includes the suggested lead organization(s) to carry-out each strategy. Though the City is the primary lead for nearly all strategies, several different partnerships and public or business-owner support will be required to successfully implement each strategy.

Table 3: Urban Center Strategies and Phasing Matrix

Strategy		Short Term	Mid Term	Longer Term	On-going	Lead
Land Use and Development						
1.1.1	Adopt an Urban Center designation	•				City
1.1.2	Modify the development code	•				City
1.1.3	Required parking modifications	•	•			City
1.1.4	Equitable Transit Oriented Development		•	•		City/ Private
1.2.1	Expand SEPA exemptions	•				City
1.2.2	LEED/EcoDistrict framework		•			City
1.2.3	SEPA review		•			City
Urban Form						
2.1.1	Placetype sub-districts	•				City
2.1.2	Sub-district elements	•				City
2.1.3	Public investment priorities		•	•		City
2.2.1	Gateway corridors		•			City/ Private
2.2.2	Street design standards		•			City
2.3.1	Explore funding mechanisms		•			City/ County
2.3.2	Design and architectural standards	•				City
2.3.3	Structured or below ground parking	•	•			City
Housing						
3.1.1	Housing Action Plan implementation	•				City

Strategy		Short Term	Mid Term	Longer Term	On-going	Lead
3.1.2	Equity and social justice toolkit	•	•			City/ County/ non-profits
3.1.3	Expedited review process	•				City
3.1.4	Inclusionary zoning program		•	•		City
3.2.1	SKHPP partnership				•	City/ SKHPP
3.2.2	At-risk property inventory	•				City
3.2.3	Homeowner/renter assistance	•	•			City/ County/ non-profits
3.2.4	Housing Rehabilitation Program		•	•		City/ County/ non-profits
3.3.1	Housing capacity inventory	•				City
3.3.2	Housing redevelopment and infill		•	•		City
3.3.3	Other housing type options		•			City
3.3.4	Multi-family tax exemption update		•			City
3.3.5	City acquisition opportunities	•	•			City
Economic Development						
4.1.1	Small business support	•	•			City/ chamber
4.1.2	Business displacement prevention	•	•			City/ chamber
4.1.3	Business Visitation Program				•	City/ chamber
4.1.4	Small business/ entrepreneur support (ongoing administration)		•	•	•	City/ chamber
4.1.5	Business-friendly permitting process	•	•			City
4.1.6	Storefront support and incubation spaces	•	•			City/ chamber
4.1.7	Staff model for small business support	•	•			City/ chamber
4.1.8	Technical assistance				•	City/ chamber
4.2.1	Encourage new spaces for growth		•	•		City
4.2.2	Commercial Affordability Fund		•			City
4.2.3	Affordable commercial tenanting program	•				City

Strategy		Short Term	Mid Term	Longer Term	On-going	Lead
4.3.1	Redevelopment inventory	•	•			City
4.3.2	Catalyst site development			•		City
4.3.3	Higher education recruitment			•		City/ chamber
Public Services						
5.1.1	Regional transportation and transit support				•	City/ County/ PSRC/ others
5.1.2	Prioritize key infrastructure projects				•	City
5.1.3	Evaluate value-capture tools		•	•		City
5.2.1	Discover Burien partnership				•	City/ chamber
5.2.2	Shop local campaign	•				City/ chamber
5.2.3	Business investment mechanisms				•	City/ chamber
Multi-Modal Transportation						
6.1.1	Parking and business improvement area		•	•		City/ BID
6.2.1	Bicycle and pedestrian measures		•	•		City
6.2.2	Mobility report card	•			•	City
6.2.3	Downtown concurrency plan	•	•			City
6.2.4	Crosswalk guidelines	•				City
6.2.5	Traffic calming		•	•		City
6.3.1	Trip reduction goal		•			City
6.3.2	Bicycle parking		•			City
6.4.1	Safe and accessible bus stops				•	City/ County/ transit
6.4.2	H Line implementation				•	City/ County/ transit
Parks and Public Spaces						
7.1.1	Parks and public spaces standards and guidelines	•				City
7.1.2	Pavement to Parks Framework		•	•		City/ non-profits
7.1.3	Pilot project	•				City/ non-profits
7.2.1	Adaptive Street Model		•	•		City/ non-profits

Strategy		Short Term	Mid Term	Longer Term	On-going	Lead
7.2.2	Downtown Programming Plan	•	•			City/ chamber
7.3.1	Stakeholder meetings for Clean and Safe Program	•				City
7.3.2	Clean and Safe Program development		•			City
Environment						
8.1.1	Stormwater management				•	City
8.1.2	SWMP consistency	•				City
8.2.1	Energy audit	•				City
8.2.2	Local business education				•	City/ chamber
8.2.3	Business assistance for retrofitting	•				City/ BID
8.2.4	Public infrastructure quick wins	•				City
8.3.1	Green infrastructure network program	•				City/ non-profits
8.3.2	Green infrastructure implementation		•			City/ non-profits
Art and Culture						
9.1.1	Performing arts center		•	•		City/ non-profits/ private
9.1.2	Local art community	•				City/ non-profits
9.1.3	Private investment in public art	•				City/ non-profits/ private
9.1.4	Affordable maker space		•	•		City
9.1.5	Creative District Certification		•			City/ non-profits

URBAN CENTER PLAN APPENDICES

A

BASELINE SUMMARY







Urban Center Baseline Summary

City of Burien
Urban Center Plan

MAY 23, 2019

Burien

Prepared by



www.migcom.com

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1. Introduction

This document describes the existing context of Burien's Urban Center and summarizes relevant information from adopted plans and studies that will be used during the analysis phase of the project. This summary also identifies additional information needed to fulfill regional requirements for the Urban Center Plan.

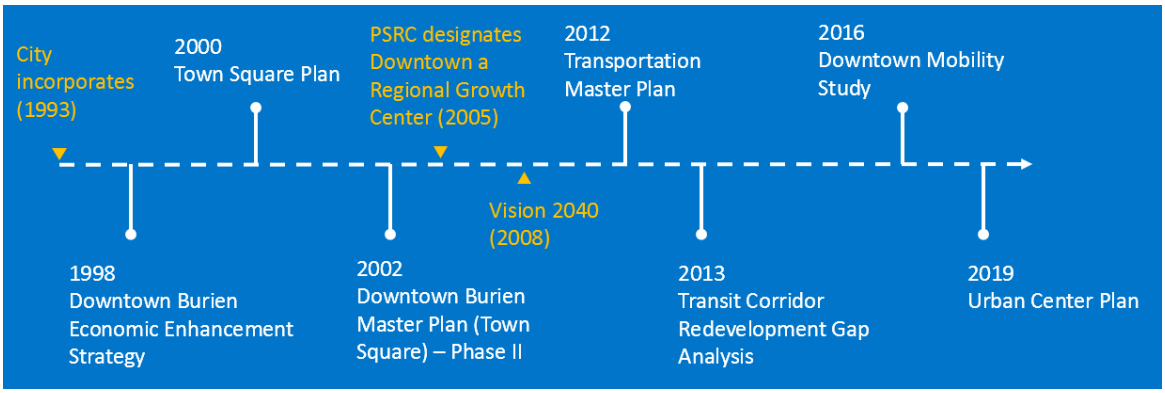
BACKGROUND AND PURPOSE

In 2005, the Puget Sound Regional Council (PSRC) designated Burien as a Regional Growth Center, one of over two dozen in the Puget Sound Region.[1] Growth centers will accommodate a larger share of regional growth over a 20-year period, including population and employment, through a compact mixture-of uses, with convenient access to services, amenities, and transit. Pursuant to the Regional Growth Strategy, 54% of the population and 71% employment growth in the region is expected to locate in the Metropolitan and Core cities (the jurisdictions that contain Regional Growth Centers).[2]

As an Urban Center, PSRC requires each city to create a community-supported vision for change, with goals, policies, and related strategies to guide the physical development and form of the city into the future (the Urban Center Plan). Housing and employment growth targets, and mode-split goals are required elements of the plan. As early as 1998, the City has been diligent about planning for the future of Downtown. Figure 1 provides a timeline of key milestones related to the Urban Center Plan spanning over 20 years. Dates in orange signify historic actions in becoming an Urban Center.

[1] Vision 2040 uses the term "Regional Growth Center", King County Planning Policies and the City of Burien use the term "Urban Center" (CPP LU-39) to describe the same area.
[2] Growth Targets and Mode Split Goals for Regional Centers, a PSRC Guidance Paper, July 2014.

Figure 1: Urban Center Planning Timeline

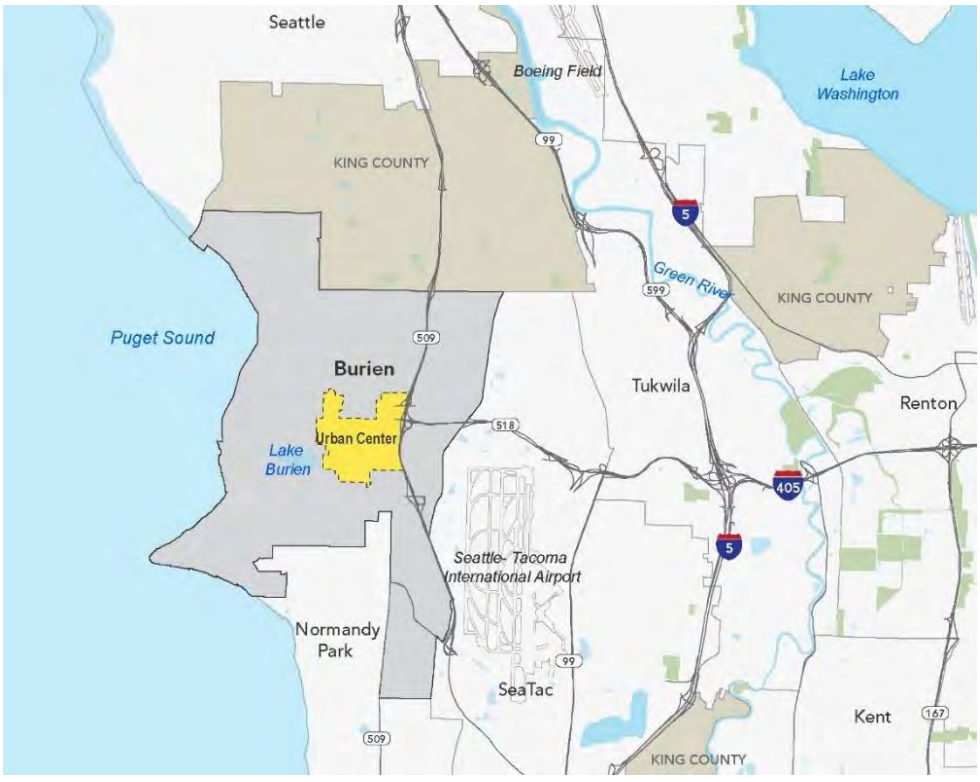


THE STUDY AREA

As part of the larger region, Burien is part of a network of cities linked by employment, commerce, education, and culture, and influenced by many regional trends, issues, and opportunities. The city is conveniently located near the SeaTac Airport, with access to SR-509 and SR-518. Burien is bordered by the Puget Sound to the west, and the cities of Normandy Park, SeaTac, and White Center.

Burien's Urban Center is roughly centered on Burien Town Square, encompassing approximately 353 acres (or 7.4 percent of the total city area). Figure 2 shows the study area and major connections within the region.

Figure 2: The Urban Center Study Area



2. Planning Context

The City has been planning for future growth and change, especially for Downtown. The Urban Center Plan will build on information, goals, and policies from existing plans and studies. The following provides a brief summary of key policy documents and city regulations related to the Urban Center.

COMPREHENSIVE PLAN (1997 WITH UPDATES)

Adopted shortly after the city incorporated, the Comprehensive Plan aligns with the regional vision and addresses each of the policy areas in VISION 2040. The plan envisions a Downtown with the types of activities and uses that will enhance the distinctiveness and vitality of Downtown while preserving its small-town character. Special attention will be given to the scale and design of buildings to achieve this vision. An important part of these policies is promoting economic development in the Downtown by encouraging mixed-use development. Pedestrian activity and transit access is also encouraged and emphasized in these areas. The land use element designates the general study area for the highest intensity of land uses and designates the regional growth center and Urban Center study area. There are several policies that guide the future of the Urban Center.

- Policy LU 1.4: Encourage a mix of residential, office and commercial uses within Burien's Urban Center to create a vibrant city center that reduces reliance on the automobile and provides a range of housing opportunities.
- Policy LU 1.6: Encourage redevelopment and development of underutilized and vacant land to be compatible with the envisioned character, scale and design of surrounding development.
- Policy LU 2.1: Accommodate growth targets for the planning period ending in 2035 as shown in Table 2-LU 2.1 (Countywide Growth Targets 2006 to 2035). Implement appropriate zoning regulations and develop infrastructure to support growth represented by the targets, to the extent that market forces will allow.

Table 1: County-wide Growth Targets, 2006-2035 (Table 2-LU 2.1)

Existing Housing	Housing Target	Housing Capacity
19,828	5,150	5,180
Existing Employment	**Employment Target**	**Employment Capacity**
12,062	8,780	8,848

Source: City of Burien Comprehensive Plan

Notes: Existing data source from 2014 King County Buildable Lands Report; Target data from 2014 King County Buildable Lands Report including annexation area targets; Capacity data from Burien Land Use Capacity Analysis and 2012, 2014 King County Buildable Lands Report.

As required by the State of Washington, the City conducted an Environmental Impact Statement (EIS) for adoption of the Comprehensive Plan in 1997 and has completed a series of amendments since this time. Section 6 provides additional information related to SEPA requirements.

TRANSPORTATION MASTER PLAN (2012)

The Transportation Master Plan was created to guide the City's transportation investments and support the comprehensive plan. As Burien is not expecting large levels of growth in traffic volume, the Plan emphasizes creating a multi-modal roadway network that provides excellent mobility and connectivity throughout the city through a layered transportation network. Section 3 provides additional information related to the Transportation Master Plan.

TRANSIT CORRIDOR REDEVELOPMENT GAP ANALYSIS (2013)

The Transit Corridor Redevelopment Gap Analysis assessed the financial redevelopment gap for new multi-family development and identified potential regulatory tools and actions that could help close the gap. The study found that a prospective multi-family project will not generate enough return on investment to justify its undertaking under current market conditions. However, the study found that the Ambaum Corridor and Urban Center (RM-24 Zone) are better positioned for residential development. The analysis identified several policies that could impact the feasibility of multi-family redevelopment related to the Urban Center, including:

- Refining the zoning code to allow for increased project yield;
- Reviewing the commercial requirement in residential developments for practicality; and
- Undertaking near-term capital investments to increase livability and rents.

ECONOMIC DEVELOPMENT STRATEGY (2014)

Burien's Economic Development Strategy guides public actions and influences private actions towards improving the city's economy through a broad set of policies. Part of the strategy for economic development focuses on improving the community's well-being through job creation, business growth, and income growth.

DOWNTOWN MOBILITY STUDY (2016)

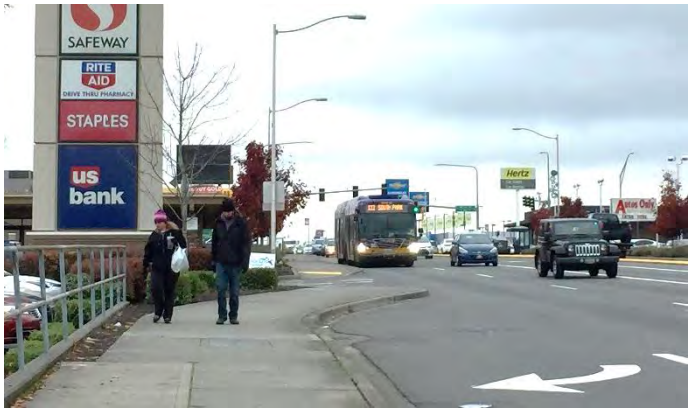
The Downtown Mobility Study identified three overarching goals for Downtown: improve multimodal connections within Burien; increase Downtown's multigenerational appeal; and elevate Burien's position within the region. The study outlines 'Big Moves' for achieving these goals, including making Downtown walkable for everyone and activating spaces through urban design.

3. Study Area Overview

URBAN FORM

The form of the Urban Center study area is defined by major streets that result in different block sizes and streetfront character. Until the mid-1990s, Burien was part of unincorporated King County. Over time, development has largely followed a suburban pattern with many large parking areas, auto-oriented streets, and underdeveloped parcels. The Urban Center is just outside of major natural features, including Seahurst Park and Lake Burien to the west. Map 1 shows the street network and development pattern of the Urban Center study area. There are several predominant areas of the study area that share common characteristics.

Gateway and 1st Avenue



From the east, State Route 518 is a major city gateway that becomes 148th Street. State Route 509 serves as a physical border for the Urban Center. EAST of 1st Avenue, larger parcels are bordered between Most buildings are setback from the street, or there are large surface parking lots that are the predominant feature in this area. Wide streets and narrow sidewalks give this area an auto-oriented feel. First Avenue and SR-509 also cut-off several blocks from the east or west. Burien Plaza and the Safeway, and the Fred Meyer (located just outside the study area) serve as the primary anchors of activity in this location.

152nd Street and the Historic Commercial District



Along 152nd Street, there is a continuous row of attached commercial buildings along the south side of the street that creates a sense of enclosure. On the north side, there is a mixture of setback buildings east of 4th Avenue, with the active uses (the library, retail, and office) on the ground floor to the west. One block south, 153rd Street also has a mostly contiguous building front but most buildings have parking between

the street and building front. Separated from the east by Ambaum Boulevard, Old Burien is the city's historic commercial district with several buildings dating to the early 1920s. At the western end of the study area along 152nd Street and is a block of mostly single-story buildings that resemble a small town main street.

150th Street and 4th Avenue

Towards the center of the study area, the recent Town Square development features an urban park surrounded by three to seven-story mixed-use buildings, while surrounding development is predominantly single-story commercial. This location is characterized by larger blocks and parcel sizes, along with large parking areas and the Burien Transit Center.



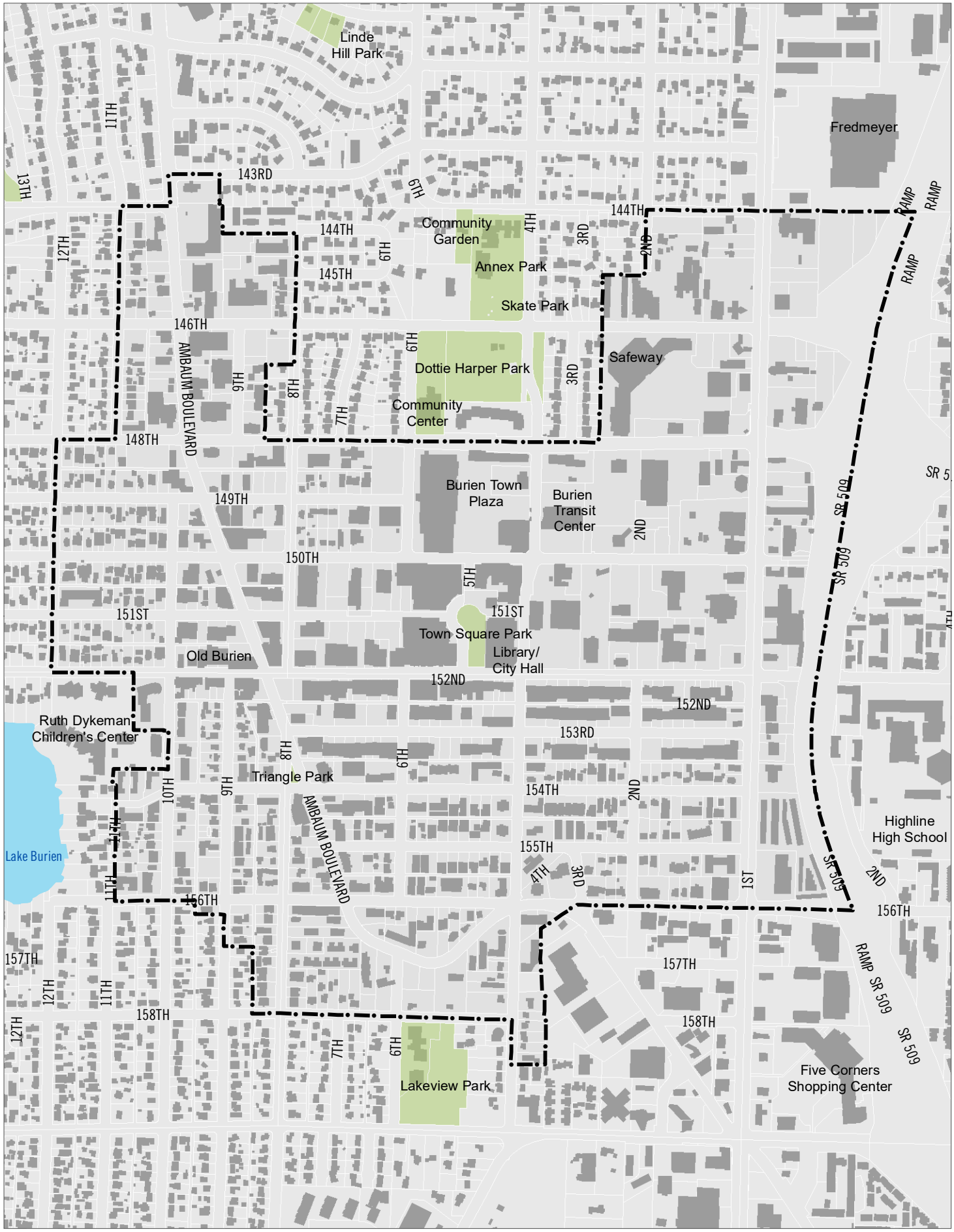
Ambaum Boulevard

The diagonal alignment of Ambaum Boulevard creates several uniquely shaped blocks at the western side of the study area. North of 155th Street, buildings are mostly single-story commercial uses and the size of blocks is smaller, especially with mid-block alleys that provide additional connections. South of 155th Street, the boulevard curves to account for the hilly terrain. Buildings are mostly residential, with some multi-story apartments. The topography north of Ambaum Boulevard and south of 153rd Street provides good views of areas to the south, including the Seatac Airport



Surrounding area

Most of the surrounding environment is single-family residential, with smaller lot sizes and a traditional grid pattern of streets. Just outside the study area to the southeast is the Five Corners Shopping Center that is similar in form to Gateway, with larger, setback commercial buildings and parking lots adjacent to the street. North of 148th Street, Dottie Harper Park provides forested green space and a contrast to the urban form that characterizes much of the form across the street. There are also two schools located nearby including Highlight High School (east of SR-509), and Sylvester Middle School (south of 160th Street).



Urban Center | Buildings | Parcels

MAP 1: Figure Ground

Burien URBAN CENTER PLAN

0 500 1,000 Feet

LAND USE AND ZONING

There are nine land use zones within the Urban Center study area that implement the Comprehensive Plan. Table 2 (below) summarizes key aspects of each zone. Map 2 shows Comprehensive Plan land use designations.

Table 2: Burien Urban Center Existing Zoning Summary

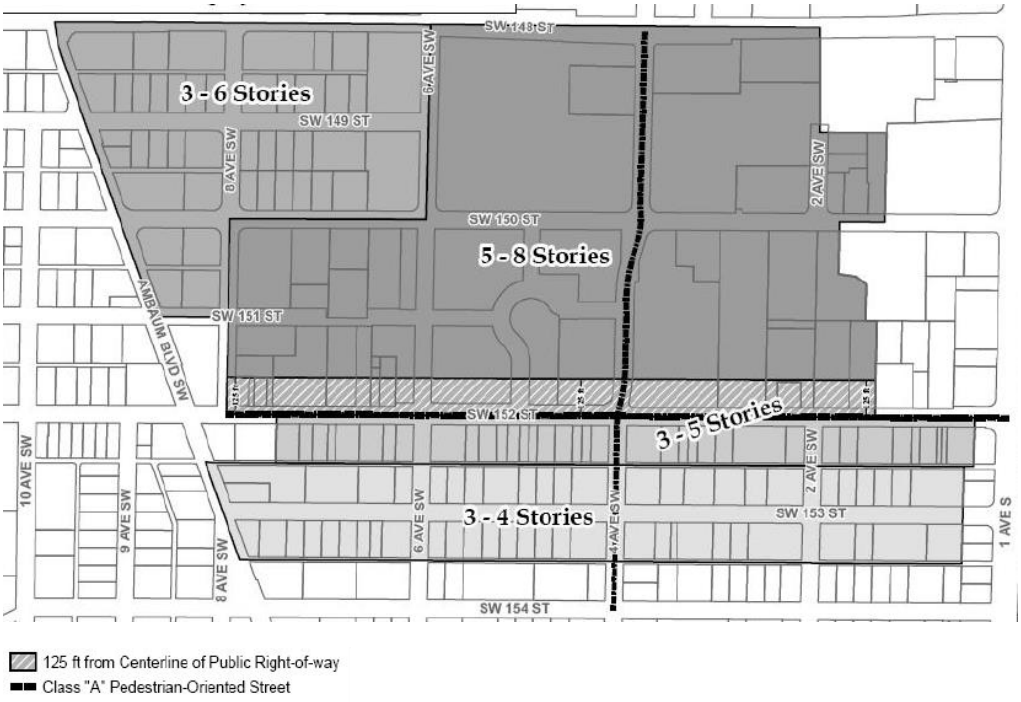
Zone	Intent	Density (units/acre)	Housing Permitted	Mixed-Use Permitted	Building Height (max)
CC-1 (Community Commercial)	Lower- intensity uses	N/A	No	No	35’
CR (Regional Commercial)	Larger-scale commercial	24 (max)	No	Yes	35’
DC (Downtown Commercial)	Mixture of uses	Based on FAR of 3.5 – 7*	On non-ped. streets only	Yes	3-8 stories*
O (Office)	Low to moderate intensity office	N/A	No	No	35’-45’
RM-12, RM-18, RM-24 (Residential, Multi-Family)	Variety of housing near destinations	12, 18, 24 (base density)*	Yes	In RM-24 zone only	35’
SPA-1 (Old Burien)	Retail, restaurants, commercial, office	24 (max)	No	Yes	2-4 stories
SPA-3 (Gateway)	Reinforce image as gateway to city	24 (max)	No	Yes	3 stories

** Dependent on base/maximum standards for incentives. Source: City of Burien*

The Downtown Commercial zone provides the most generous development parameters (building height and floor area) in the Urban Center. The base standards for this zone allow building heights of up to three to five stories, and a maximum Floor Area Ratio (a measurement of building floor area to lot area) of 3.5:1. This zone allows development to exceed these maximums by incentivizing additional amenities and site features such as streetscape enhancements, design elements, civic contributions, and specific uses. However, the Town Square site is the only development in the Urban Center to exceed the base standards, with heights up to seven stories.

The zoning district includes several subareas that differ by allowable building height (Figure 3). There are also special regulations that limit certain street-level uses along designated pedestrian-oriented streets, including housing and drive-through uses.

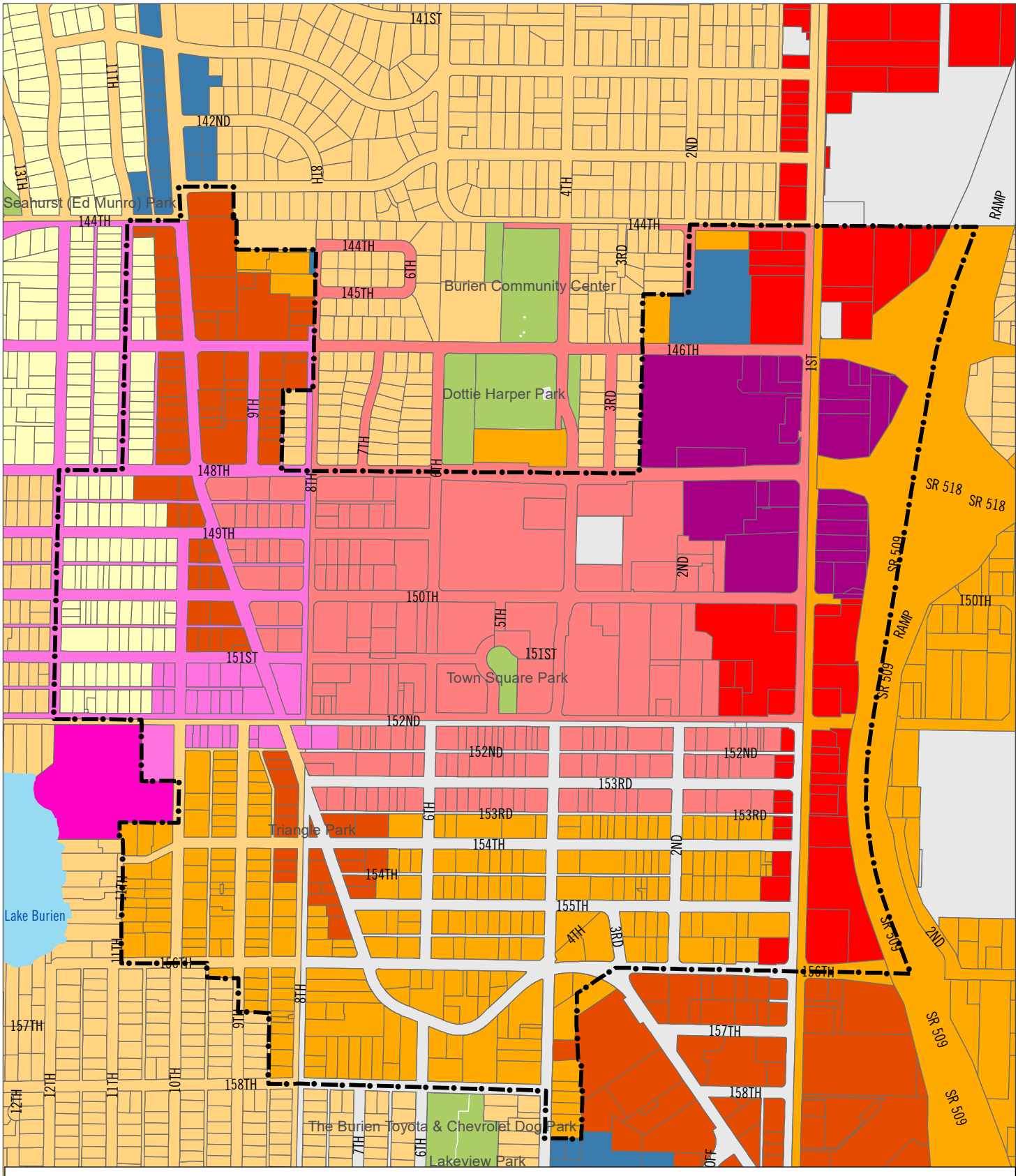
Figure 3: Downtown Commercial Height Limits



Along 1st Avenue, zoning is a combination of Regional Commercial and Gateway zoning. Both allow for mixed-use development, with a maximum of 24 units/acre, and building heights up to 35 feet/three stories. Yet neither zone allows for multi-family housing as a permitted use.

There is a pocket of commercial-zoned land along Ambaum Boulevard oriented around the 154th Street intersection, and both sides of Ambaum Boulevard are commercial north of 148th Street. Between residential uses east of 10th Avenue and the Downtown Commercial zone is the Old Burien Special Plan Area that allows for mixed-use development up to 24 units/acre with maximum building heights of two to four stories.

South of the 153rd Alley, zoning is mostly residential, allowing for a base density of 24 units/acre with building heights up to 35 feet. However, the multi-family zoning also allows single family detached homes in the Urban Center, and none of the existing zoning districts require a minimum residential density. These factors serve to limit the Urban Center from achieving the type of housing necessary to meet housing targets.



MAP 2: Land Use

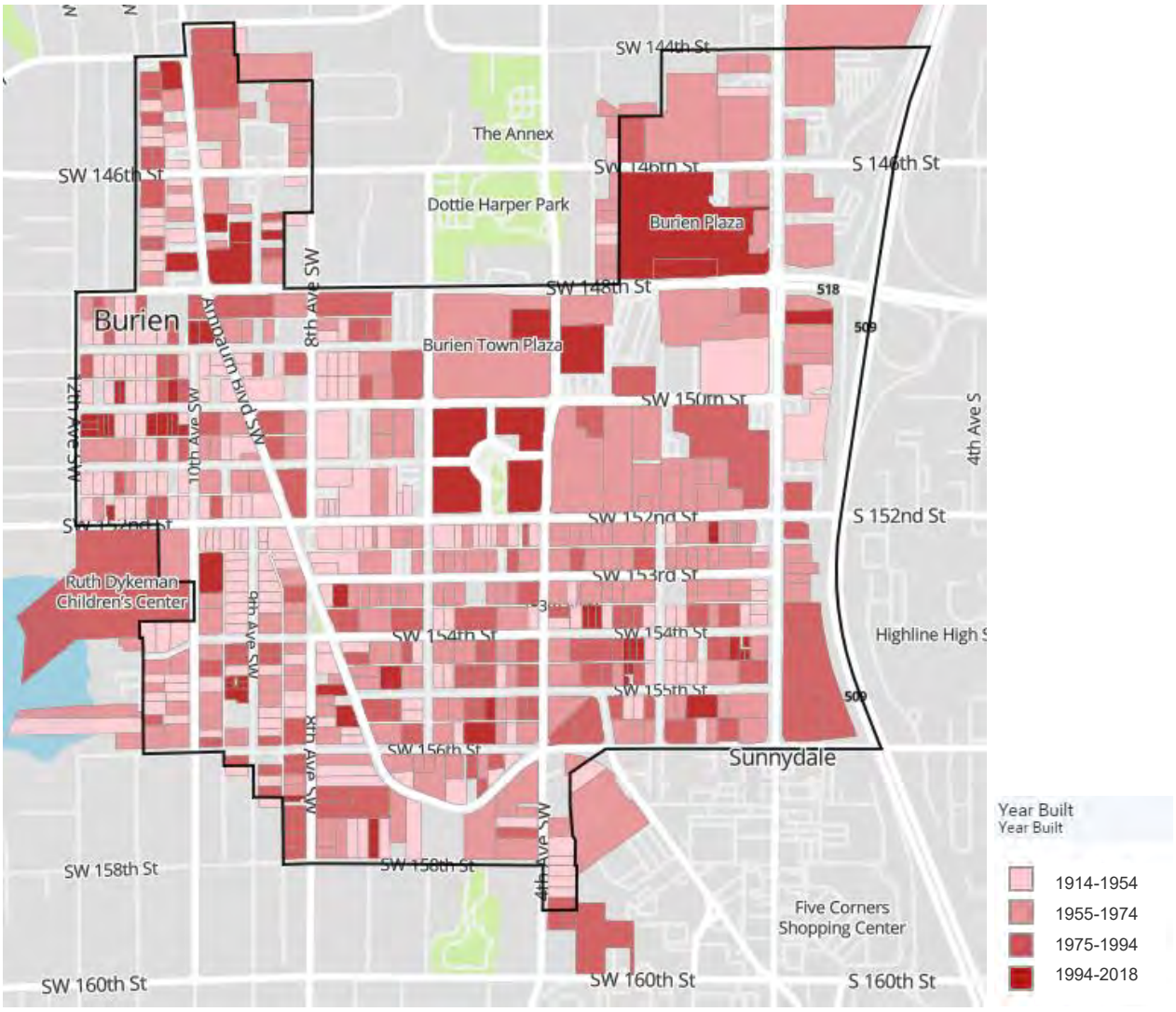
URBAN CENTER PLAN

Feet
0
500
1,000

DEVELOPMENT CHARACTERISTCS

Much of the developed parcels within the study area were built prior to the mid-1970s (Figure 4). Before 1950, nearly all development in the study area was west of 6th Avenue and oriented along Ambaum Boulevard. Since 1995, major developments have included Burien Plaza, Walgreens, and Town Square.

Figure 4: Burien Urban Center, Year Built by Parcel

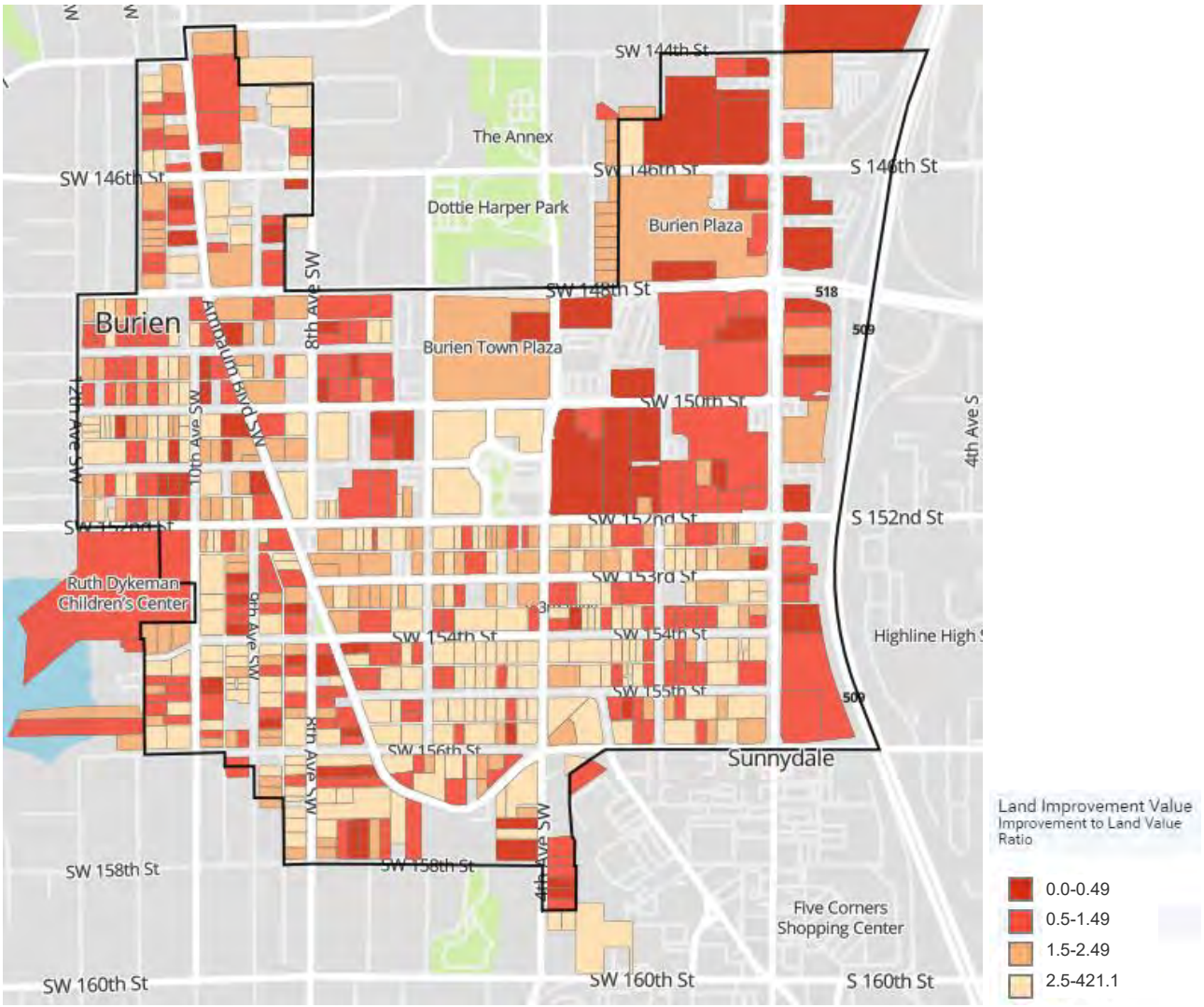


Source: UrbanFootprint, analysis by MIG

Land improvement value is another factor that helps assess the potential for developable land. The value is a ratio expressed in terms of building value to land value on a given parcel. Low improvement to land ratios suggests vacant land or buildings that are smaller, older, or poorly maintained, while high values indicate larger, newer, or well maintained. Overall, there are few vacant parcels in the Urban Center.

Figure 5 shows the land improvement value of the Urban Center, with darker colors indicating a low value of less than 1.5. Overall, land improvement values are relatively high on average, suggesting high property utilization in many locations. However, there are several pockets of land with lower values, including large parcels east and west of Town Square, in the Gateway area, and along 1st Avenue.

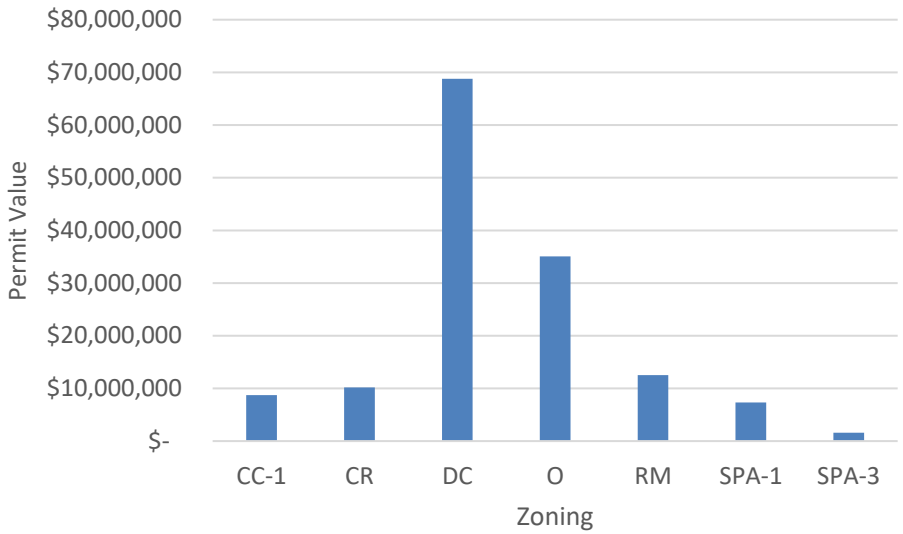
Figure 5: Burien Urban Center, Land Improvement Value by Parcel



Source: UrbanFootprint, analysis by MIG

Figure 6 shows the total valuation of buildings permits from 2008-2018 within the Urban Center study area. Development within the Downtown Commercial zone has generated the most significant investment in terms of project value, with Town Square development (structured parking, assisted living facility, retail, and apartments) contributing to a large share of this amount.

Figure 6: Building Permit Valuation by Zone (2008-2018), Burien Urban Center



Source: City of Burien

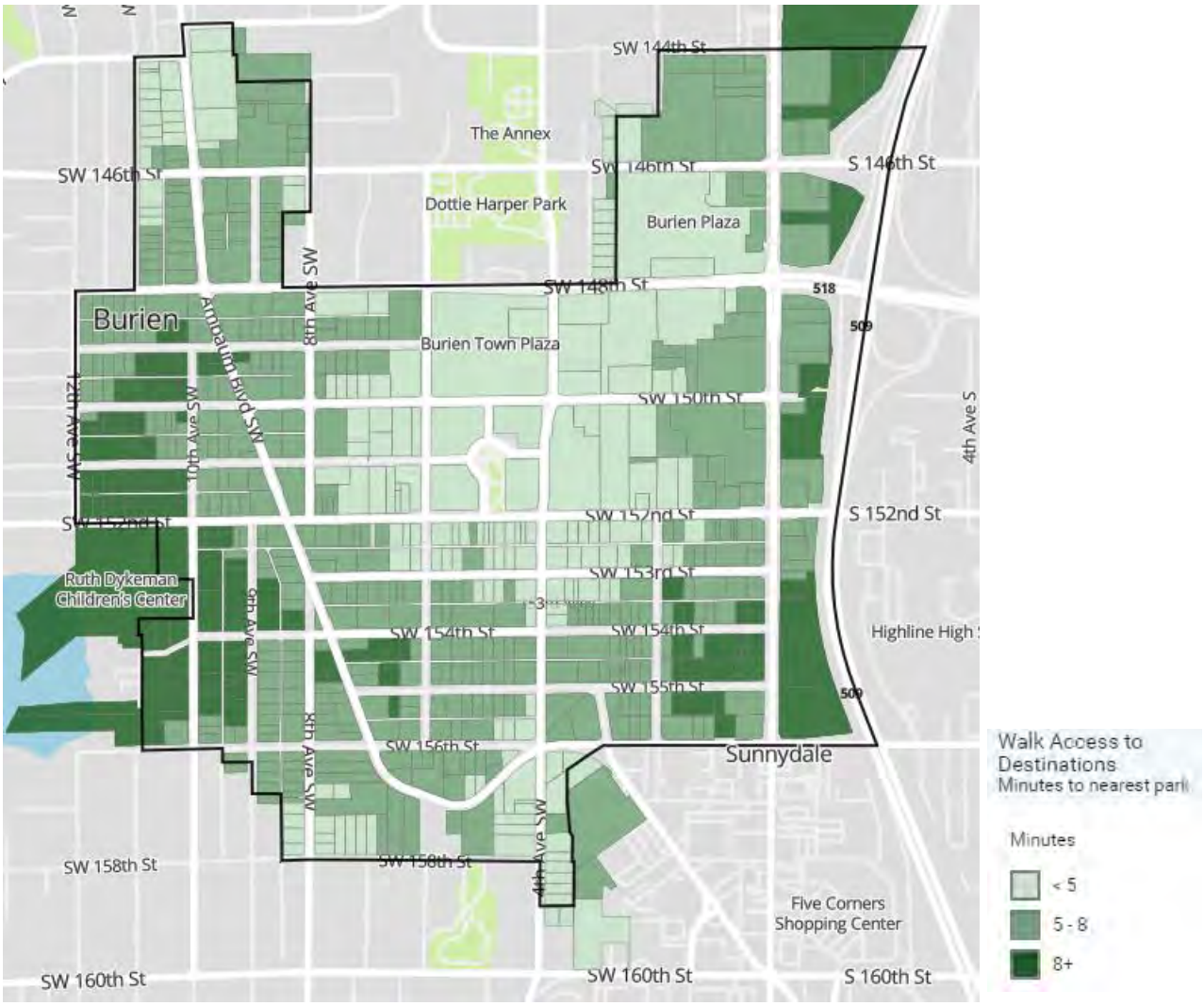
PARKS AND PUBLIC SPACES

Parkland to the north and south of the study area provides greenspace and offers natural areas within a short distance from the Urban Center (Figure 7). This includes a creek just south of Ambaum Boulevard within Lakeview Park. While Dottie Harper Park (north of 148th) and Lakeview Park (south of 158th) provide nearby park access, there are only two parks within the study area. The most prominent is Town Square Park that provides an urban green space next to the Library/City Hall and residential and retail uses in Town Square.

For special events, 5th Avenue also doubles as an activity street and is closed to motorists. In many ways, 152nd Street is also a vibrant public space, especially between 2nd and 10th Avenue where there is a greater concentration of shops and activities. Dottie Harper Park features a community garden and the skate park and is next to the Burien Community Center, both major destinations just outside of the study area.

Figure 7 shows the walking distances (in minutes) from existing parks. The lighter shade shows a closer walking distance (within a five-minute walk), while the darker colors represent a longer distance from park land. The figure shows that the core area has convenient access to parks due to the location of Town Square Park and Dottie Harper Park. However, areas along Ambaum Boulevard, 154th Street, and 1st Avenue have longer walking distances to parks.

Figure 7: Park Access, Burien Urban Center



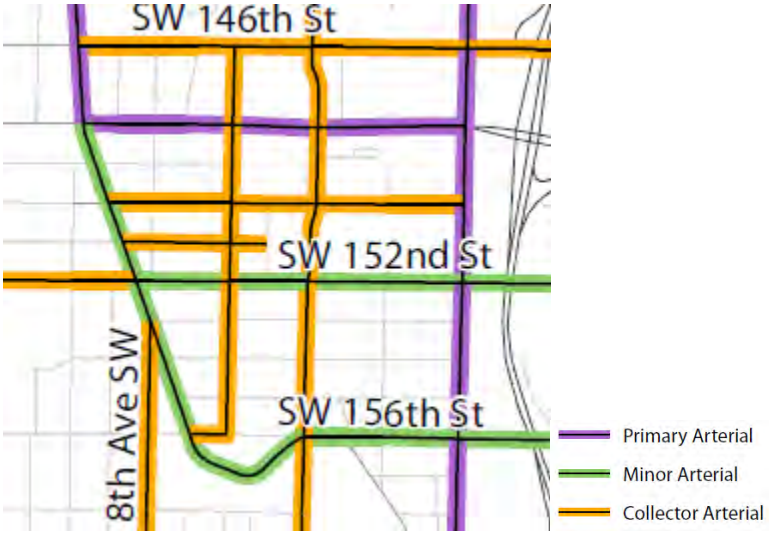
Source: UrbanFootprint, analysis by MIG

TRANSPORTATION AND CONNECTIVITY

Streets and transportation are a major part of the Urban Center. Connecting through traffic between Ambaum Boulevard and 1st Avenue, 148th Street is a primary arterial, and there are three minor arterials in the Urban Center (Figure 8). According to the Transportation Master Plan, the highest traffic volumes streets in the study area are 1st Avenue (20,000 average daily trips) and 148th Street (13,000

average daily trips). 148th Street (east of Ambaum Boulevard) and 1st Avenue are also truck priority routes.

Figure 8: Street Functional Class, Burien Urban Center



Source: City of Burien Transportation Master Plan

Most of the major streets in the Urban Center have sidewalks, but local streets south of 153nd Street and residential uses west of Ambaum Boulevard lack sidewalks. The only bicycle lane is on 156th Street that connect east to SeaTac. The Comprehensive Plan designates 152nd Street and 4th Avenue as pedestrian-oriented streets. According to the TMP, the planned pedestrian network includes new or improved sidewalks and crossings. Downtown is a priority for this network, including:

- East/West streets: 148th, 150th,152nd, 153rd, and 156th
- North/South streets: Ambaum Boulevard north of 153rd, 4th Avenue, and 1st Avenue between 148th and 153rd Streets.

The Urban Center is transit rich which is a critical aspect of a true urban center. Several streets, including 148th, 152nd, and 156th are all transit priority routes. There are several transit routes that service Downtown, including the RapidRide F Line, as well as planned bus rapid transit to connect to the Tukwila Light Rail station. King County Metro is also adding a new RapidRide connection (the H Line) connecting Downtown Seattle with the City of Burien's Transit Center via Ambaum Boulevard and 150th Street. This addition will transform Route 120 (one of the busiest routes in the system) with bus stop upgrades and real-time arrival information, new sidewalks and street crossings, as well as more frequent and reliable service.



4. Population, Employment, and Housing

PSRC requires local jurisdictions to provide housing and employment targets for Regional Growth Centers, consistent with county-wide data. Regional policy provides only very general guidance about how much housing and employment growth should be targeted to centers.

POPULATION

PSRC has established regional population forecasts for counties and cities in the region through 2040. Table 3 shows forecasted growth for Burien, King County, and the region. While regional growth could increase by over one million additional residents, Burien is forecast to add approximately 9,089 new residents by 2040 (an increase of 18% from the 2015 population). This is roughly the same rate of growth as King County, but less than the region overall.

Table 3: City, County, and Region Population Forecasts (2015-2040)

	Year						Total Change (2015-2040)	
	2015	2020	2025	2030	2035	2040	#	%
City of Burien	49,371	52,512	54,336	55,885	57,317	58,460	9,089	18%
King County	2,062,699	2,192,602	2,257,827	2,314,642	2,375,423	2,451,120	388,421	19%
Region	3,914,972	4,194,749	4,378,380	4,551,350	4,736,919	4,957,920	1,042,948	27%

Source: PSRC Land Use Vision (LUV.2 Dataset), April 2017

Burien is a demographically diverse city, with many different cultures and language groups. When compared to King County, the City of Burien has a greater percentage

of the total population that speak a language other than English at home: 35 percent in Burien compared to 27 percent in King County. Table 4 shows that approximately 38 percent of the city population is non-white which is higher than the county percentage.

Table 4: Race and Ethnicity Estimates, City of Burien

	Burien	King County
White	62%	68%
Black or African American	7%	6.8%
American Indian and Alaska Native	1.2%	1.0%
Asian	12.2%	18.2%
Native Hawaiian and Other Pacific Islander	1.3%	0.9%
Two or More Races	6.3%	5.1%
Hispanic or Latino (of any race)	24.3%	9.7%

Source: ACS 2017 5-Year Estimates

EMPLOYMENT

Table 5 summarizes PSRC's employment estimates from 2015-2040. Based on the data, Burien is expected to add approximately 6,959 more jobs by 2040, an increase of 50 percent from 2015 estimates. This represents a growth rate in employment that is higher than the county and region.

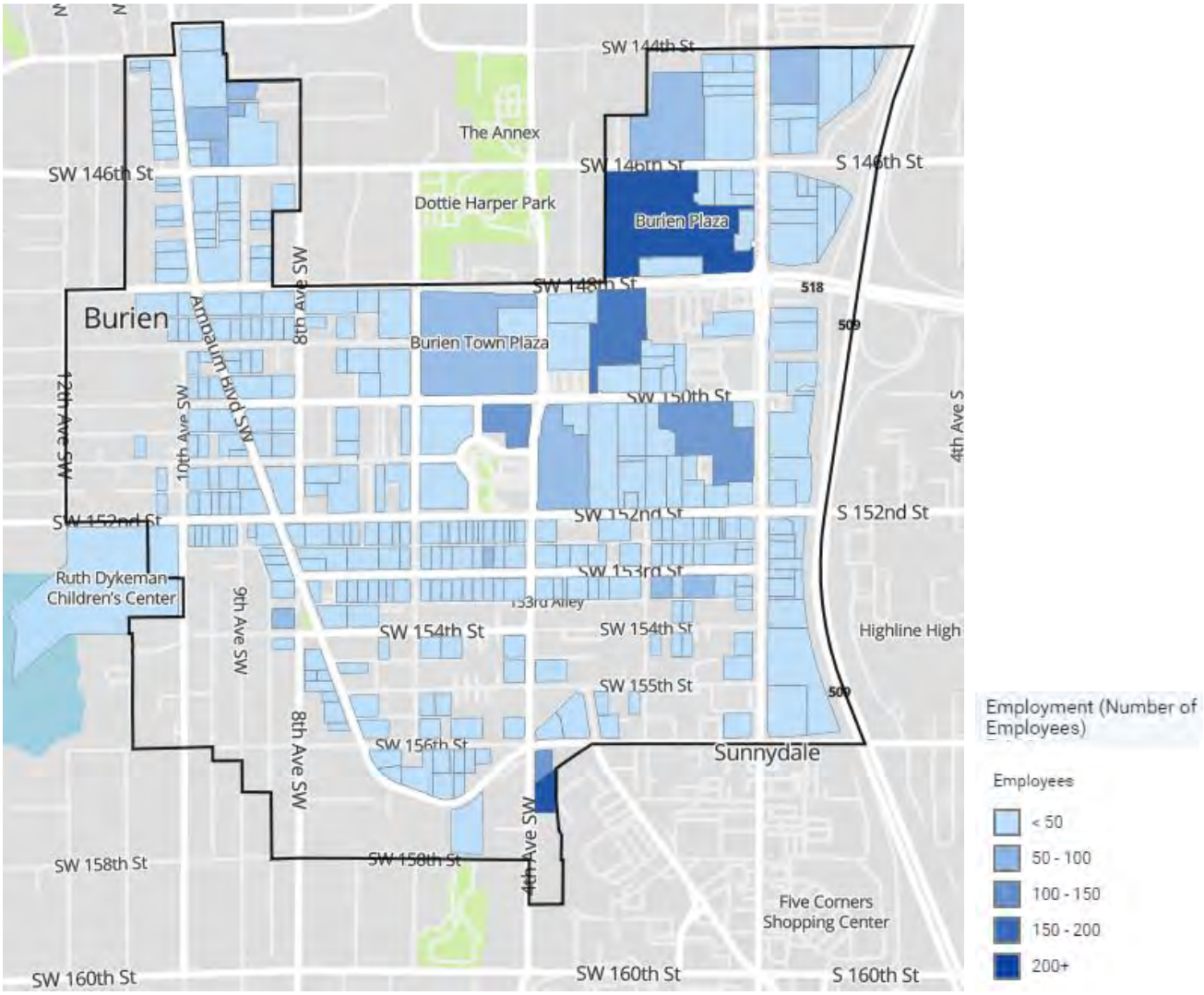
Table 5: City, County, Region Employment Estimates (2015-2040)

	Year						Total Change (2015-2040)	
	2015	2020	2025	2030	2035	2040	#	%
City of Burien	13,937	15,483	16,784	17,818	19,288	20,896	6,959	50%
King County	1,400,430	1,480,309	1,544,032	1,599,187	1,715,836	1,875,067	474,637	34%
Region	2,165,116	2,289,202	2,393,319	2,491,543	2,694,732	2,981,498	816,382	38%

Source: PSRC Land Use Vision (LUV.2 Dataset), April 2017

Based on parcel data for the Urban Center study area, there are approximately 5,817 employees in the study area. Figure 9 shows employment in the Urban Center by employment density, or the number of employees per acre. The map shows that most of the Urban Center study area parcels have employment. Most employment in the Urban Center is less than 50 employees per acre, with a higher ratio in Burien Plaza (Safeway site), and the Transit Center. Within the Urban Center, most of the existing employment is retail (45%) followed by office (27%).

Figure 9: Existing Employment, Burien Urban Center



Source: UrbanFootprint, analysis by MIG

HOUSING

Housing availability and affordability are major issues facing the region and are a primary topic for the city. The city-wide median household income is approximately 38 percent less than the King County average (Table 6). At the same time, the median value of owner-occupied homes in Burien is 40 percent less than the King County average. According to PSRC, the median resale price of single-family homes has increased from $430,000 in 2008, to $672,700 in the first quarter of 2018. Similarly, average rents in King County have increased over the past decade, from $1,015 in 2010 to $1,617 in 2017.[3]

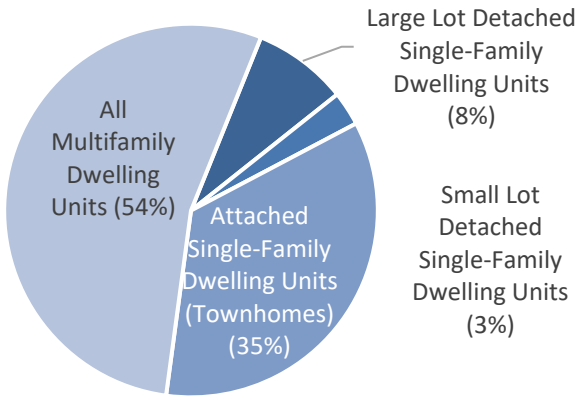
Table 6: City and County Household Income and Housing Values

	Burien	King County
Median Household Income	$60,732	$83,571
Median Value of Owner-Occupied Housing Units	$318,800	$446,600

Source: ACS 2017 5-Year Estimates

There are a total of 1,621 dwelling units in the study area based on existing parcel data. Though the Urban Center contains many single-family homes, most of the housing in the Urban Center is multi-family (54%), with attached single-family homes comprising 35% (Figure 10). Only 11% of housing is single-family.

Figure 10: Existing Housing by Type, Burien Urban Center



Source: UrbanFootprint, analysis by MIG

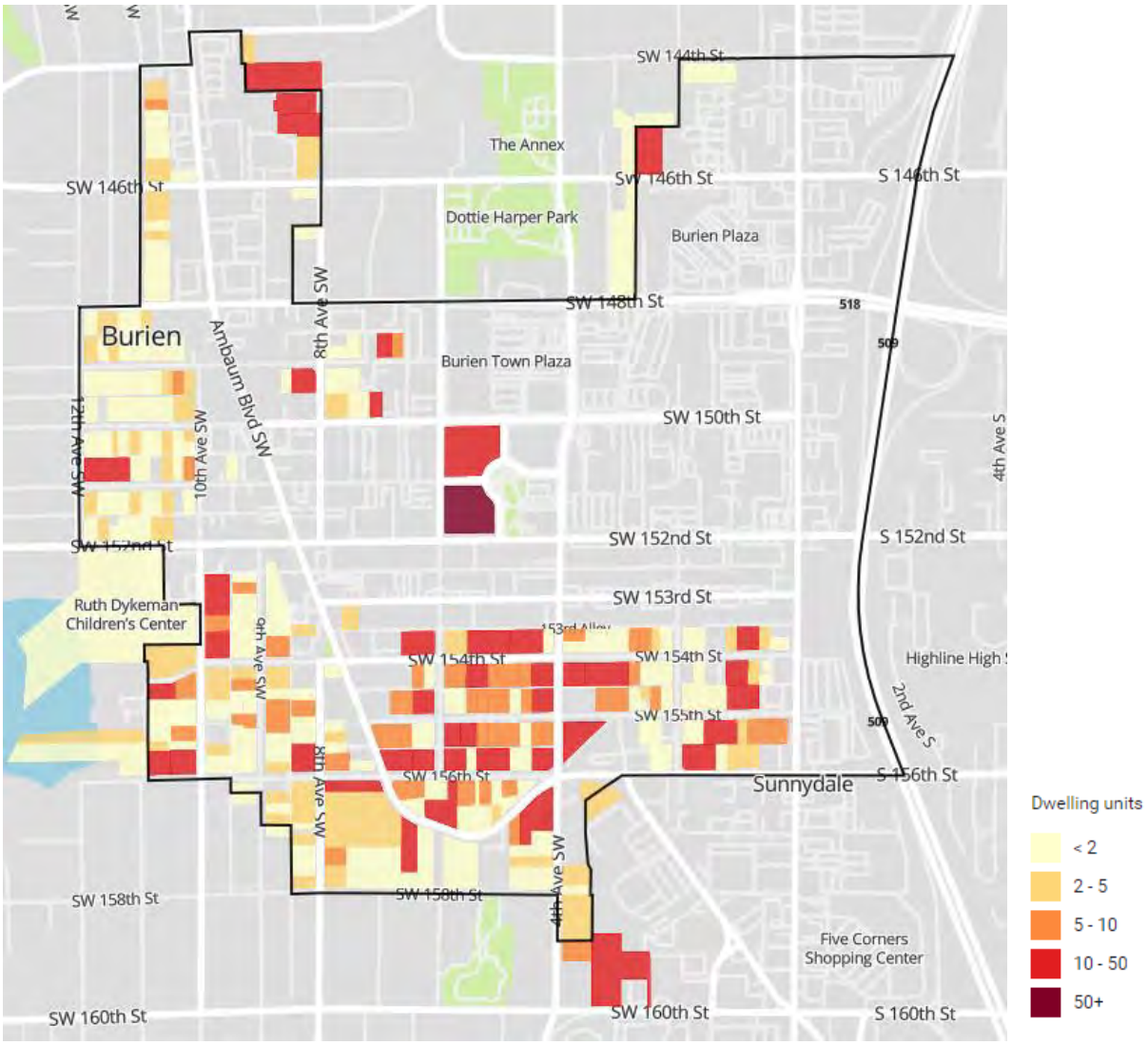
VISION 2040 calls for an improved balance between the location of jobs and the location of housing within the region. The existing ratio of housing to jobs in centers will vary, but regional growth centers have an average of four jobs for every housing

[3] PSRC Regional Data Profile: Housing

unit. Based on Burien Urban Center's 1,621 households and 4,369 jobs, there are 2.7 jobs for every housing unit, slightly lower than the average.

Figure 11 shows the location of existing residential density by parcel. The darker color (50 dwelling units/acre and greater) represents the highest density development, while the lighter color (less than two units/acre) represents lower density development. As shown below, most of the study area lacks housing and most of the existing housing is south of 152nd Street. Town Square also provides housing at the center of the study area, and there is lower density housing west of Ambaum Boulevard.

Figure 11: Existing Dwelling Units, Burien Urban Center



Source: UrbanFootprint, analysis by MIG



5. Urban Growth Centers Framework

The Washington State Growth Management Act calls for coordination between local, regional, and state planning efforts. Within the central Puget Sound region, State law requires PSRC to certify that regional transit plans, countywide planning policies, and local comprehensive plans conform to VISION 2040; the multicounty planning policies. Certification is also a requirement to apply for regional funding, or to proceed with any project that is part of the Regional Transportation Improvement Program.

URBAN GROWTH CENTERS CRITERIA

PSRC provides guidance and criteria to ensure conformance with the regional vision and goals for growth, including urban centers. Table 7 outlines key criteria used as a basis for evaluating urban growth centers. Activity units are one of the major factors and are based on the total sum of population and employment in the Urban Center study area, divided by the total acreage of the study area. The minimum required is 18 activity units per acre, with a goal to achieve a minimum of 45 activity units per acre.

Table 7: Urban Growth Center Designation Criteria

Category	Criteria
Existing density (min.)	18 activity units per acre
Planned target density (min.)	45 activity units per acre
Mix of uses (planned)	15% residential and employment (min.)
Size (acres)	200-640

Category	Criteria
Other:	• Existing or planned frequent/all-day bus service • Evidence of future market potential to support planned target • Serves as important destination for county • Planning to accommodate significant growth

Source: Regional Centers Framework Update (March 2018)

As defined by PSRC, the planned target density is based on the city's adopted growth target and the allocated portion to the center. To meet these targets, the planning area must have enough zoned development capacity to adequately accommodate the targeted level of growth. The project team will address potential capacity during the next phase during alternatives development and analysis.

Table 8 summarizes existing activity units in the Burien Urban Center study area. Based on the existing population and employment numbers calculated by MIG, the Burien Urban Center has 27 existing activity units per acre. To reach the minimum goal of 45 units per acre, an additional 18 units per acre would be needed in addition to existing levels.

Table 8: Burien Urban Center Activity Units

			Activity Units		
Acres	Population	Employment	Total	Per Acre	Min. Needed for 45/acre
353	3,560	5,817	9,377	27	18

Source: UrbanFootprint, MIG

Note: Totals are based on gross acreage of the Urban Center study area.

In addition to housing and employment targets, PSRC requires local jurisdictions to adopt mode-split goals for regional centers. The Comprehensive Plan (Policy TR 1.2.3) calls for a 10% reduction in mode split for Downtown Burien by 2030. Based on data from the City's Transportation Master Plan, the project team will identify mode-split goals for the Urban Center during the next phase of the study. This information will guide development of the alternatives and ensure that potential growth scenarios are directly linked to the multi-modal transportation network envisioned by the city.



6. Regulatory Compliance and Data Gaps

Burien's Urban Center Plan will require compliance with state and regional requirements for planning with consideration of many different factors. Burien must comply with State Environmental Policy Act (SEPA) rules through the Growth Management Act, as well as PSRC's checklist for regional (urban) centers. This section covers necessary requirements to bring the Urban Center Plan into alignment with state and regional requirements, followed by next steps in the study process.

STATE GROWTH MANAGEMENT ACT

Environmental review is required for cities planning under the Growth Management Act which involves a government "action" such as an urban center plan (as defined in SEPA rules). This review allows for the City and State to better understand potential impacts of development during the planning stage, rather than the development review stage. Following this process, future development proposals that are consistent with the EIS do not require additional SEPA review.

The City developed an EIS as part of the Comprehensive Plan process in 1997, with an addendum for the Downtown Plan in 1999 to address potential impacts and changes from County land use policies. The 1997 EIS analyzed redevelopment in the downtown area with a maximum building height up to six stories. However, analysis completed by King County previous to the Comprehensive Plan resulted in a preferred alternative for buildings up to 12 stories in the same general area addressed in the 1999 Downtown Plan.

As a result, the City did not complete a new EIS as part of the Downtown Plan. The City relied on the initial EIS information and analysis to address potential impacts of the planned action for Downtown. State rules (RCQ 43.21C.034 and WAC 197-11-

600) allow use of existing documentation if the planned action does not substantially change the analysis of significant impacts and alternatives in the existing environmental document.

During the next phase of the Urban Center Plan process, the City and consultant team will develop different potential development scenarios or concepts for the Urban Center study area that could result in changes to zoning. As was the case during the 1999 Downtown Plan process, the City may not need an entirely new EIS for the Urban Center Plan depending on the preferred alternative that will be identified after additional analysis. The consultant team will compare the preferred scenario identified in the next phase with existing zoning to better understand whether additional analysis will be needed. In addition, additional coordination with the SEPA representatives should occur following review of the alternatives to ensure consistency with state requirements and to confirm necessary documentation.

REGIONAL PSRC CHECKLIST

In additional to SEPA review, PSRC's Regional Center Plans Checklist (updated in March 2018) provides a list of topics that must be addressed in the Urban Center Plan. The checklist is designed to serve as an aid to highlight key provisions that should be addressed as policy and plan updates and amendments are being prepared. Plans can demonstrate consistency without necessarily checking off each and every item listed on the checklists. In other words, other approaches and provisions may be appropriate and acceptable.

The following provides a summary of checklist items (abbreviated for clarity), addressing whether each item will be developed as part of the Urban Center Plan; referenced from another adopted or existing plan or study; or whether there is insufficient information and further study will be required. The summary includes findings from PSRC's periodic review of existing City policies conducted in March 2016.[4]

Vision

One of the primary aspects of the Urban Center Plan is to develop a community-supported vision for future growth and development. The vision will serve as the basis for the development of alternatives, and ultimately the preferred alternative presented during final adoption of the Urban Center Plan. The vision will also be informed by relevant Comprehensive Plan policies, Vision 2040, and countywide planning policies.

[4] PSRC Plan Review Report & Certification Recommendation, City of Burien Comprehensive Plan, March 31, 2016

	Urban Center Plan	Other plan or study	Further study required
A vision that describes the role of the center with the city, county, and region, and also addresses a commitment to compact, pedestrian, and transit-oriented development	●		
Describes the relationship with the Comprehensive Plan, Vision 2040, and countywide planning policies	●		

Environment

The City recently updated its Park, Recreation & Open Space Plan in 2018. The plan establishes goals and recommendations for parks and recreation services across the city, as well as any critical/environmentally sensitive areas. The Urban Center Plan will use this information to inform and encourage accessible open space as desired by Vision 2040. The Urban Center Plan will also incorporate policies and programs outlined in the Comprehensive Plan for stormwater management and air pollution and greenhouse gas emission reduction. However, any impacts from potential zoning changes or adjustments to uses and residential density will require additional study. In addition, the City should develop a stormwater management plan for the Urban Center.

	Urban Center Plan	Other plan or study	Further study required
Parks and open space		●	
Critical/environmentally sensitive areas		●	
Stormwater management		●	●
Air pollution and greenhouse gas emission reduction		●	●

Land Use

The Urban Center Plan will rely on the existing boundary established previously by the City. Based on this area, the Plan will identify housing and employment growth targets based on the City's adopted Transportation Master Plan and develop assumptions and recommendations for the land use mix. The City developed design standards for Downtown in 1999 that will require refinements following adoption of the Urban Center Plan. The Downtown Mobility Study and Transportation Master

Plan also provide standards related to pedestrian-friendly, transit-oriented development that will be referenced in the Urban Center Plan where necessary.

	Urban Center Plan	Other plan or study	Further study required
Defined boundary	•		
Residential and employment growth targets	•	•	
Description of land use mix	•		
Design standards for pedestrian-friendly, transit-oriented development		•	•

Housing

The Urban Center Plan will outline existing housing conditions, as well as future target housing units through development of the preferred land use concept and by achieving the target number of activity units. This information will stem from housing targets identified in the Transportation Master Plan. Following adoption of the Urban Center Plan, the City will conduct a comprehensive housing needs analysis.

	Urban Center Plan	Other plan or study	Further study required
Existing and targeted housing units (20-year planning period)	•	•	
Provisions for housing and density mix	•		•
Strategies for housing targets and goals			•

Economy

The Urban Center Plan will address the economic and residential role the center plays within the City of Burien. The Plan will reference relevant policies of the Comprehensive Plan and Economic Development Strategy.

	Urban Center Plan	Other plan or study	Further study required
Key sectors and industry clusters		•	
Economic development policies		•	

Public Services

The Urban Center Plan will provide an overview of capital facilities, including public and semi-public facilities and services, based on interviews with local service providers as well as any planned projects identified by the City. Additional information related to financing future capital facilities will be needed following adoption of the Plan.

	Urban Center Plan	Other plan or study	Further study required
Identify local capital plans and financing that are consistent with growth targets		•	•

Transportation

VISION 2040 emphasizes the importance of integrated transportation and land use planning in urban centers. The recent Transportation Master Plan and Downtown Mobility Study identify existing conditions, policies, and recommendations to improve this integration, and to achieve a multi-modal transportation system. The Urban Center Plan will reference key elements of these documents, as well as identify mode-split goals to achieving a multi-modal system.

	Urban Center Plan	Other plan or study	Further study required
Integrated multi-modal transportation network and mode split goals	•	•	
Relationship to regional high-capacity transit		•	
Complete street, context-sensitive design, and “green streets”		•	
Transportation system management and demand management		•	

NEXT STEPS

This summary highlights available data and information that will form the foundation of growth alternatives that will occur in the next phase. The planning team will make any necessary adjustments to the data provided in this summary following review. Using these refinements and the emerging community vision for the Urban Center, the planning team will work with the City to begin the alternatives and analysis phase in Spring 2019. The community, advisory committee, and city leaders will have an opportunity to shape these alternatives and identify the preferred alternative for future growth in the Urban Center in late Summer 2019.

B

COMMUNITY CONVERSATIONS SUMMARY

COMMUNITY CONVERSATIONS

The City of Burien and MIG (the project team) conducted five interviews with individuals that have interest and insight related to the Urban Center Plan. The purpose of these meetings was to better understand existing conditions and future opportunities and challenges within the urban center study area and in the larger region in general. These conversations also helped build awareness of the Urban Center Plan and broaden involvement in the planning process by connecting to different networks.

The project team held the interviews on February 7 and 8, and March 7, 2019 at the Burien Library, City Hall, and at local businesses. The City helped identify potential participants based on the target audiences identified in the Public Involvement Plan, including:

- Local Hispanic/Latino businesses
- Local non-Hispanic/Latino businesses
- Developers/investors
- Neighborhood representatives
- Public or community-based organizations

Outcomes from these conversations are an important part of the larger community involvement effort that will help inform the planning process. There are several in-person and online opportunities occurring throughout this process that will collectively form the desired future vision for Burien's urban center.

Summary

The following summary paraphrases all responses for brevity and to ensure anonymity and candor. The summary includes map notes created during the discussions. Responses are not presented in any particular order and are organized around 10 common topics:

- General
- Opportunities
- Challenges
- Identify
- Development Regulations

- Transportation
- Parking
- Land Use
- Urban Design
- Models

GENERAL

- Burien has everything needed to stay and explore in town without leaving.
- 20 min drive to downtown Seattle.
- Rents are better than Seattle.
- Great business diversity.
- Everyone is concerned about homelessness as a unifying issue.
- Appealing to people's humanity and that there are a lot of families that are in trouble.
- Ride share, light rail have influenced changes in behavior.
- Keep process transparent and clear to community.
- No planned gas upsizing or new projects. Gas network in Downtown is good. Growth is often directly driven by customer request for when extending system.
- Use an array of outlets to reach non-English speakers, including Facebook and the radio. Attend meetings such as Empresarios (1st Wednesdays) or parent's talk (3rd Thursdays).
- A bilingual school program, similar to Madrona.

OPPORTUNITIES

- 153rd to 156th is the opportunity.
- Natural areas and topography could be beneficial.
- Festival/Walking street.
- Five corners has apartments.
- What about a clean and safe program?
- Good schools are driver.
- Highline School District is great. This is a good selling point for residential development. District Headquarters is in Burien (15733 Ambaum Blvd). Maybe there's a future opportunity to build something through a bond with and office component?
- Airport is going to put off some office demand.
- Luring quick trips from the airport, especially for business meetings.
- Dollar Tree/Grocery development/B of A site. Good site.
- Ambaum has a lot of capacity for gas utility.
- 152nd has better connections.
- Close 153rd between 4th and 6th? Make 153rd a closed pedestrian street to create activity.
- Ambaum is ripe for change. Much more comfortable than 1st.
- Pocket parks.

- Create a festival street for events, including multi-cultural events, that changes venues/location around Downtown.
- Tin Room , Classic Eats, 909, Menzos all have good foot traffic, good customer base.
- Opportunities to work remotely (e.g. work in coffee shop) Grand Central is great space.
- Dottie Harper Park isn't well used, very wooded, could be a good location for close by greenspace.

CHALLENGES

- There is no activity in Downtown on weekends or after work hours. Some businesses close on Sundays.
- Transit station has no restrooms. People are trying to use tenants restrooms.
- Utilities are an issue through some larger parcels where utility lines cut through the site (Safeway).
- 148th is tough for pedestrians.
- Need to promote businesses on 153rd. It's somewhat of a dead space.
- Homeless outreach is essential. Panhandling, particularly at the Safeway, is a challenging.
- Fix 1st Avenue, it's a hodgepodge of uses.
- Affordability is a crisis. How do you deal with that?
- Lease rates higher on 152nd than 153rd.
- Commercial leases are increasing and there is some uncertainty about future of leased spaces.
- Poor communication from property owners to business owners leasing space.
- Communication and follow-through is poor on programs such as Art Walk.
- Communication about city-wide or area activity among small businesses including minority-owned businesses is lacking.
- Biggest issues are about views from NIMBY.
- High schoolers don't really come down here.
- Ambaum is the divider.
- Night life is lacking. Perception of safety (put up lights).
- Longer term lease of retail sites limit timeframe for redevelopment.
- Housing and workforce housing is a major issue/need. Affordable housing is a big issue – Ambaum could be a good location for affordable housing.

IDENTITY

- There is no common identity today.
- Burien has a friendly, small town feel.
- Seattle is too expensive. Burien has good parking, neighborhood feel, more space, good access.
- Cute and has a community feel. People are looking for an open community.
- People care a lot about Burien's identity.

- Burien used to be too quiet – had bad reputation "rat city" compared to White Center which has more going on.
- Demographics are changing and Burien will be a place to accept change.
- Burien never had a center.
- Old Burien has a common identity.
- Programs and events make the urban special unique.

DEVELOPMENT REGULATIONS

- Need to have a negotiated agreement to streamline approvals – not all allow council review.
- Not everything should require approval from City Council.
- Density needs to be higher to make projects pencil. Town square is going in the right direction. Need to build more units to justify land costs.
- Incentives for density bonuses.
- Control bulky apartments that look like products found everywhere.

TRANSPORTATION

- Highway 509 being connected to I-5 is a big deal. How do you make this a gateway?
- Tie 2nd Ave to 152nd avoid bus activity near transit center. Buses-traffic study to figure this out to make it functions better.
- Look more broadly to see connections to the neighborhood.
- Need wayfinding.
- Need more bike lanes.
- 8-12 foot sidewalks essential.
- Prefer tabled intersections.
- Burien is walkable.

PARKING

- Parking is changing, but even with the clicklist of shopping people will still park to pick their own items.
- Along 153rd, on street parking is mostly employees – not customers. Some using parking for transit park-and-ride.
- Need to consider how higher densities affect parking requirements. With transit and rideshare etc., parking will change.
- Parking is a sticking point – 1.8 stalls/unit. Increased bonus density and height but didn't change parking requirements.

LAND USE

- Ambaum and 152nd should be the hot spot, but why isn't it?
- Need civic spaces.
- Not a lot of spaces to hear music. Need restaurants and bars.
- Lot of Air BnBs that are successful. Hotel isn't the only solution – need flexible spaces, food/bar, etc.
- Some Latino restaurants on 153rd.
- Need a small business incubator, especially for minority-owned businesses.
- Better uses for the park adjacent to the community center.
- Would like to see some space of beauty.
- Need flexible/all seasons space.
- Need an event space.
- Need options for music/entertainment – Black Zia near 153rd and 6th.
- Community space needed, such as indoor/outdoor recreation space.
- Opportunity for family uses and activities.
- Multifamily would need to take place with any commercial pad redevelopment. Infill would need to be multifamily.
- 1st Ave. has too much variety but the auto stores provide good revenue for city.
- Flex office space/Wework.
- Micro apartments.

URBAN DESIGN

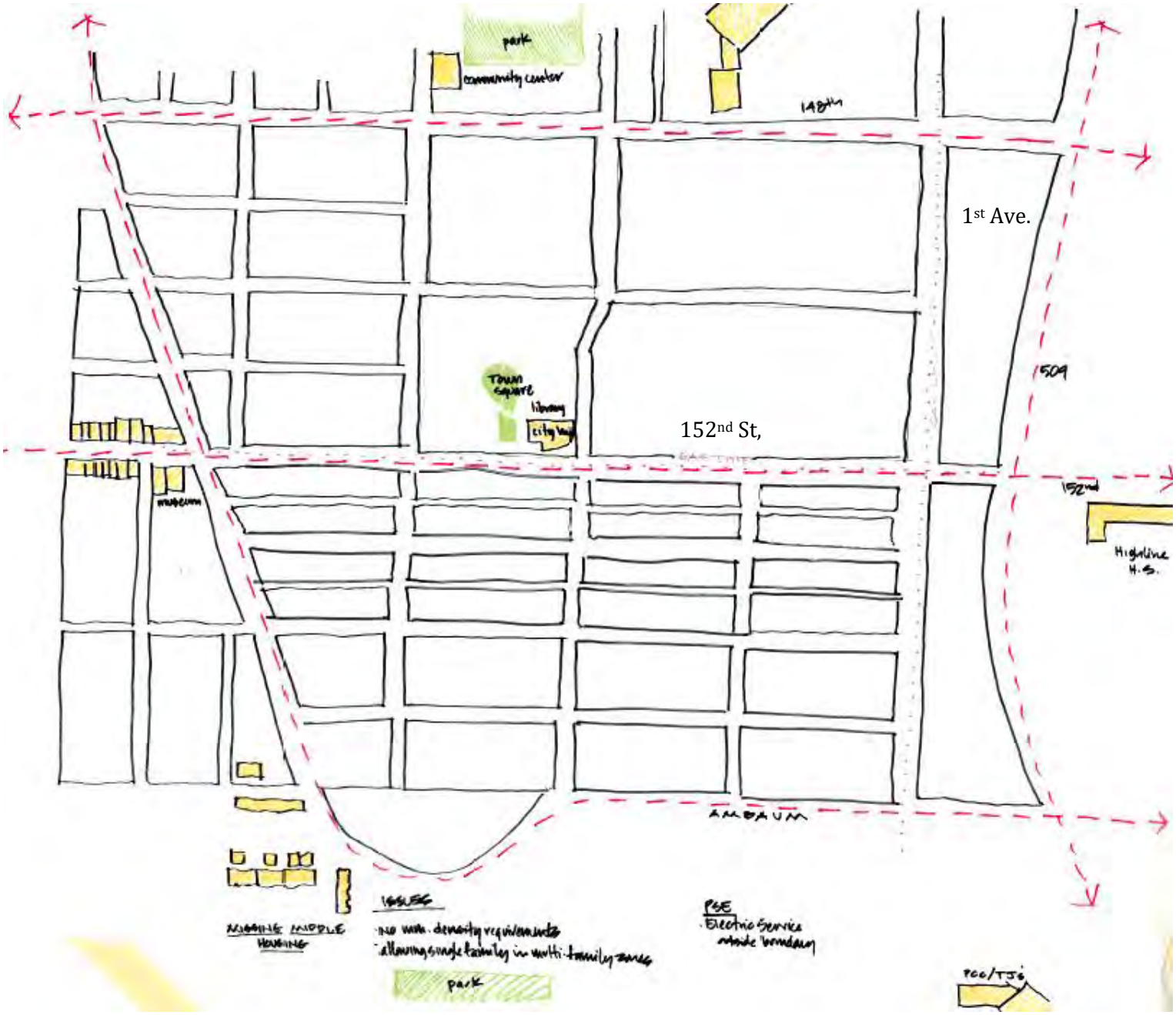
- Walkability is key. Need to have it go somewhere. People want places to be and gather. Need storefront, glazing and interest.
- Need strong store frontage. Kirkland might be a good example.
- Transit oriented development-increase density near stations.
- Lighting parks, adding bathrooms.
- People concerned blocking view, keeping skyline the same.

MODELS

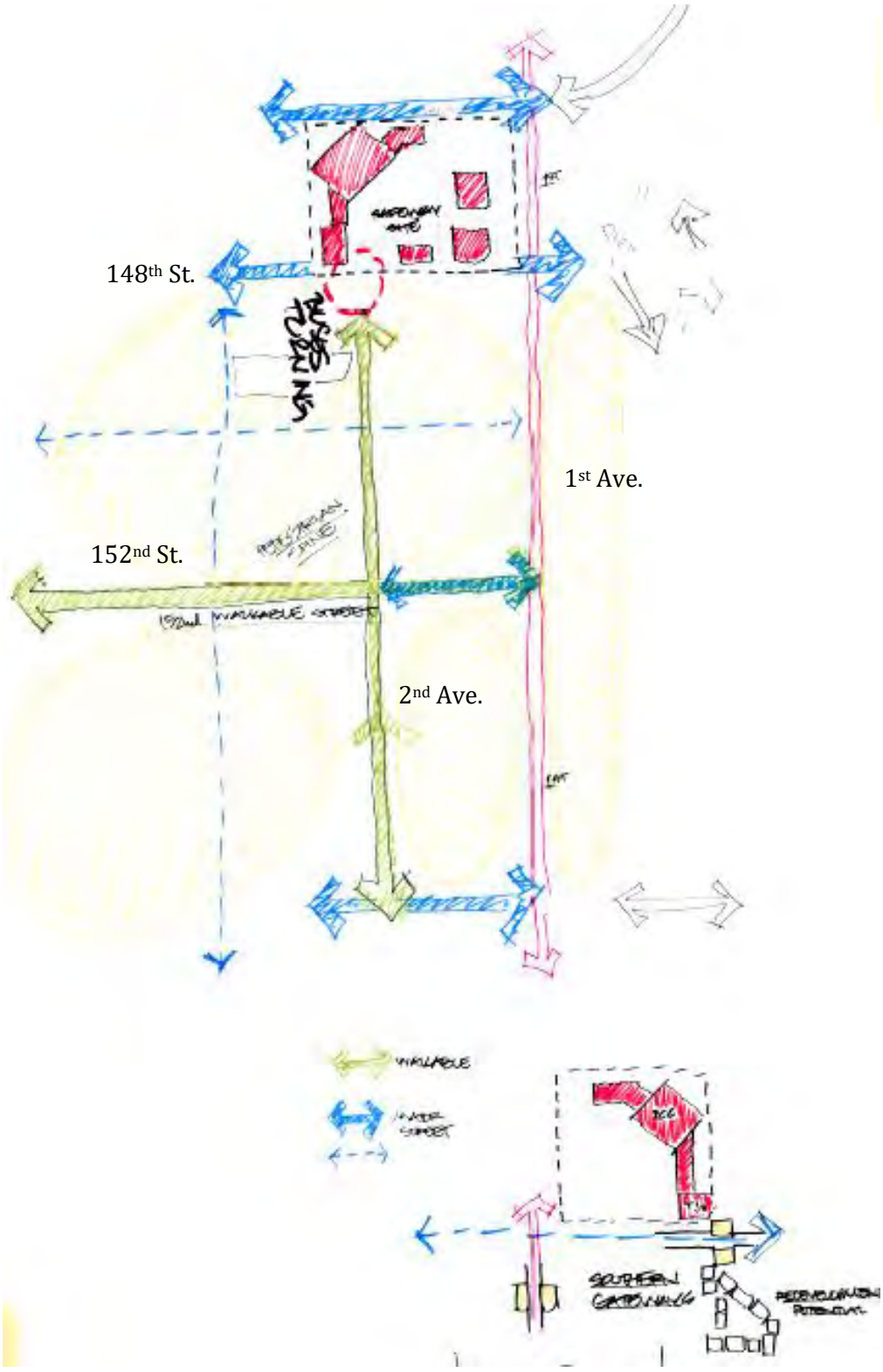
- **Kirkland** might be a good example.
- **The Village at Totem Lake** with the right scale, active uses, and greenspace.
- **Bellevue** has imposed through block connections and public space. Bellevue has good code overall (other than parking and code flexibility).
- Look at San Pedro Market in **San Jose**. Food truck attached to Farmers Market and Makers Market.
- **Bellevue** increased FAR, **Seattle** allowed fee in lieu to allow housing.
- **Bad examples:** Places that have grown too fast or are unaffordable including Fremont and Capitol Hill.

Map Notes

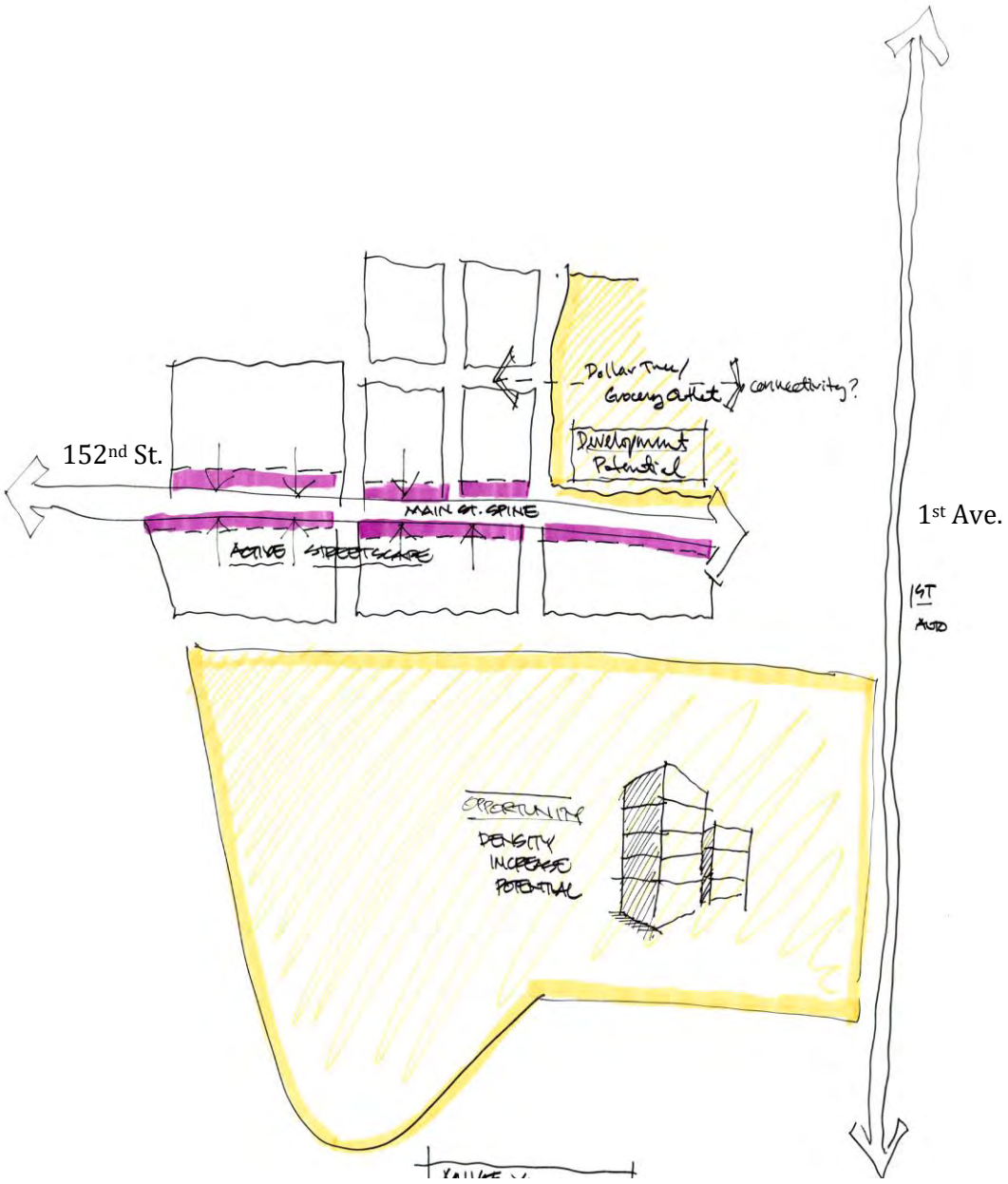
The following images are scanned maps with notes taken during the interviews. Each map is from a separate interview.



Key Connections, Land Uses, and Block Sizes

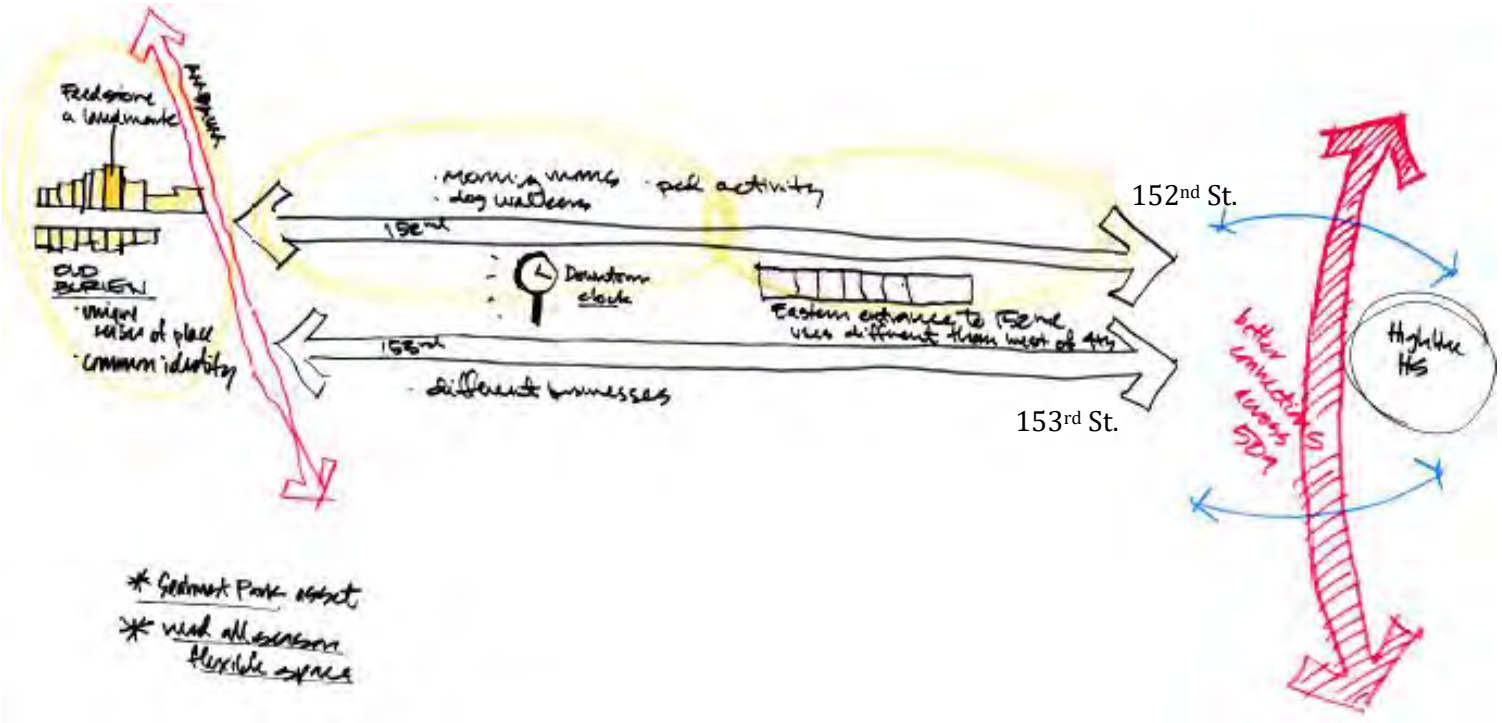


Key Connections and Land Uses



Key Connections and Land Uses

Ambaum



Key Connections and Land Uses



Key Opportunities

C

VISION SURVEY SUMMARY







Urban Center Vision Survey Summary

May 29, 2019

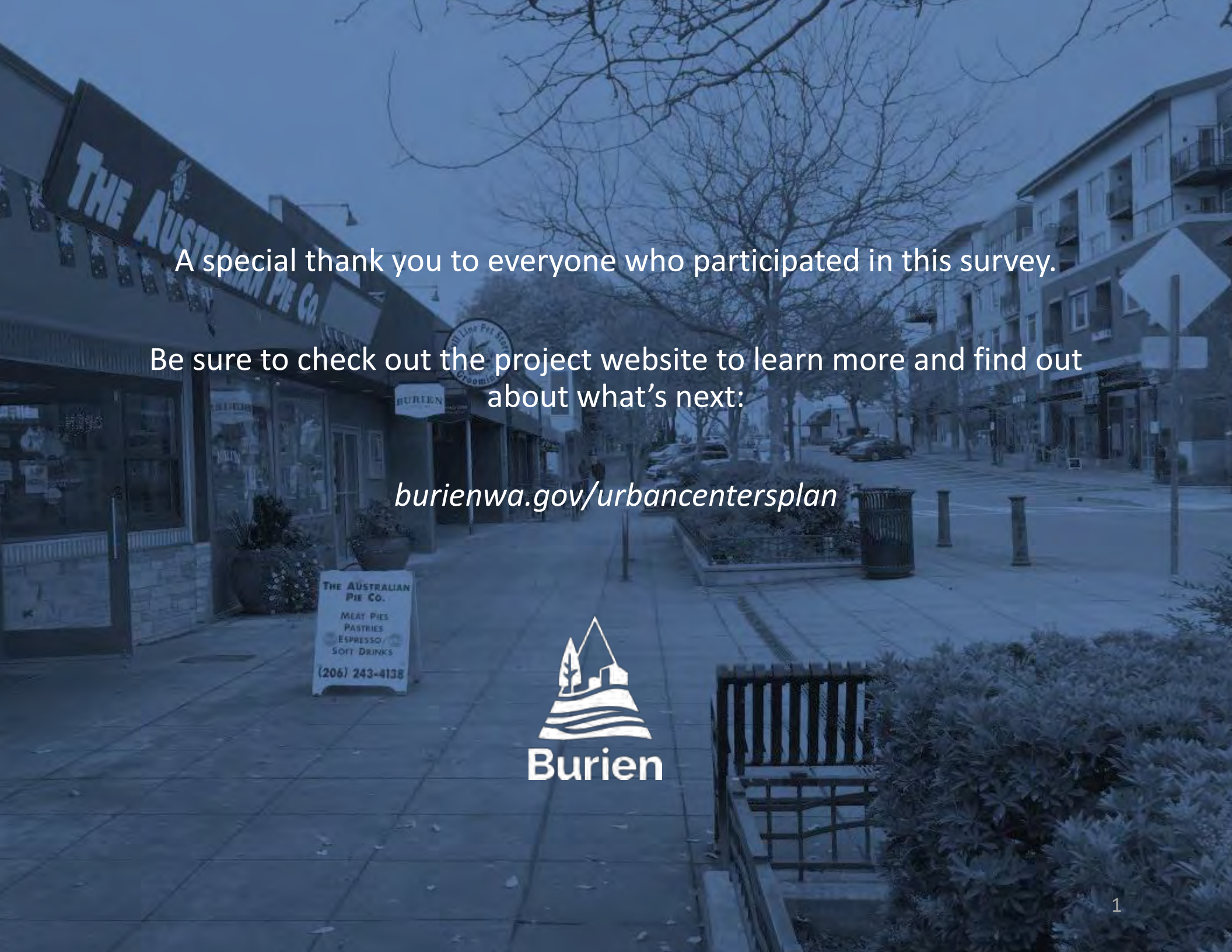
City of Burien
Urban Center Plan

Burien

Prepared by



www.migcom.com



A special thank you to everyone who participated in this survey.

Be sure to check out the project website to learn more and find out about what's next:

burienwa.gov/urbancentersplan

Burien

Introduction

From March 6, 2019 through March 29, 2019, the City of Burien used an interactive map-based survey to gather information about existing conditions and future opportunities for the future of Burien's Urban Center.

When combined with outcomes from other community engagement activities from the study process, the survey results will help shape the future vision for the Urban Center.

Advertising the Survey

A major goal of this survey was to hear from a wide representation of the community through a tool that is convenient and engaging, allowing participants to respond at their own pace and provide as much information as desired. Participants accessed the online survey through a link on the project website.

The City of Burien advertised the online survey through many different channels to maximize awareness of the project and participation in the plan process:

- Project interview participants and the project Advisory Committee
- Social media posts on the City's Facebook page
- Printed fliers
- Local news media

Survey Overview

Place-based questions (represented by a “pin” or line placed by respondents on the online map) indicated where people go, how they get there, and what challenges and ideas they have along the corridor. This allowed respondents to place as many pins and/or lines as needed. Responses to multiple choice questions provided further clarity on location responses, as well as several open-ended “other” questions that allowed for additional detail.

Result Totals and Percentages

This summary provides percentages based on the total number of responses for each question. For many questions, the survey allowed respondents to select multiple responses. Therefore, the total number of responses for each question may vary. For questions requesting feedback via pinned locations on the map, each respondent could place as many pins as needed. Questions associated with these pins are reported based on the number of pins placed, not the total number of respondents.

It is important to note that this survey is one of several methods for collecting input from the Burien community. The results of all public involvement efforts will be considered together to balance the relative advantages and disadvantages of each.

Responses and Demographics

There were a total 447 visitors to the survey link, with 272 respondents that provided 2,459 map responses.

Less than half of respondents (44%) provided responses to the demographic questions. Of those that provided demographic information:

- Most (81% or respondents) were age 35 and older;
- Most identified themselves as Caucasian/White (89%); and
- Most have lived, worked, or gone to school in the area for more than ten years (53%). Approximately 30% have lived, worked, or gone to school in the area for five or fewer years.

Summary Sections

This summary includes two sections and an appendix:

- **A. Key Findings:** Overarching findings from maps or graphs for all questions.
- **B. Results:** Maps show the location of placed pins as well as “heat maps” that highlight locations with a greater number of responses.
- **Appendix: Open-Ended Responses:** Write-in responses to the open-ended questions and “other” responses.



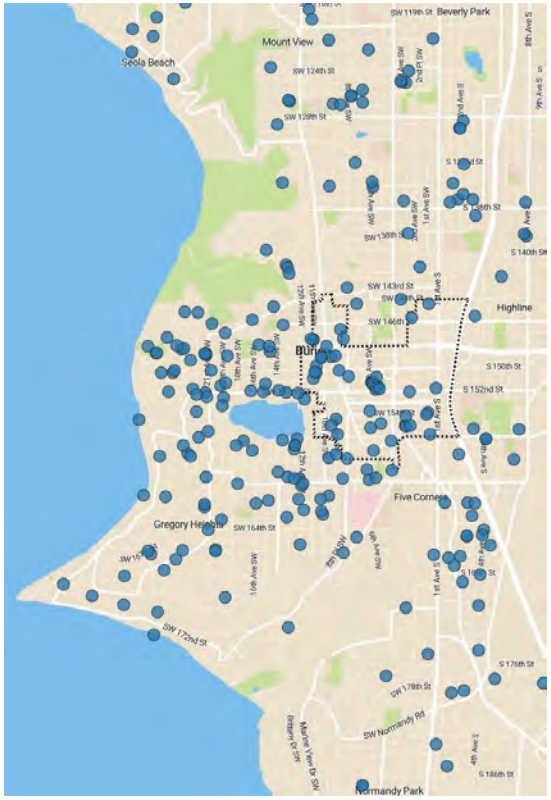
A. KEY FINDINGS

1. Where do you live, work, or go to school?

- When asked “where do you live” the results show that respondents were generally well distributed throughout the study area and around Burien. This includes respondents that live in Town Square, along Ambaum Boulevard, and between 152nd and 156th streets. There were also many respondents that live outside of the study area.
- Of respondents who work in the study area, most work locations are along 152nd and 153rd streets, and near Ambaum Boulevard.
- Of respondents who attend school, most go to school just outside of the study area, especially St. Francis of Assisi School.

1. Where do you live, work, or go to school?

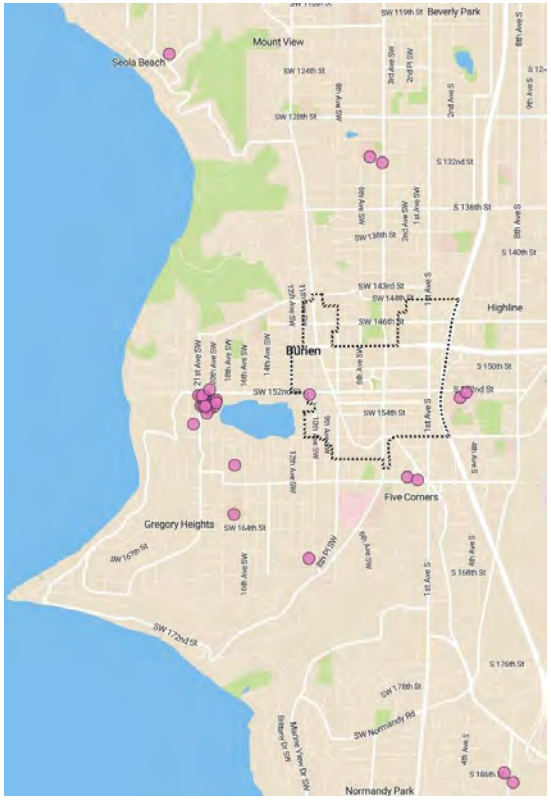
Live



Work



Go to School



2. Where is your favorite place in our urban center?

- The majority of respondent's favorite places are located along 152nd Street, especially in Old Burien, Town Square Park, and the Library. There were also several favorite places along 153rd Street.
- Respondents enjoy the urban center primarily to get something to eat or drink (68% of responses) and/or meet people or hang out (50% of responses). (*Figure 1*)
- Fewer respondents have favorite places to get personal services/support, for entertainment, or to shop or buy groceries in the Urban Center.
- Common themes from the open-ended responses also included popularity of events, festivals, and the farmers market.

2. Where is your favorite place in our urban center?

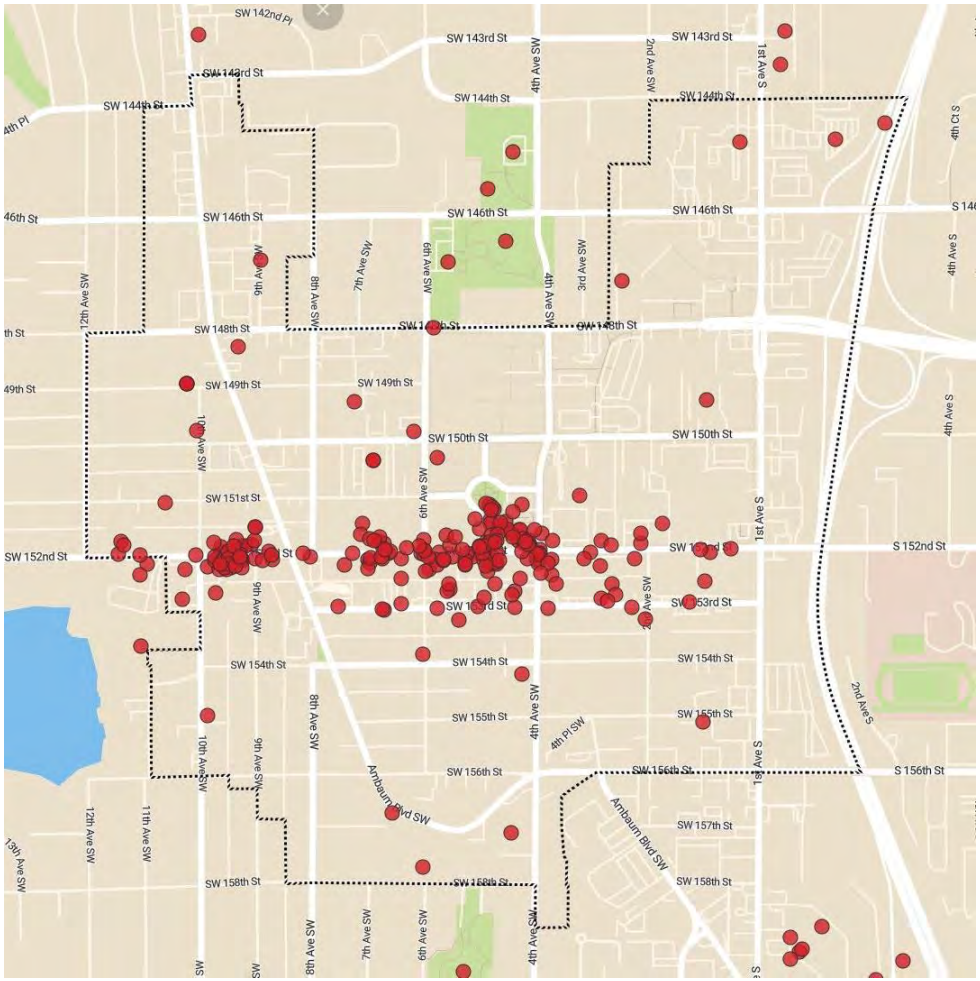
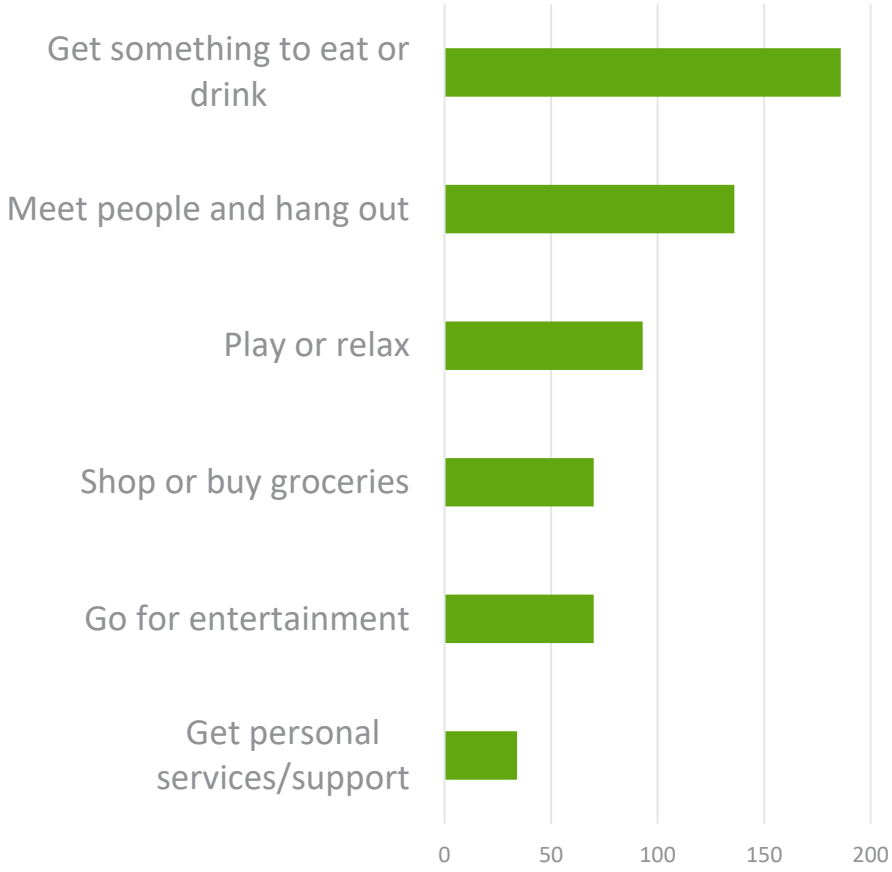


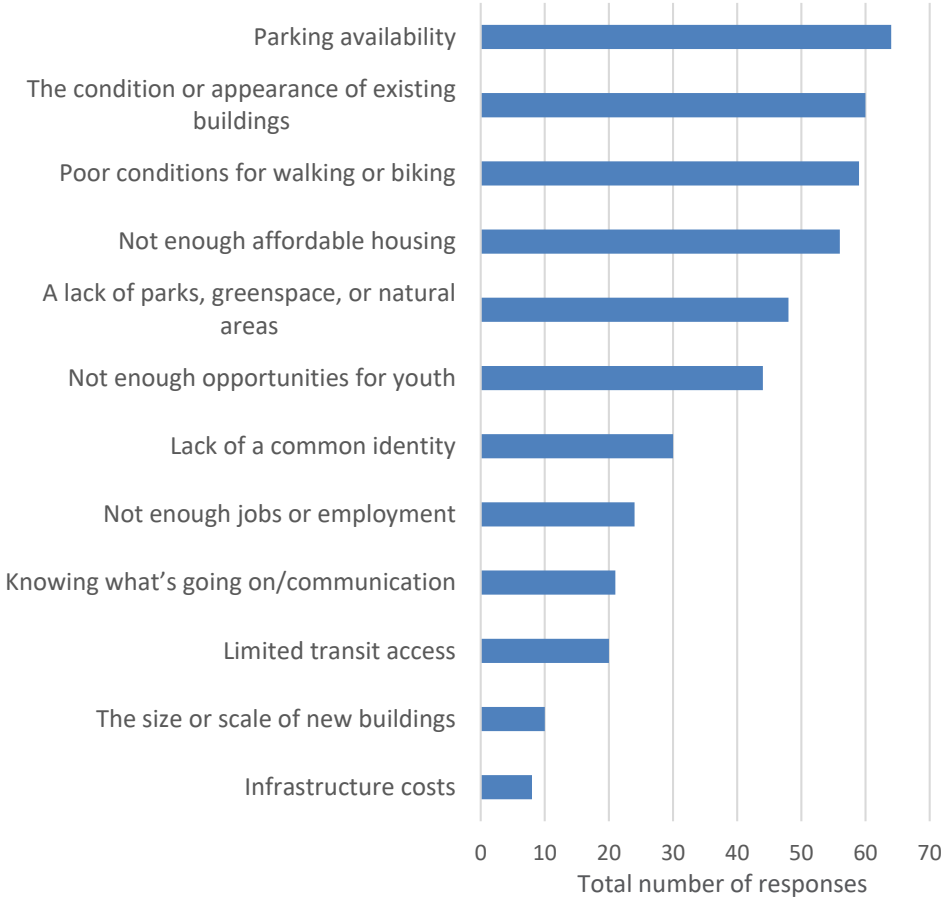
Figure 1: This place is great because it is where I:



3. What are the top issues facing our urban center?

- Transportation-related categories (parking and conditions for walking or biking) are two of the top three issues. (*Figure 2*)
- Not enough affordable housing is also a top concern.
- Top open-ended responses included concerns about safety and homelessness.
- Infrastructure costs and the size and scale of new buildings had the lowest number of responses.

Figure 2. Choose the categories that best define your issues. (Select up to three)



4. What would you like to see added or improved?

- 153rd Street received the highest concentration of responses to this question.
- The majority of locations where respondents would like to see saving and/or rehabilitating existing businesses or buildings are located along 153rd Street.
- Similarly, many respondents would also like more places to live along 153rd Street. There were also several locations east of Town Square and along Ambaum Boulevard.
- The top responses to improvements in the urban center are transportation-related, including improving the streetscape (40% of responses) and improving conditions for walking and biking (32% of responses). (*Figure 3*)
- Common themes from open-ended responses included reuse/redevelopment, adding more places to live, more/better sidewalks, and a focus on safety.

4. What would you like to see added or improved?

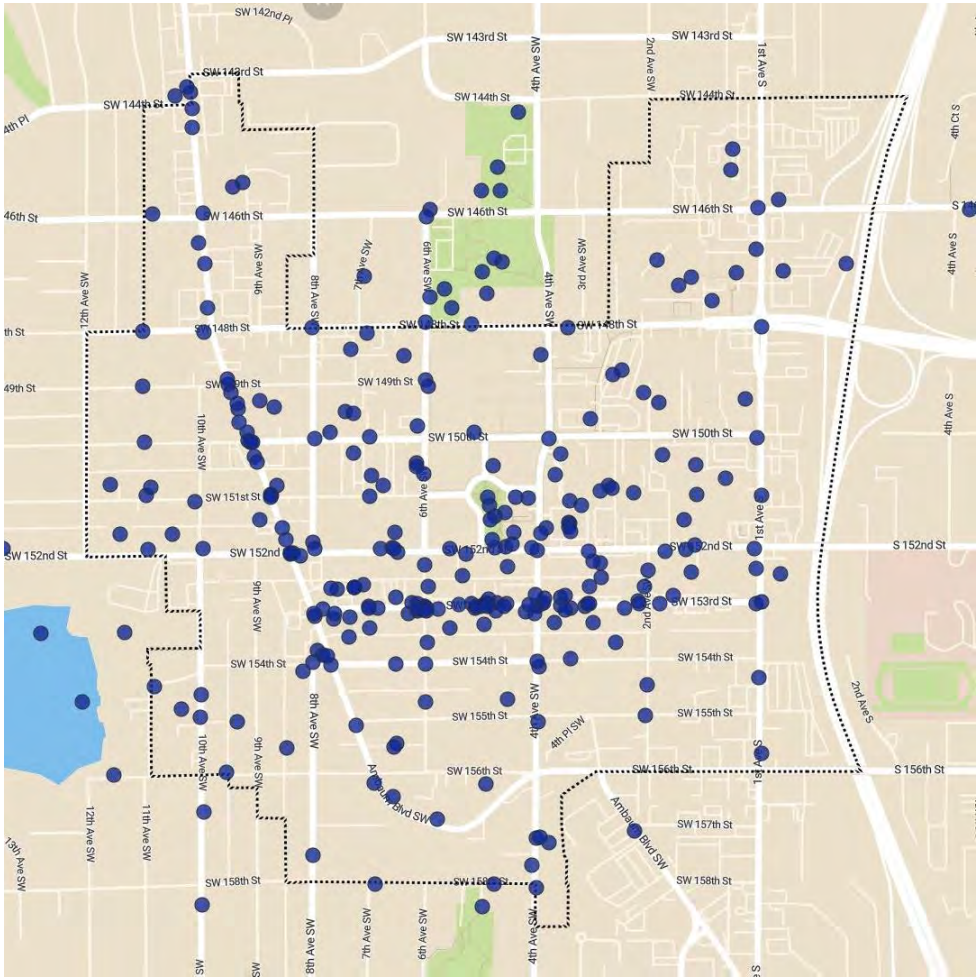
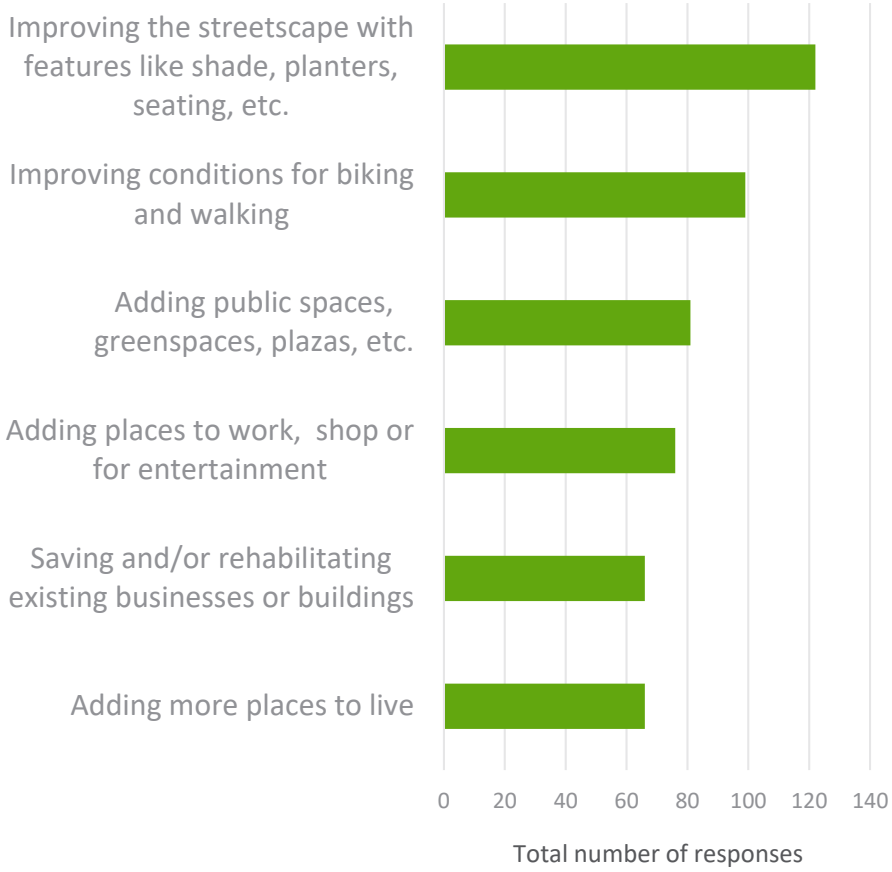


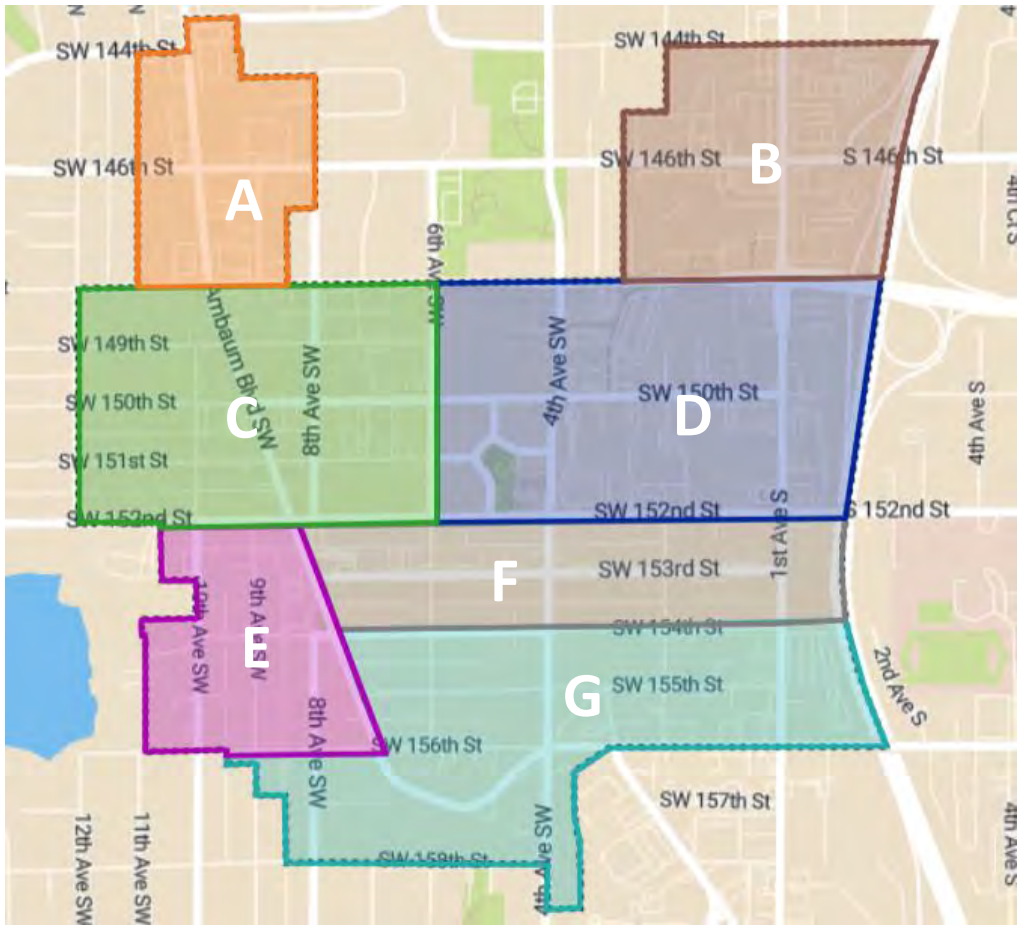
Figure 3: What would you change?



How will our urban center change?

Questions 5 and 6 asked how growth should take place in the following locations, shown at right.

A. Ambaum Boulevard north of 148th Street
B. 1st Avenue north of 148th Street
C. Ambaum Boulevard between 148th and 152nd Streets
D. Town Square to 1st Avenue
E. Ambaum Boulevard south of 152nd Street
F. 152nd to 154th Streets
G. South of 154th Street



5. What is the right type of future growth?

The survey first asked respondents to identify the general land use types that best describe each location in the Urban Center over the next 20+ years using the following general categories:

- Moderate density residential;
- Higher density residential;
- Commercial and employment uses; and
- Mixed uses (vertical or horizontal).

6. What is the right scale of future development?

The survey then asked respondents to identify the maximum building heights for each location in the Urban Center over the next 20+ years using the following categories:

- Lower building heights (up to three stories);
- Moderate building heights (four to five stories);
- Taller building heights (six stories or greater);
- A mix of lower and moderate building heights; and
- A mix of moderate and taller building heights.

The following summarizes responses for both questions by each of the seven locations in the Urban Center (A-G). Section 2 provides map results by land use type and by building scale.

A. How should Ambaum Boulevard north of 148th Street change?

- Mixed-uses
- Moderate density residential
- Lower building heights



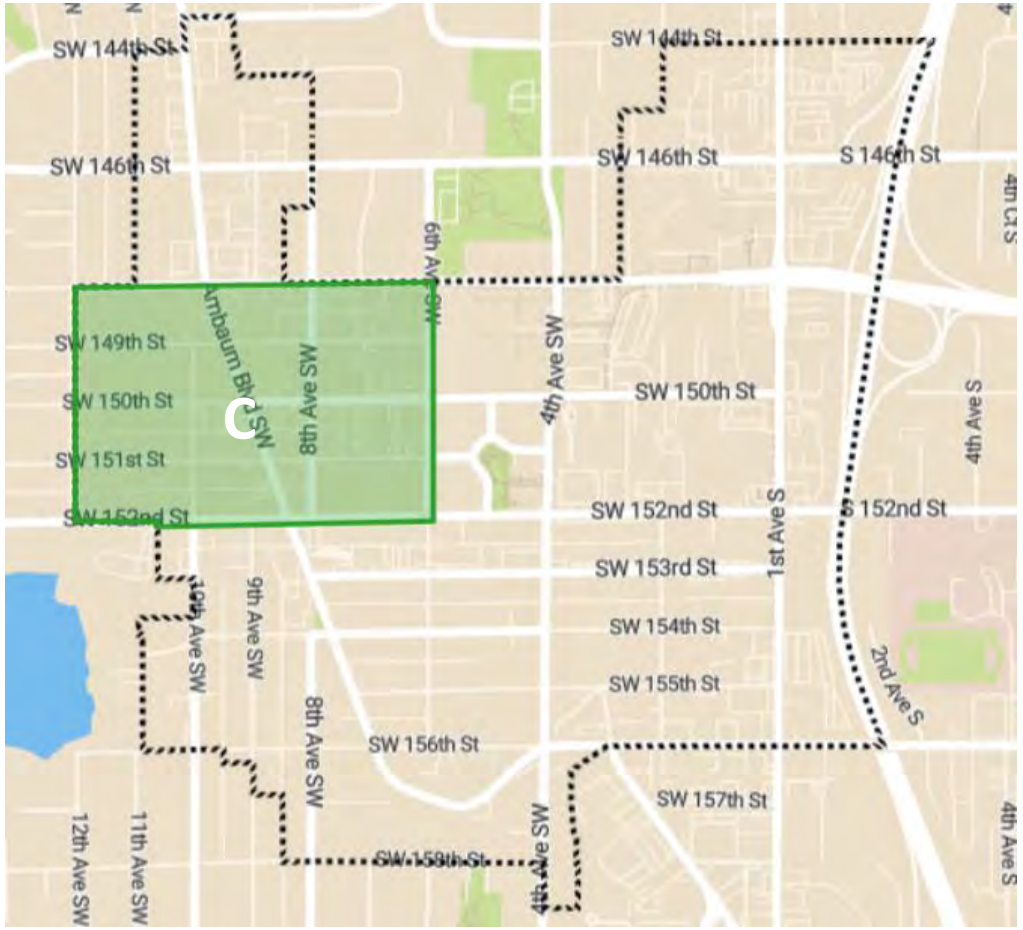
B. How should 1st Avenue north of 148th Street change?

- Commercial and employment uses
- Moderate to higher density residential
- Vertical mixed-use
- A mix of lower, moderate, and taller building heights



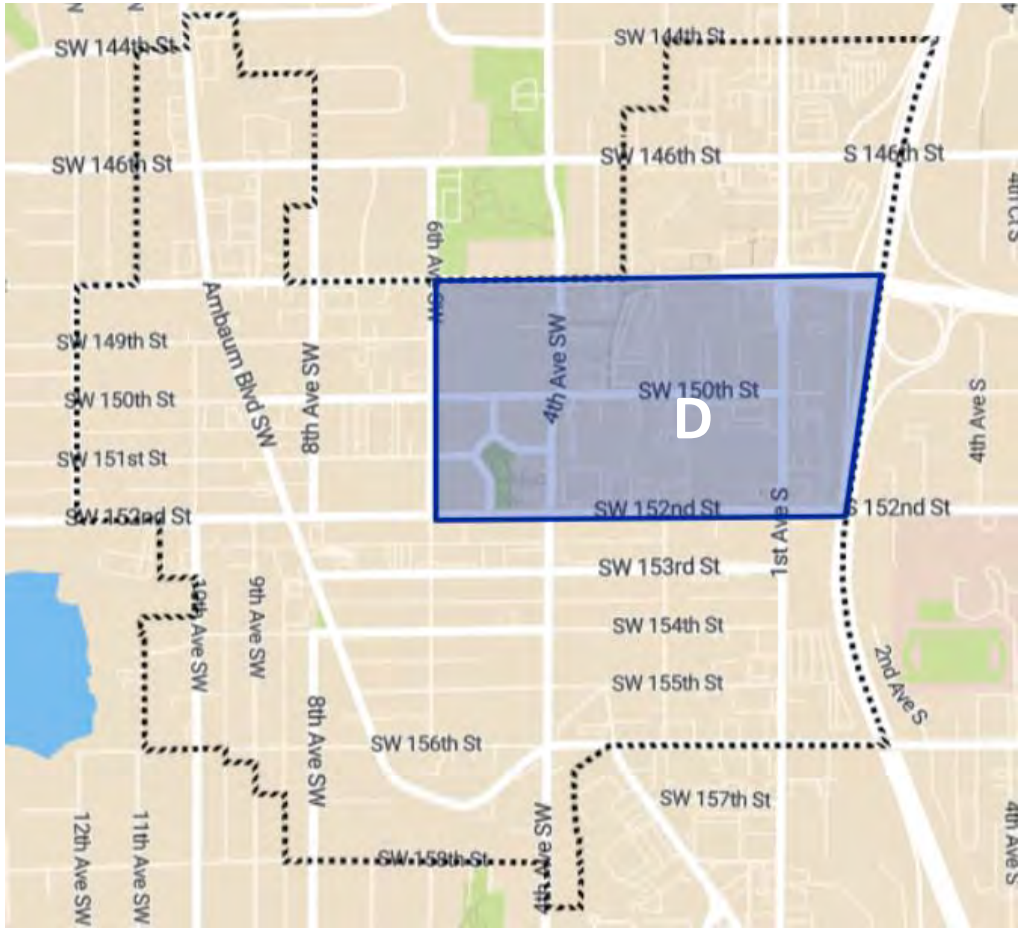
C. How should Ambaum Boulevard between 148th and 152nd streets change?

- Moderate density residential
- Commercial and employment uses
- Vertical mixed-use
- Lower to moderate building heights



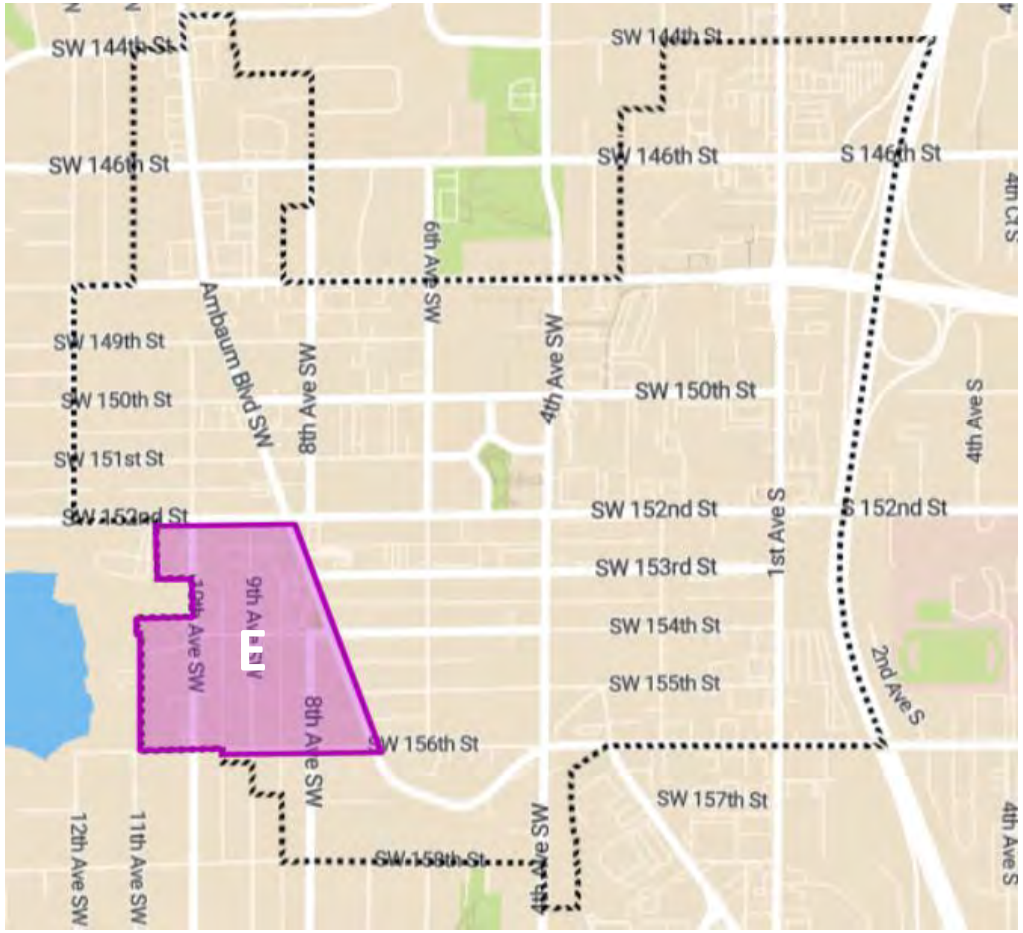
D. How should Town Square to 1st Avenue change?

- Higher density residential
- Commercial and employment uses
- Vertical mixed-use
- Moderate to taller building heights



E. How should Ambaum Boulevard south of 152nd Street change?

- Moderate to higher density residential
- Mixed-uses
- Lower building heights



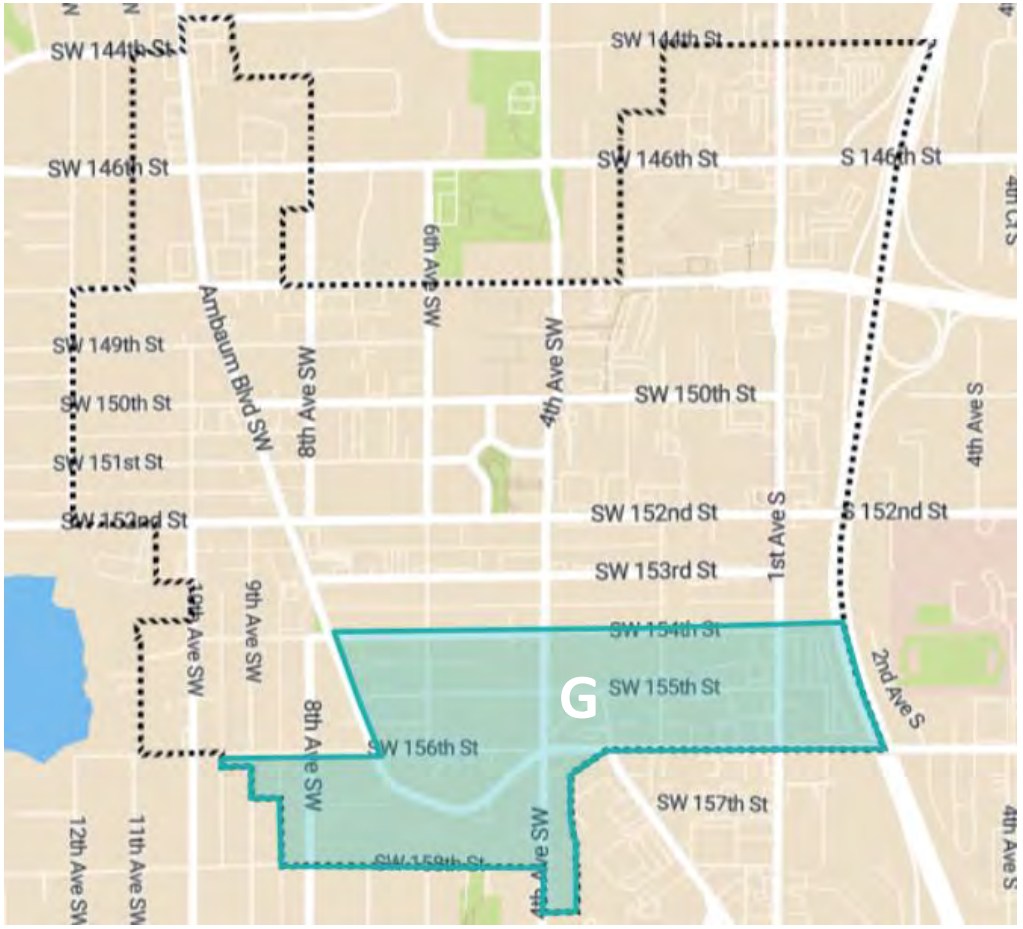
F. How should 152nd to 154th streets change?

- Commercial and employment uses
- Vertical mixed-use
- Lower to moderate building heights



G. How should south of 154th Street change?

- Moderate to higher density residential
- Horizontal mixed-use
- Moderate building heights



Open-Ended Comments Related to Land Use

The final question allowed participants to provide any additional comment or ideas. There were several common themes from the responses related to land use in the Urban Center, including:

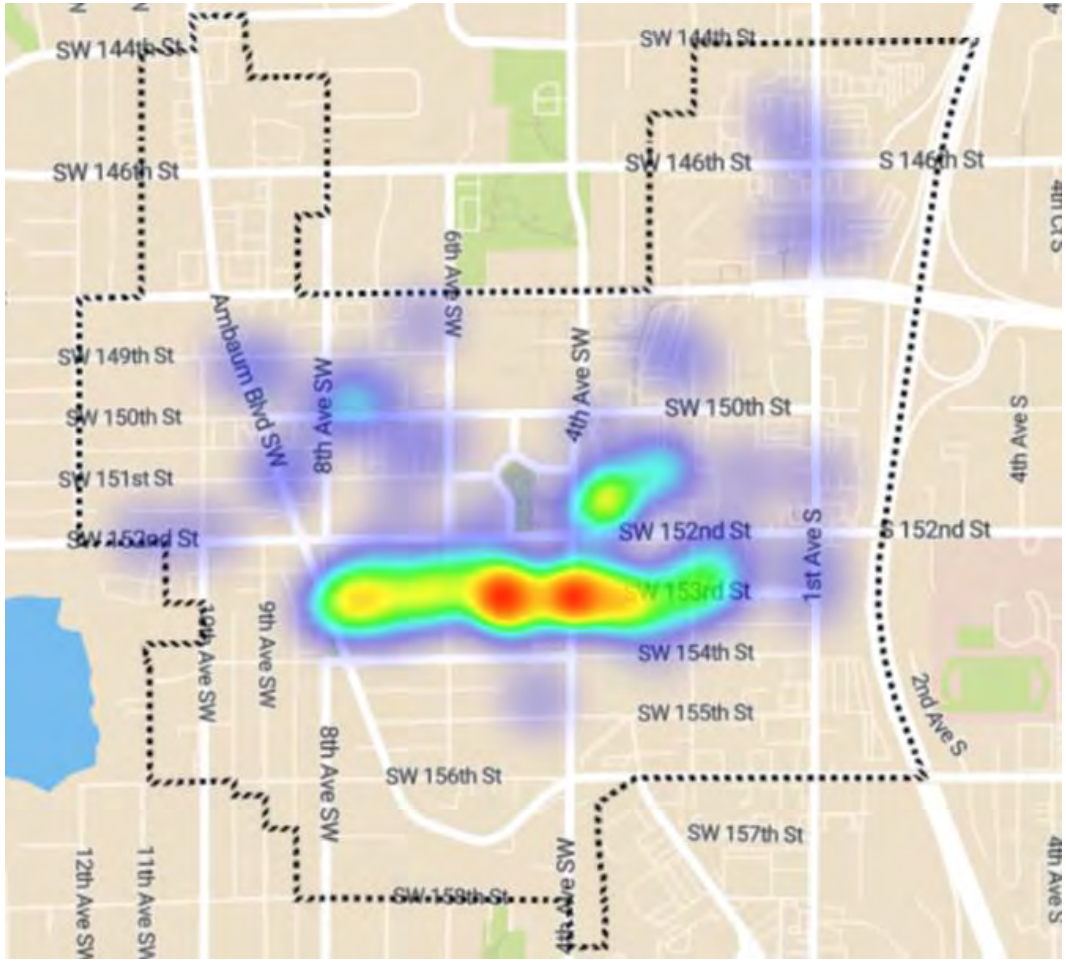
- Redeveloping or improving 153rd Street;
- Transit-oriented and walkable development;
- Denser development or taller buildings and range of housing types;
- Diverse community and local businesses mix;
- Affordable housing; and
- Parks, green spaces, and public amenities.


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B. RESULTS

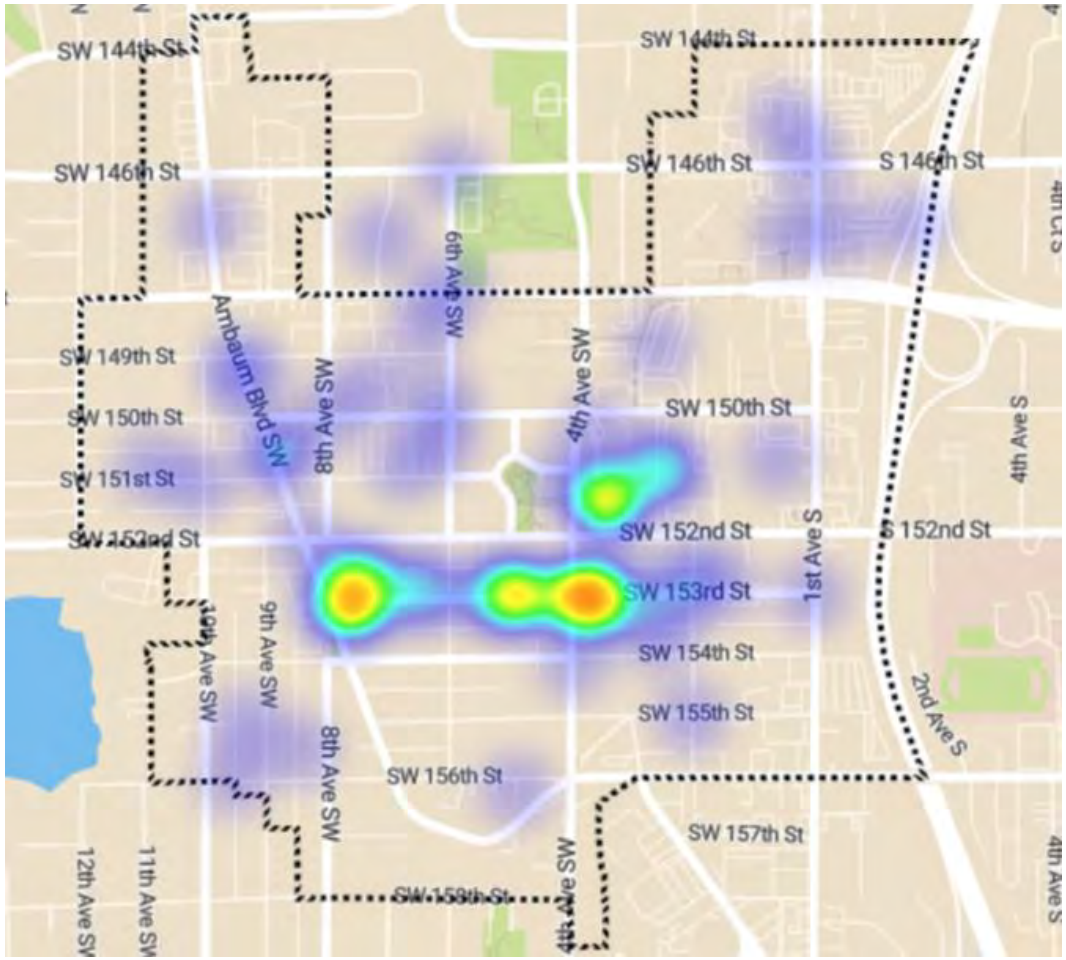
What would you change?

Adding places to work,
shop or for entertainment.



What would you change?

Adding more places to live.



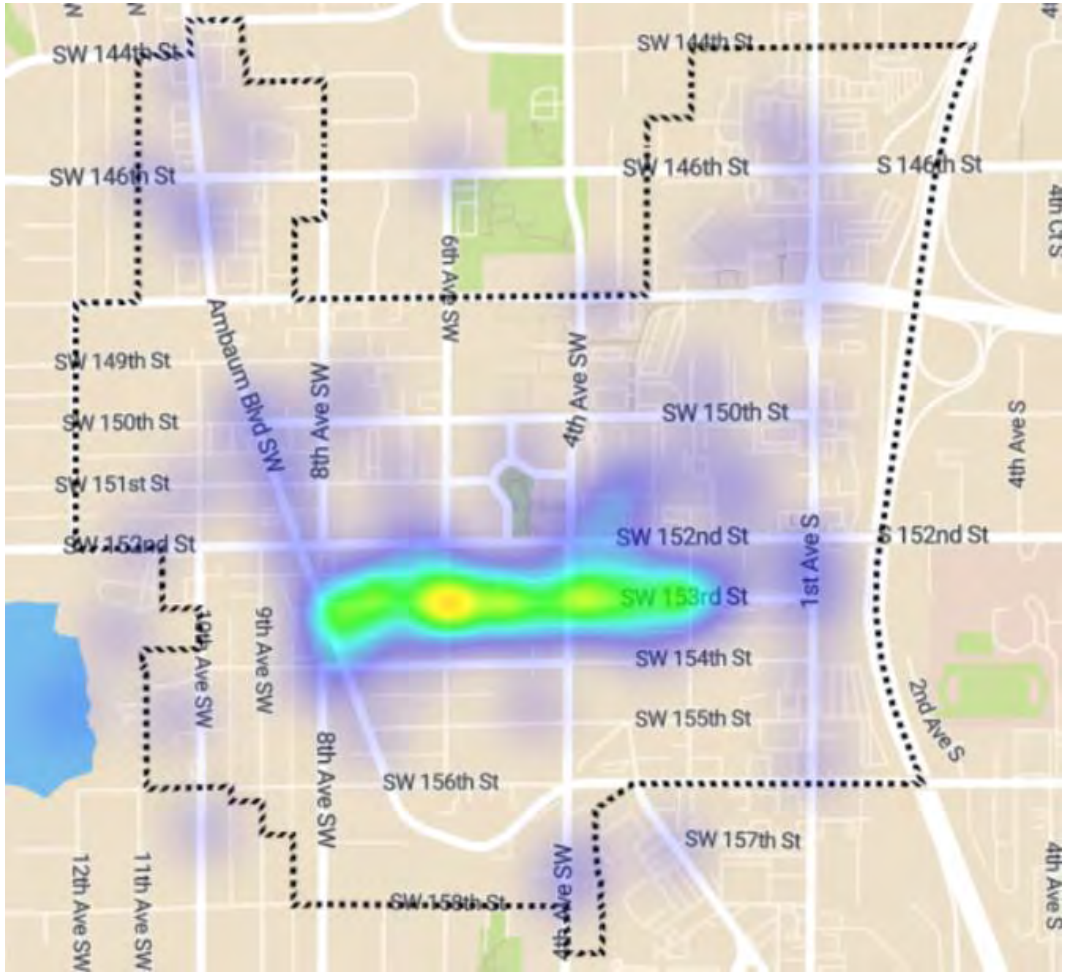
What would you change?

Improving conditions for biking and walking.



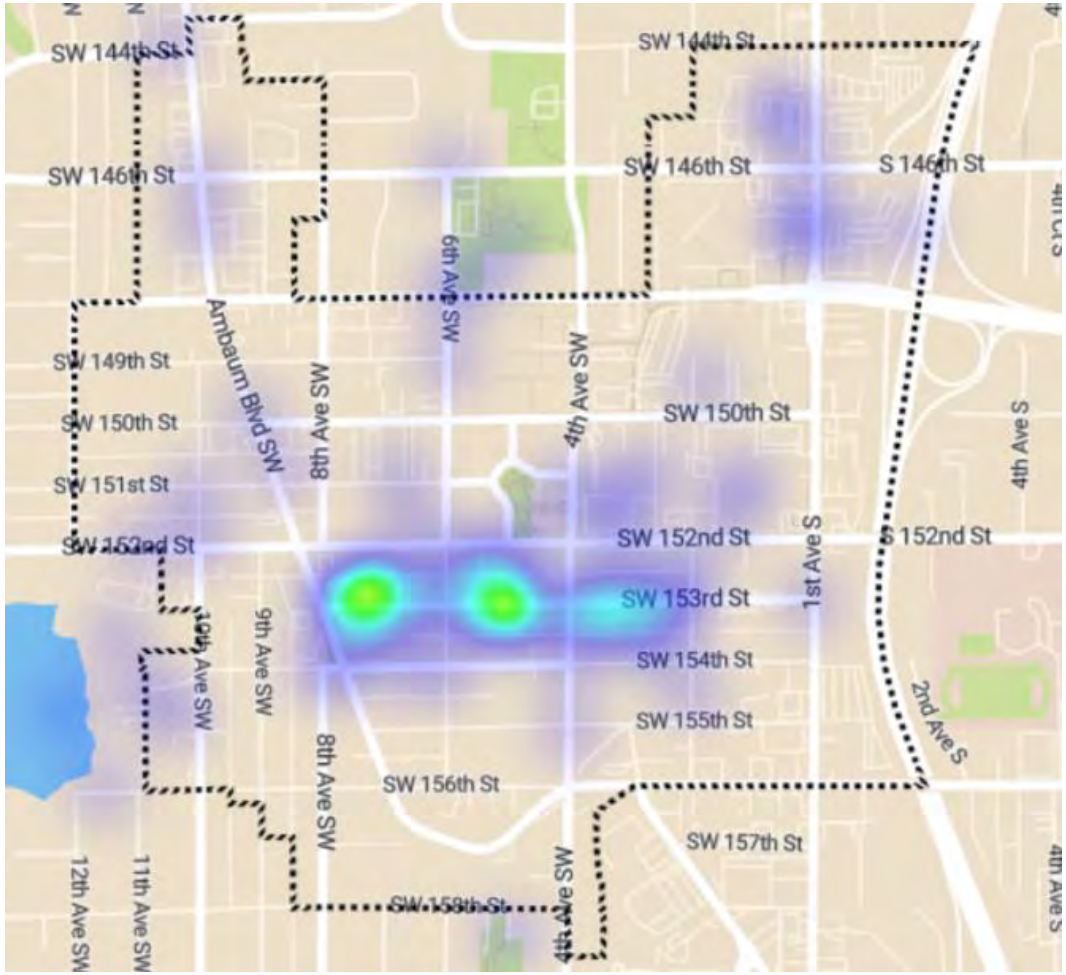
What would you change?

Improving the streetscape with features like shade, planters, seating, etc.



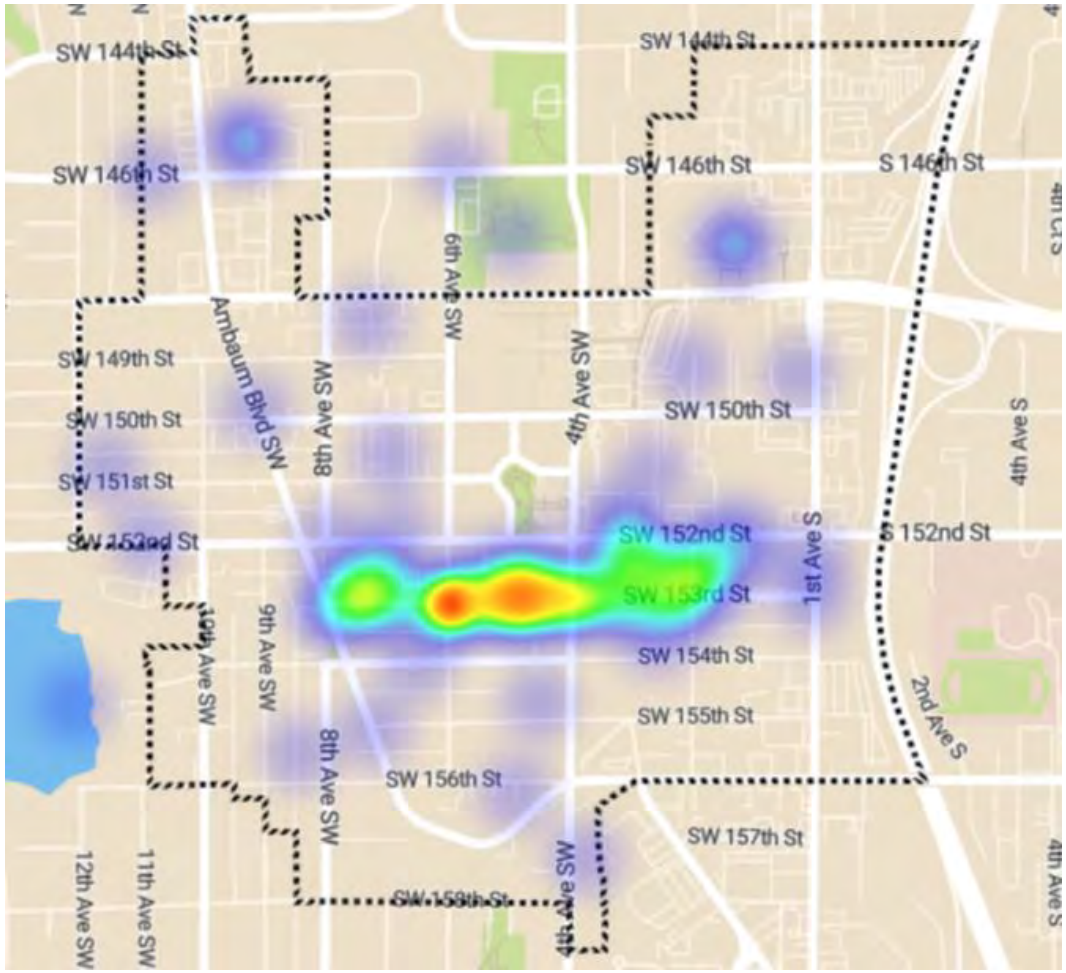
What would you change?

Adding public spaces, greenspaces, plazas, etc.



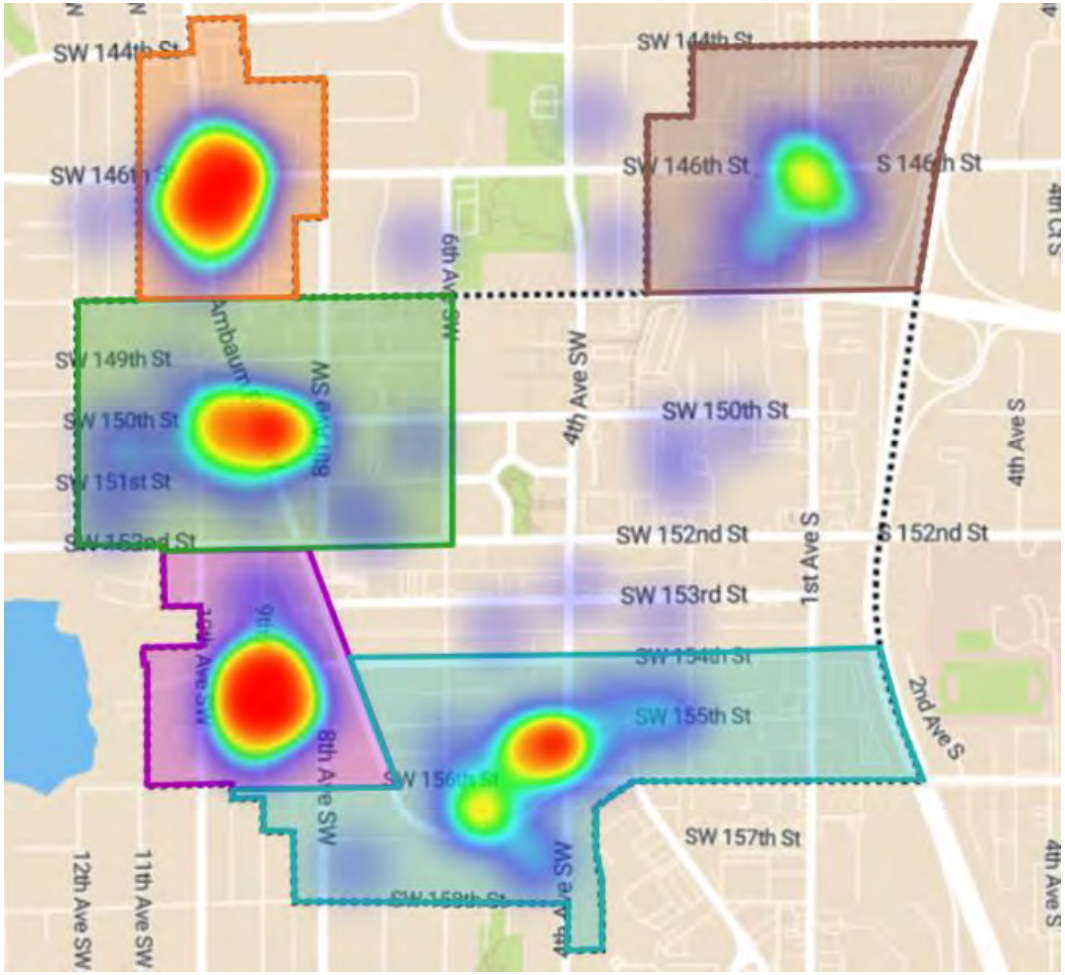
What would you change?

Saving and/or rehabilitating existing businesses or buildings.



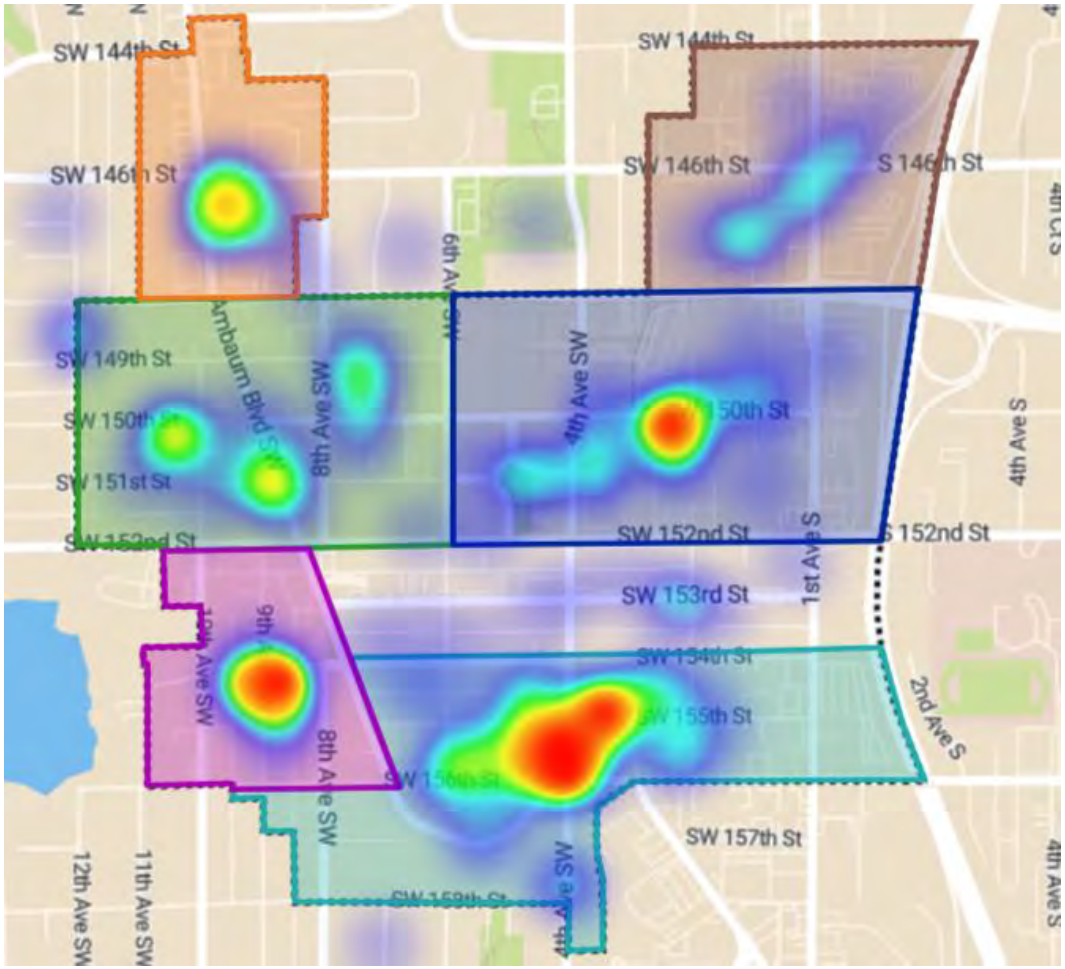
What is the right type of future growth?

Moderate density residential



What is the right type of future growth?

Higher density residential



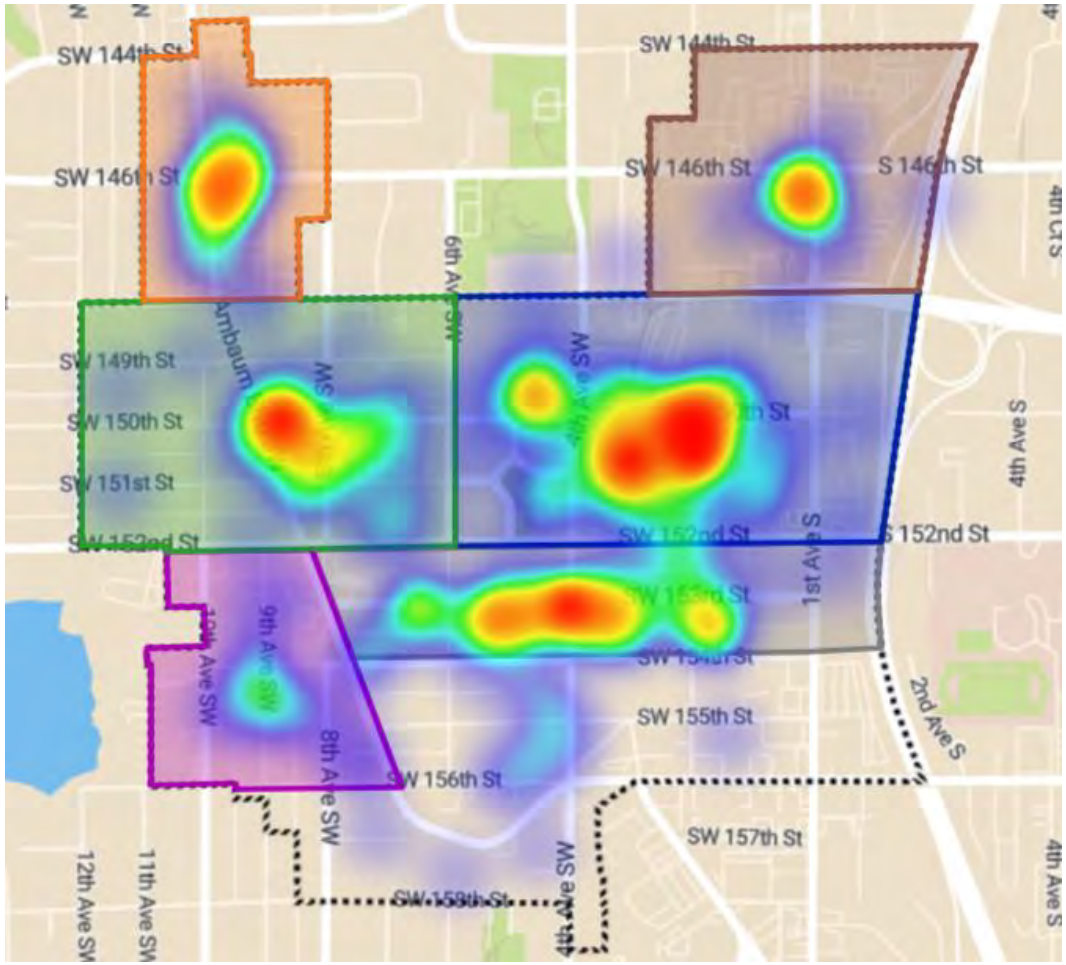
What is the right type of future growth?

Commercial and employment uses



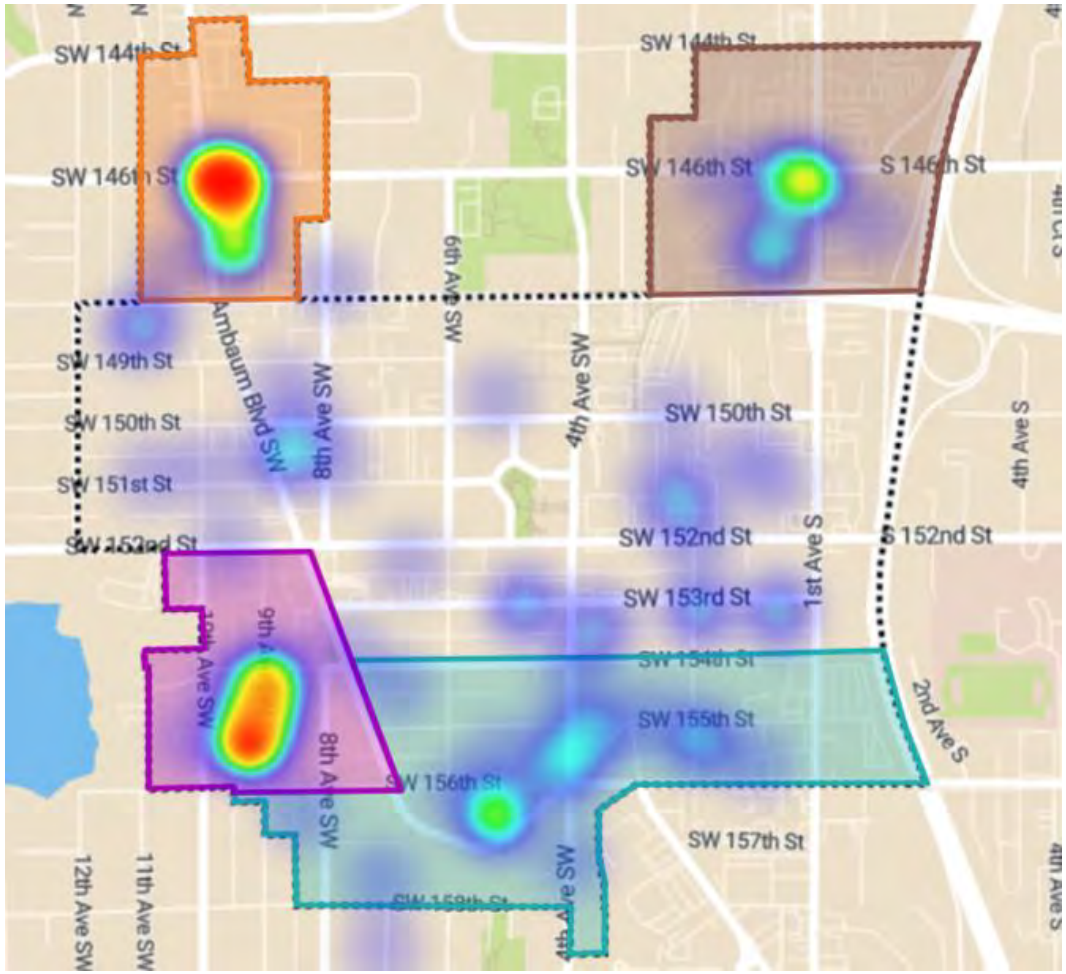
What is the right type of future growth?

Vertical mixed-use



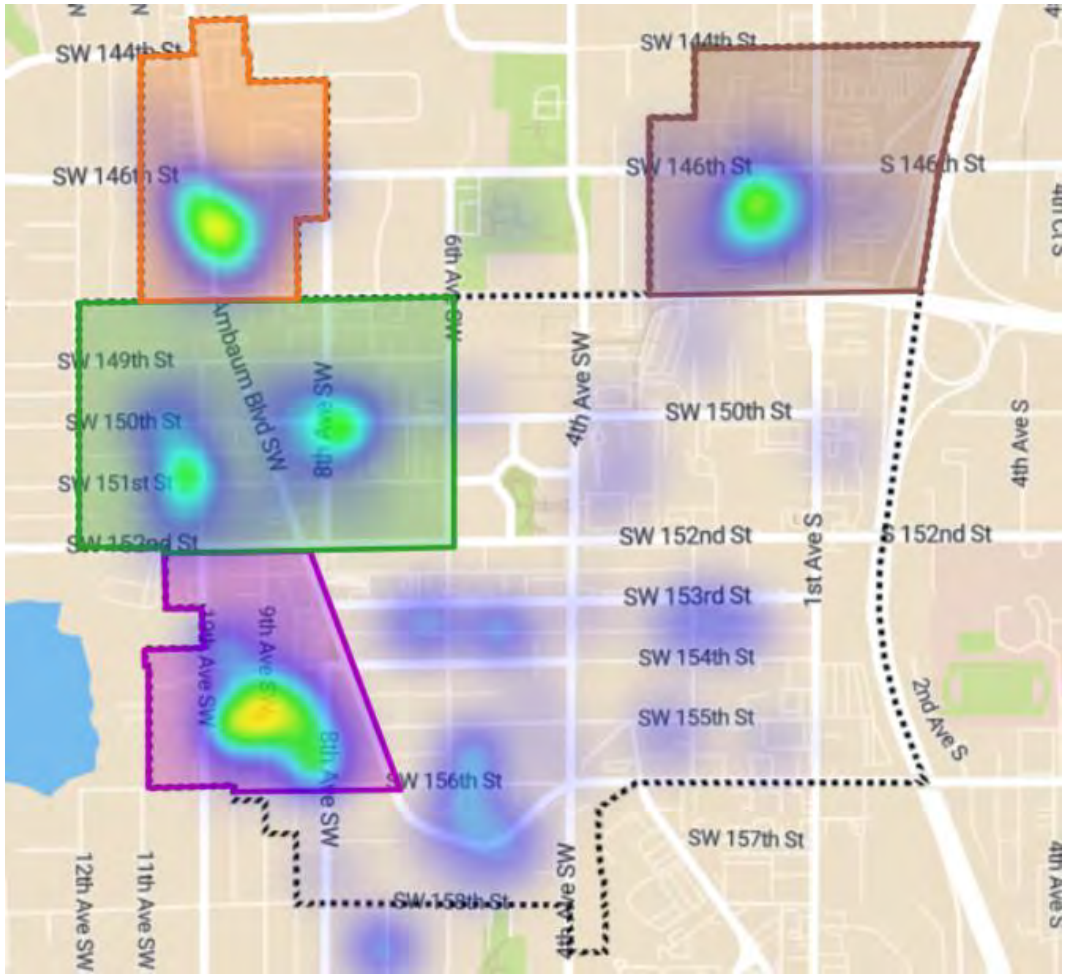
What is the right type of future growth?

Horizontal mixed-use



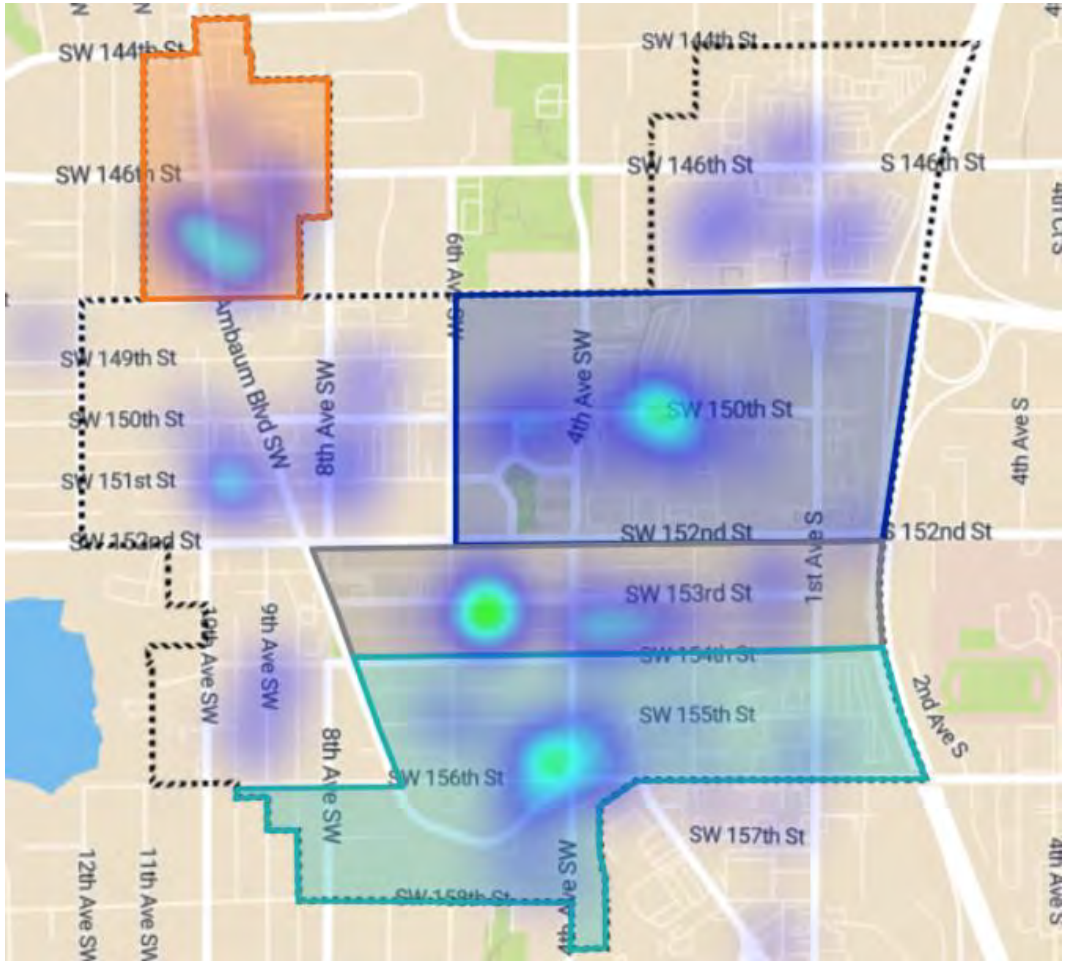
What is the right scale of future development?

Lower building heights
(up to three stories)



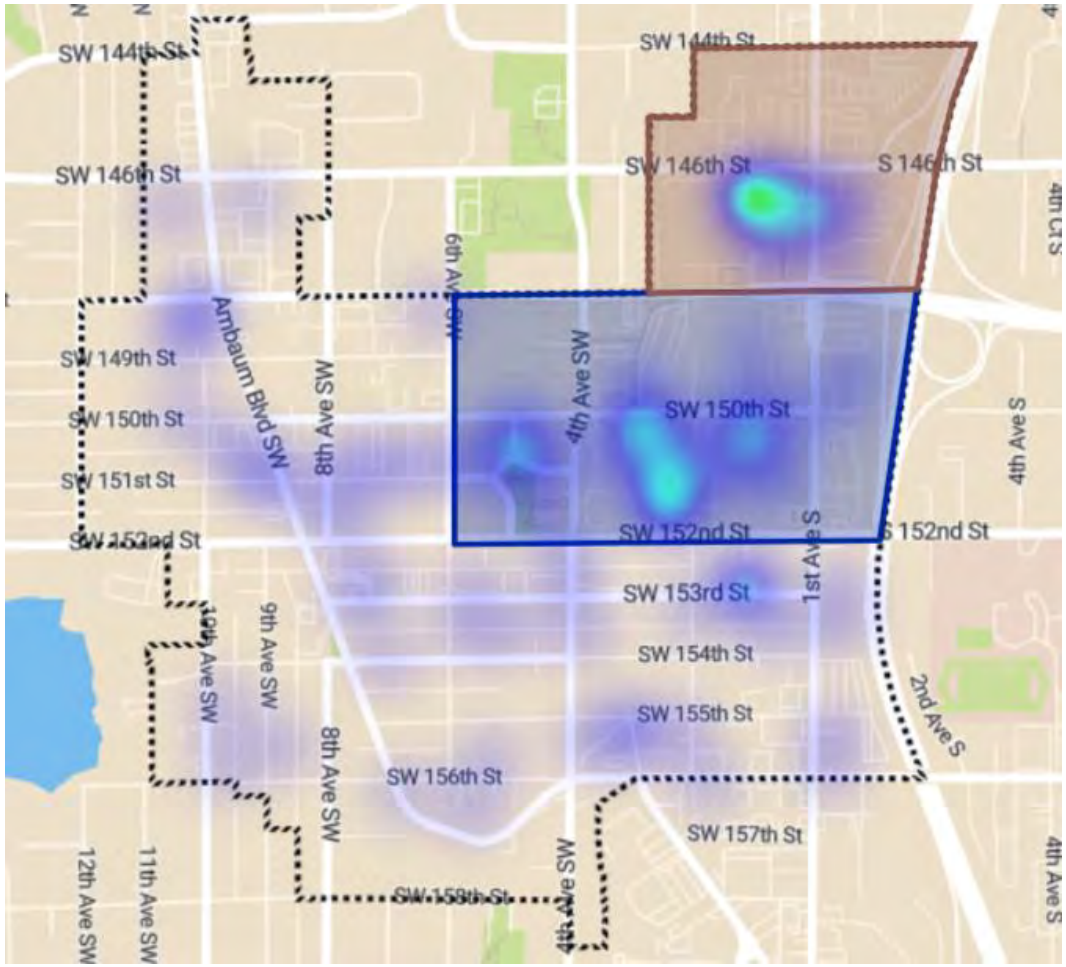
What is the right scale of future development?

Moderate building heights (four to five stories)



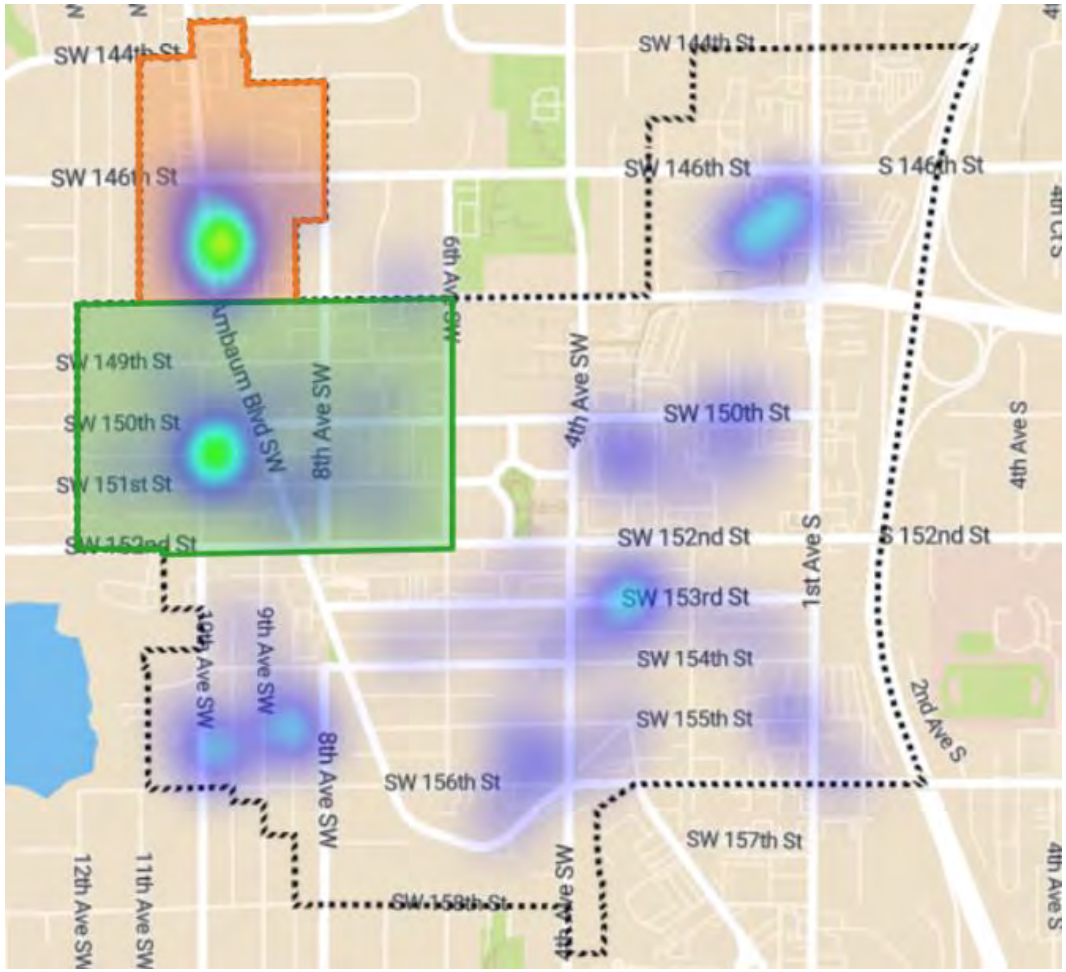
What is the right scale of future development?

Taller building heights
(six stories or greater)



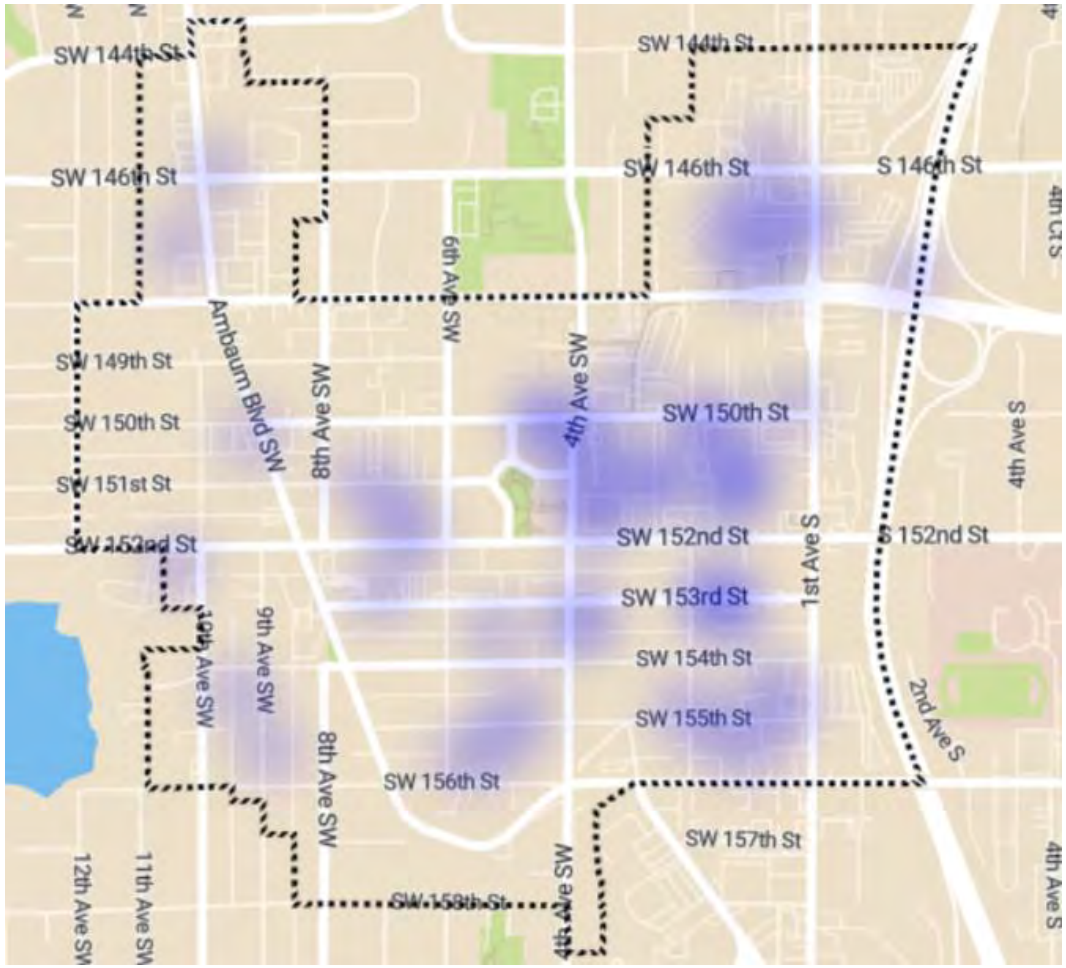
What is the right scale of future development?

A mix of lower and moderate building heights

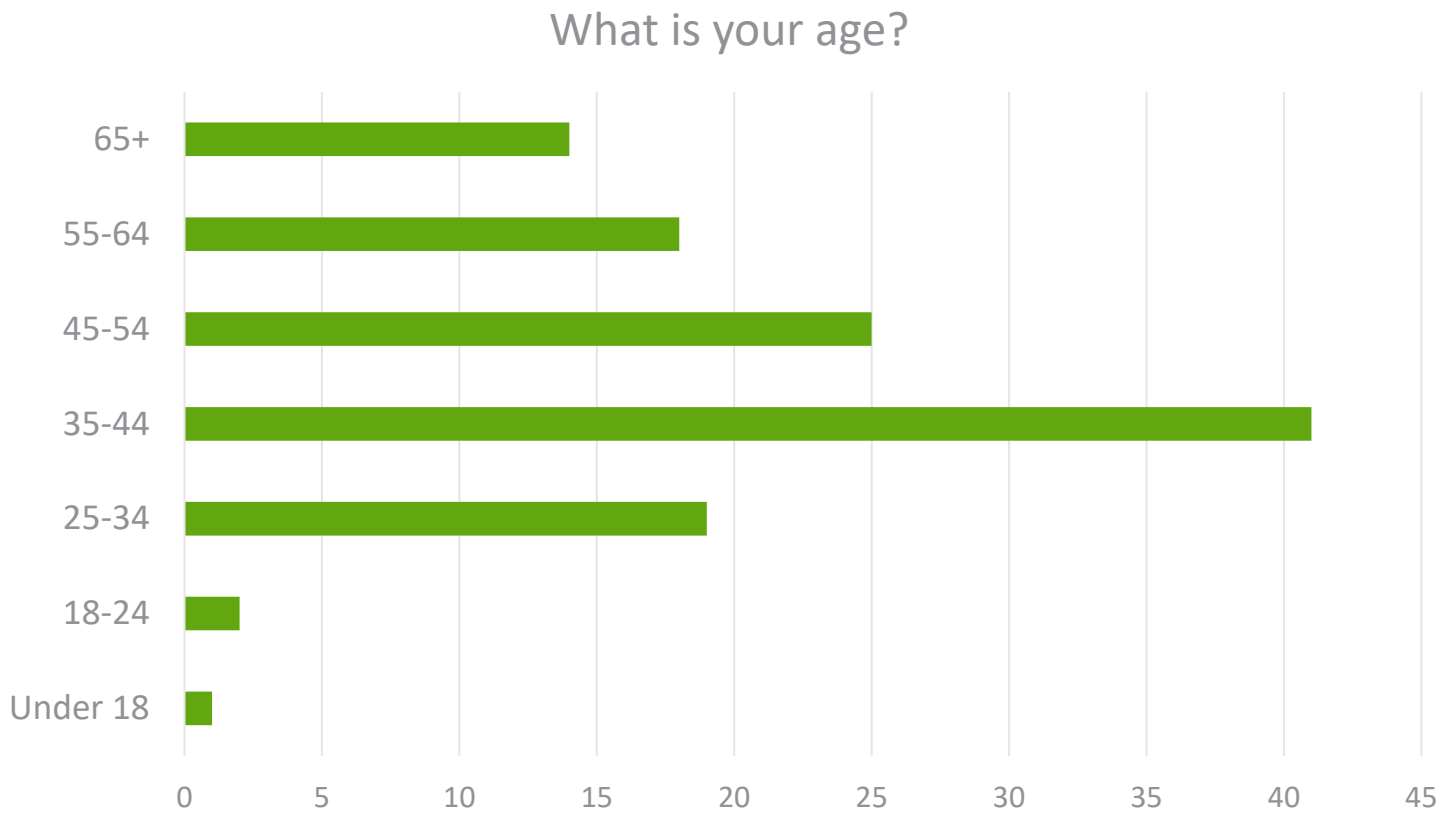


What is the right scale of future development?

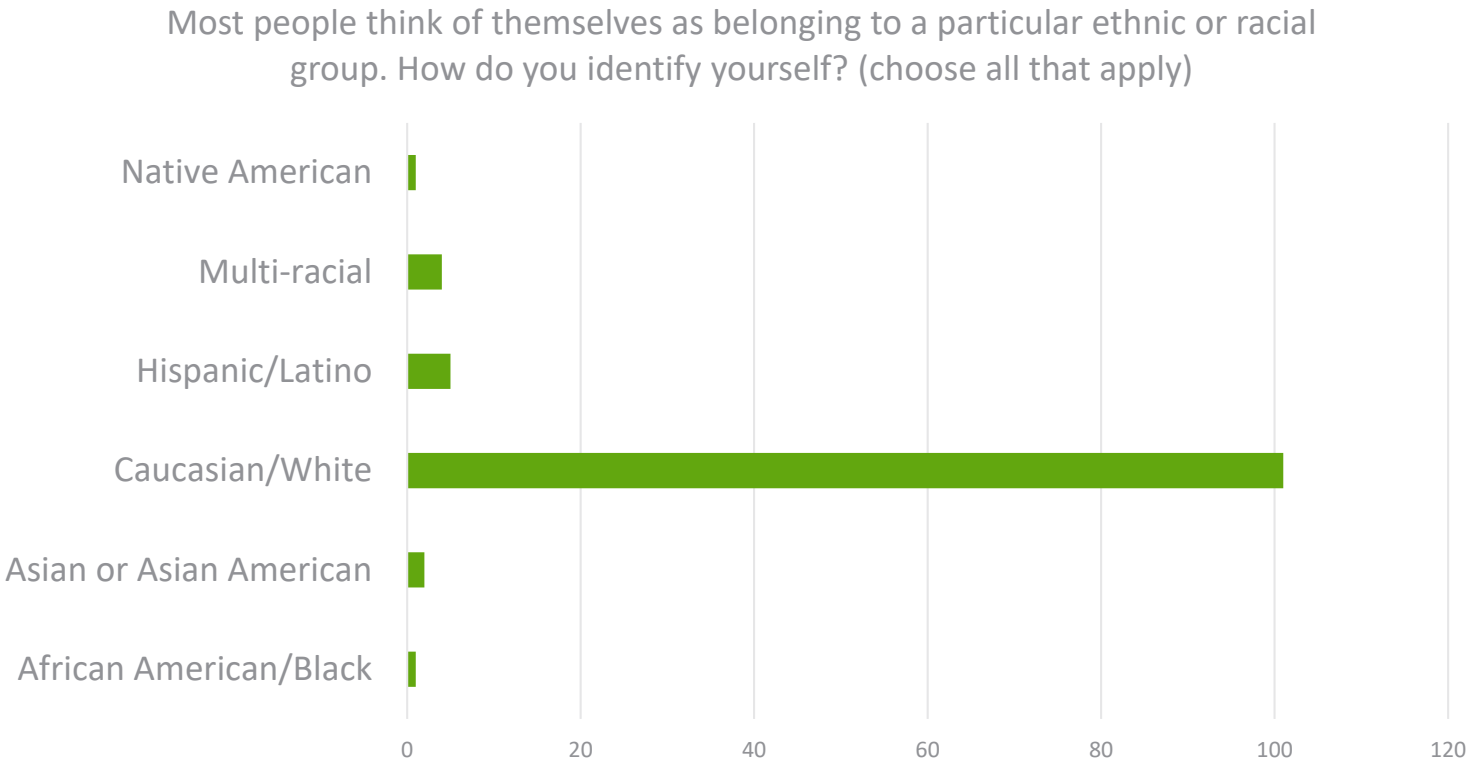
A mix of moderate and taller building heights



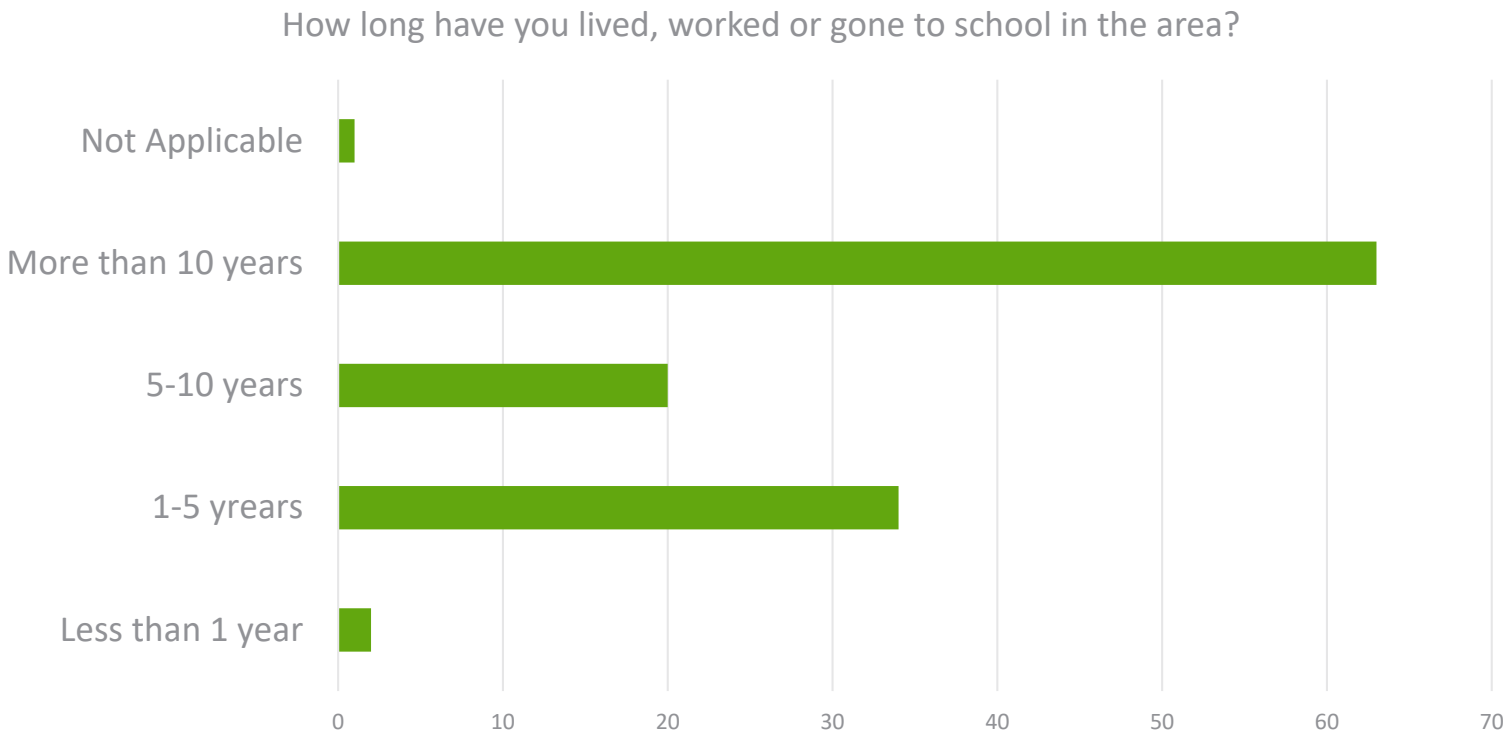
Demographics



Demographics



Demographics



Prepared by



www.migcom.com







Urban Center Vision Survey Summary

May 29, 2019

City of Burien
Urban Center Plan

Burien

D

VISION WORKSHOP SUMMARY



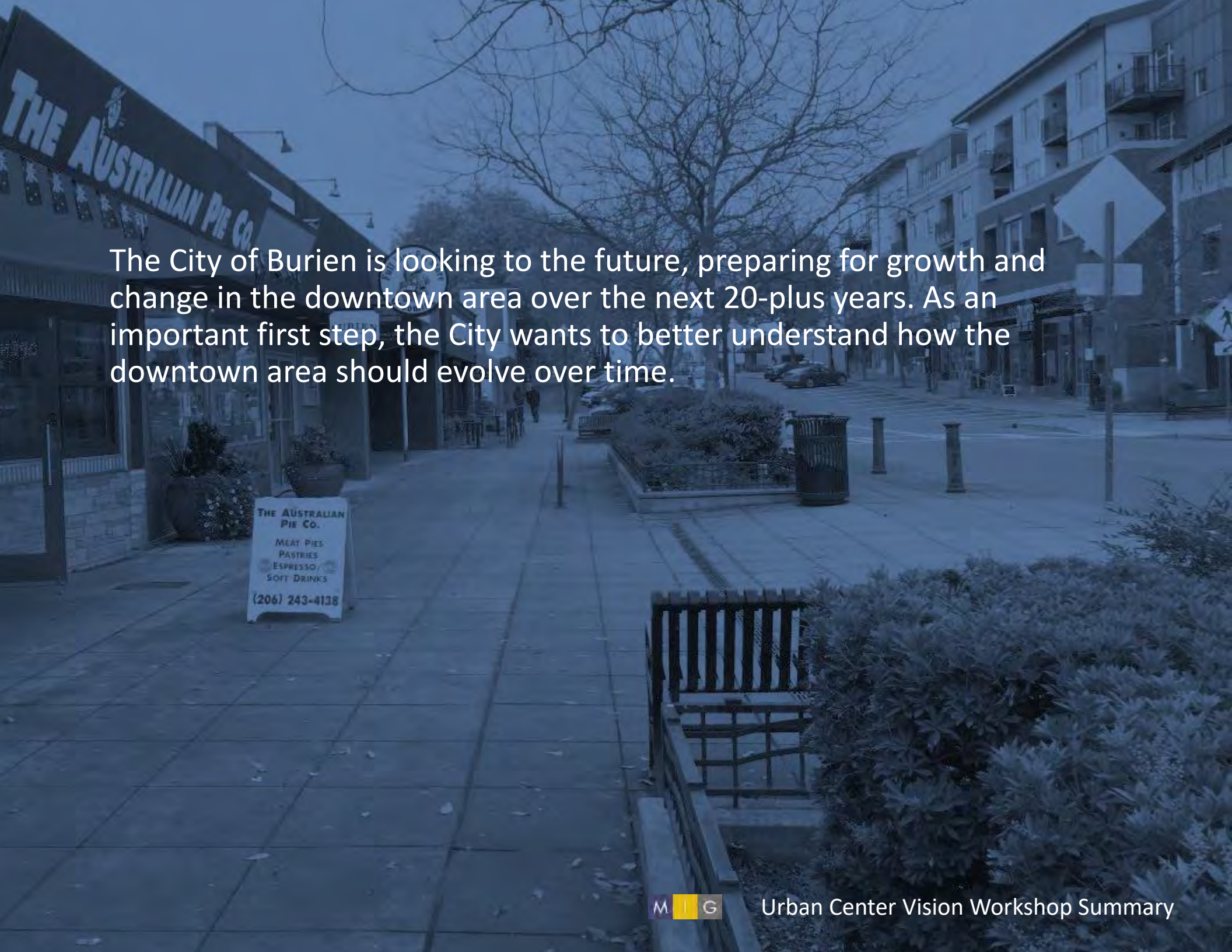
Burien

Urban Center Plan

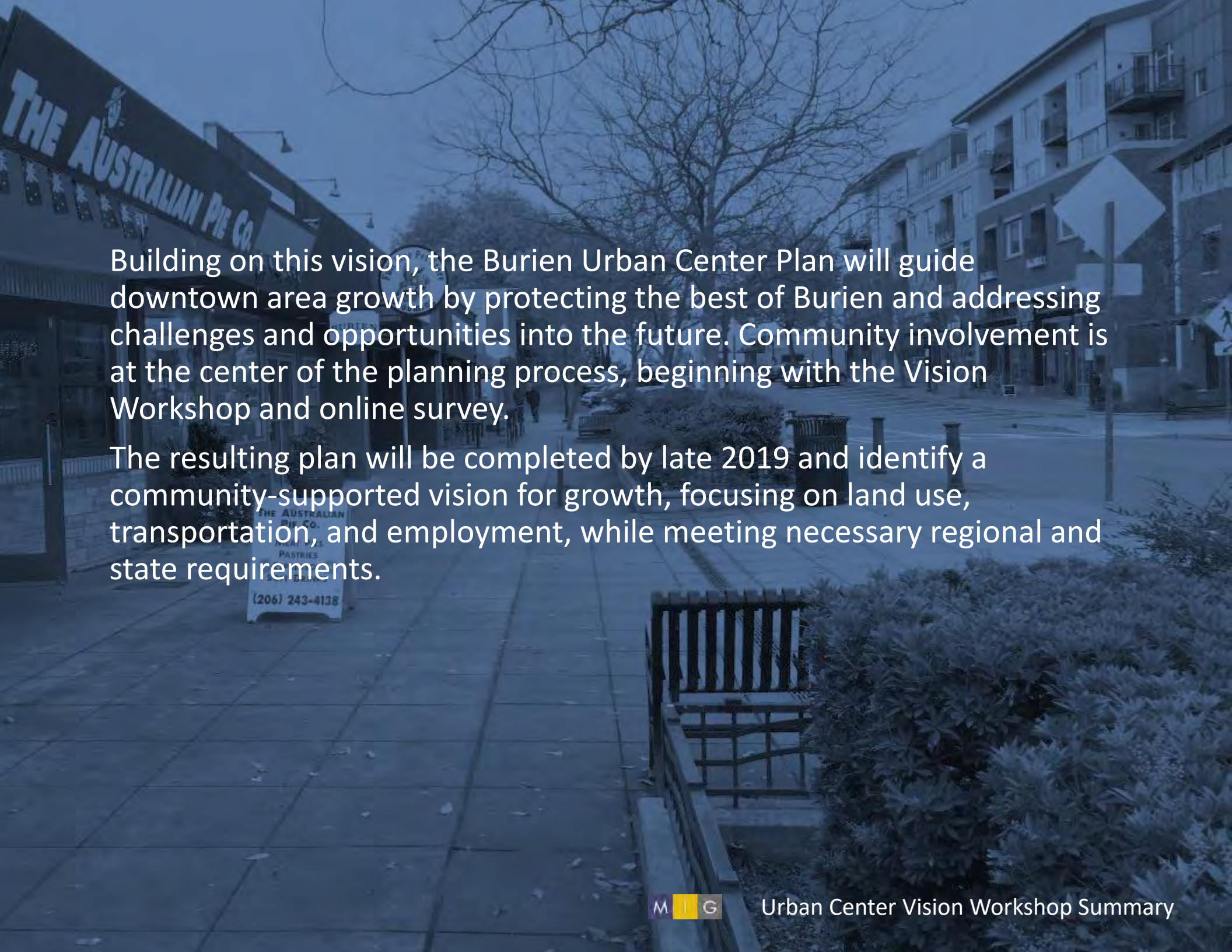
Community Vision Workshop Summary

March 6, 2019

MIG

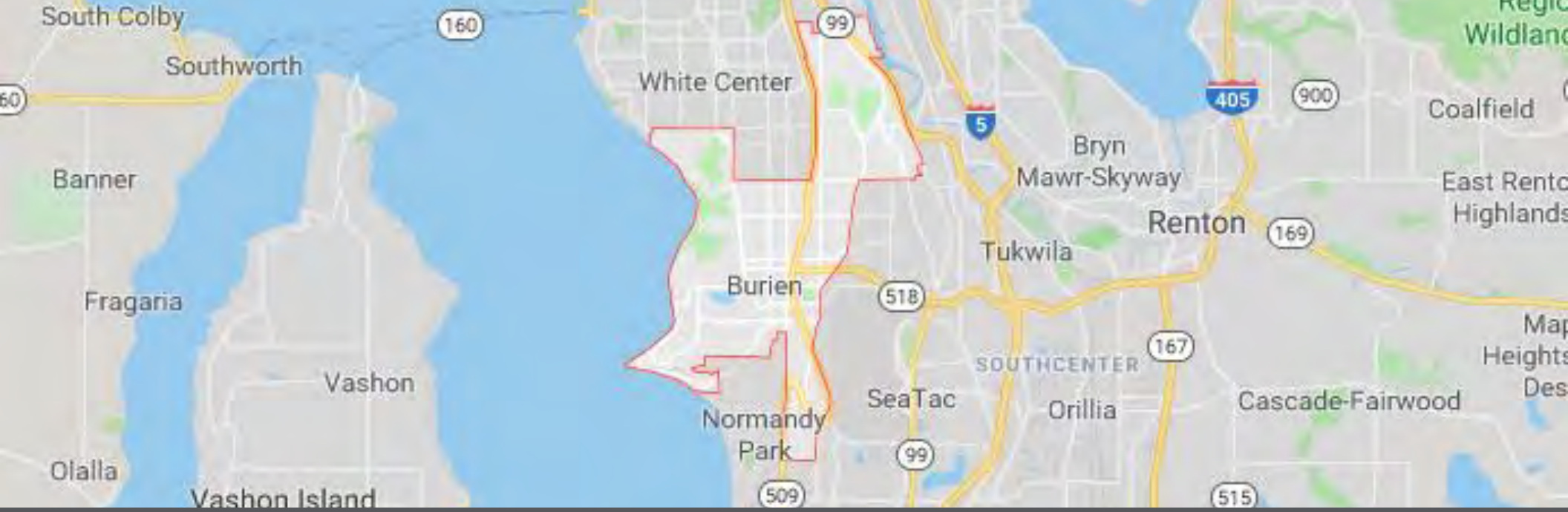


The City of Burien is looking to the future, preparing for growth and change in the downtown area over the next 20-plus years. As an important first step, the City wants to better understand how the downtown area should evolve over time.



Building on this vision, the Burien Urban Center Plan will guide downtown area growth by protecting the best of Burien and addressing challenges and opportunities into the future. Community involvement is at the center of the planning process, beginning with the Vision Workshop and online survey.

The resulting plan will be completed by late 2019 and identify a community-supported vision for growth, focusing on land use, transportation, and employment, while meeting necessary regional and state requirements.



The Downtown Burien Urban Center was designated by the Puget Sound Regional Council (PSRC) in June 2005. Roughly centered on the Burien Town Square mixed-use development, the urban center encompasses approximately 353 acres, or 7.4 percent of the total city area. The center offers significant redevelopment opportunities and access to the regional transportation system via State Route 509, State Route 518 and Sea-Tac International Airport.

The PSRC identifies a center as an area where significant population and employment growth can be located, a community-wide focal point can be provided, and increased use of transit, bicycling, and walking can be supported.

Who Develops the Burien Urban Center Plan?

The City and the public will work together to create the Urban Center Plan.

- The public will provide feedback on its vision for the center.
- City planners will use this input to draft a plan.
- The draft Urban Center Plan will include elements required by PSRC.
- The City then will issue the draft plan and open a public comment period.
- The City will review the comments, make revisions, and issue a final plan.



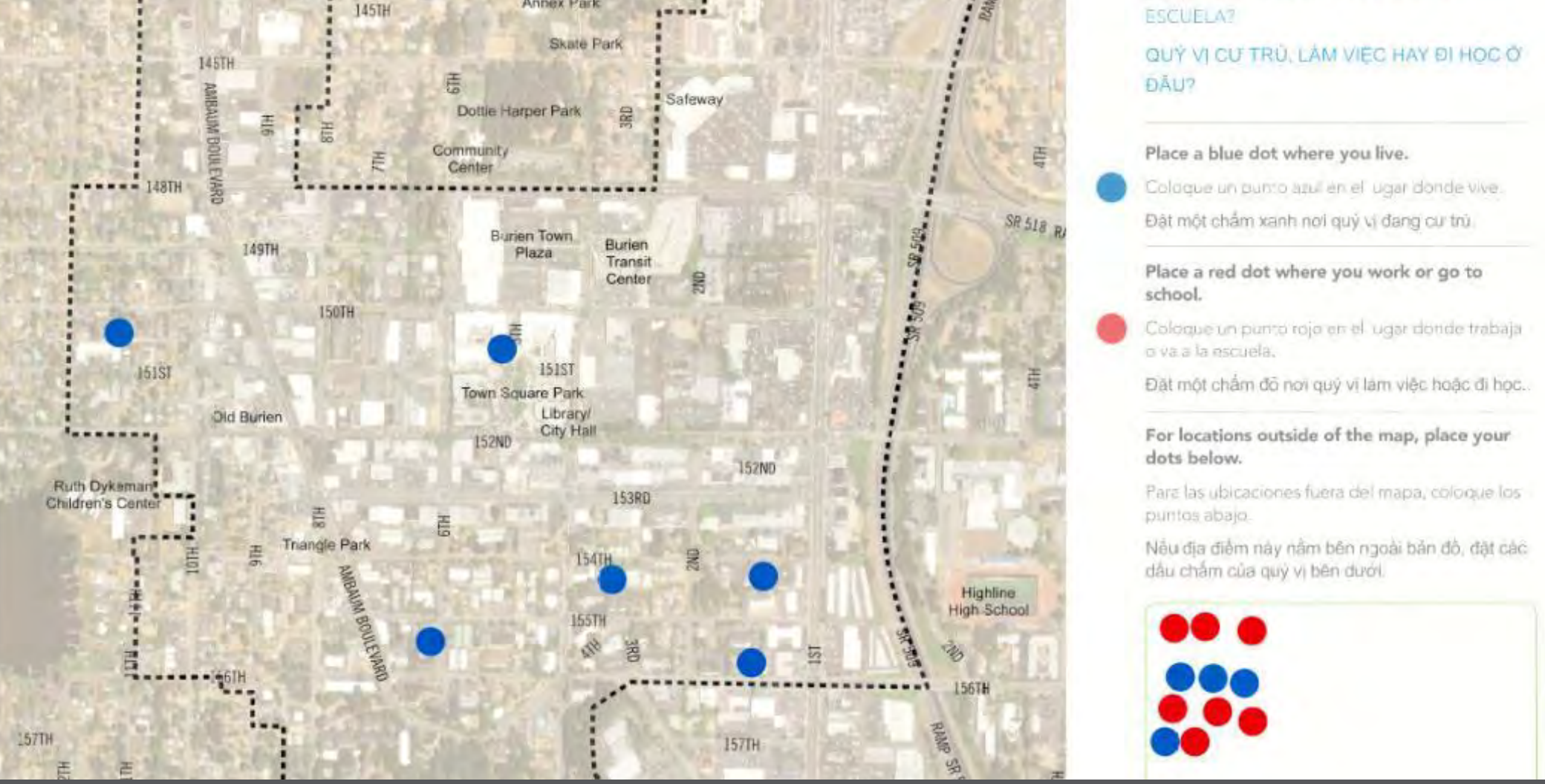
The City held the Vision Workshop on March 6, 2019 at the historic Southgate Masonic Hall from 5:30 pm – 7:30 pm. The workshop was advertised in a variety of ways to involve as many community members as possible, from all over the city. The meeting included Vietnamese and Spanish translation, as well as an activity table for kids. Approximately 50 people joined the event, and most stayed for the entire event.



Participants signed-in at the entrance and received an agenda and comment card. There were several interactive display posters that provided information about the project while asking for responses to a series of questions.



A youth table provided drawing materials and a poster that asked what's missing from Downtown Burien.



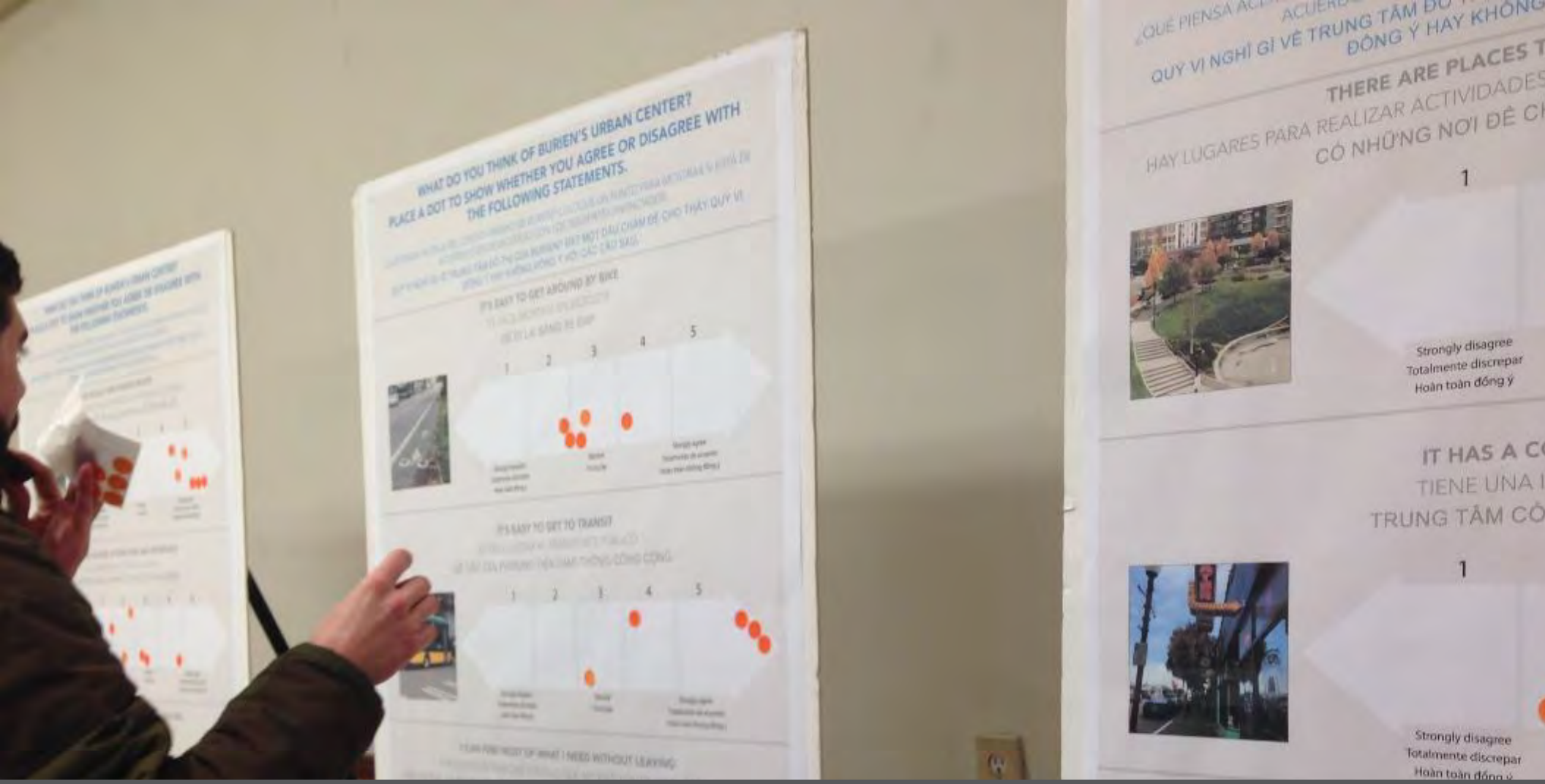
The first poster asked participants to show the location of their home, and where they work, or go to school. Of participants who responded, the majority live, work, or go to school outside of the study area, and a few live within different parts of the study area.

Another poster asked about potential challenges in the Urban Center. Responses included:

- Lack of sidewalks
- Lack of student-friendly places
- Lots of empty store fronts
- Homeless congregation. Managing homeless humanely.
- Keeping building height down while welcoming more people
- Maximizing housing density

The next poster asked about potential opportunities. Responses included:

- Student safe center. Places for us to enjoy.
- More POC-owned small businesses
- Empty store fronts for retail or community-controlled space
- Better transportation connectedness between areas (e.g. shelters?)
- Revitalize old Burien tourism opportunity
- Northwest corner of 1st and 3rd Avenues. Ex. Seattle City Light vacant lot.
- Room for housing density in walkable core
- Affordable housing
- Wi-Fi
- Teen programs, activities and spaces
- Re-zoning for housing



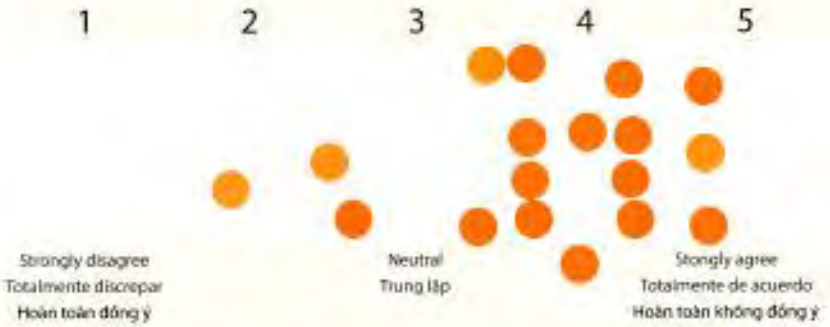
The last series of posters posed a series of statements related to different conditions facing the existing study area. Participants placed sticky dots to show whether they agreed, were neutral, or disagreed with the statements.

THERE ARE PLACES TO PLAY, GATHER, OR RELAX

HAY LUGARES PARA REALIZAR ACTIVIDADES RECREATIVAS, PARA REUNIRSE O PARA RELAJARSE

CÓ NHỮNG NƠI ĐỂ CHƠI, TỤ TẬP HOẶC THƯ GIÃN



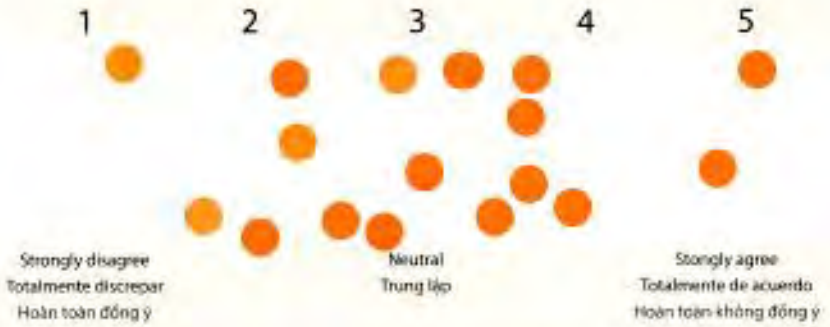


IT HAS A COMMON IDENTITY

TIENE UNA IDENTIDAD COMÚN

TRUNG TÂM CÓ MỘT BẢN SẮC CHUNG



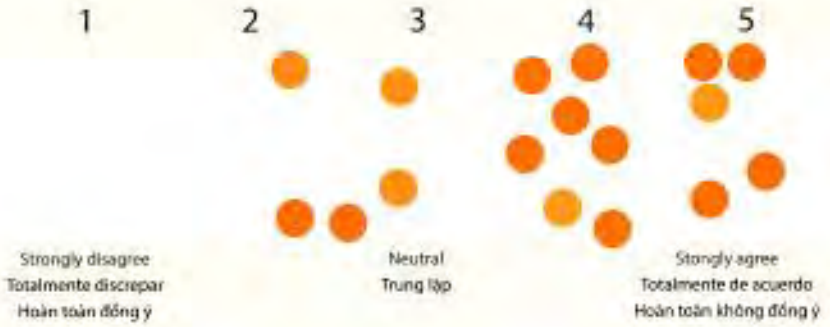


THE SIZE AND SCALE OF BUILDINGS ARE JUST RIGHT

EL TAMAÑO Y LA ESCALA DE LOS EDIFICIOS SON ADECUADOS

KÍCH THƯỚC VÀ QUY MÔ CỦA CÁC TÒA NHÀ RẤT PHÙ HỢP



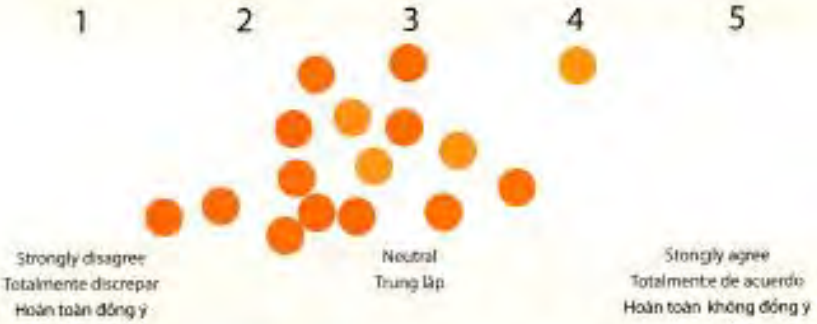


IT'S EASY TO GET AROUND BY BIKE

ES FÁCIL MOVERSE EN BICICLETA

DỄ ĐI LẠI BẰNG XE ĐẠP



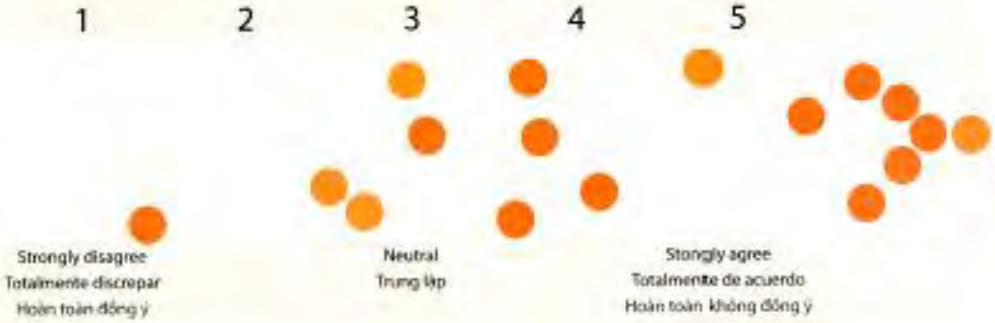


IT'S EASY TO GET TO TRANSIT

ES FÁCIL LLEGAR AL TRANSPORTE PÚBLICO

DỄ TIẾP CẬN PHƯƠNG TIỆN GIAO THÔNG CÔNG CỘNG



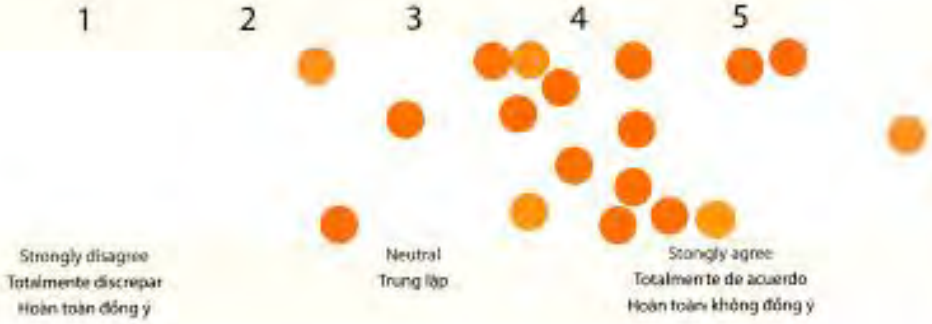


I CAN FIND MOST OF WHAT I NEED WITHOUT LEAVING

PUEDO ENCONTRAR CASI TODO LO QUE NECESITO SIN DEJAR EL ÁREA

TÔI CÓ THỂ CÓ ĐƯỢC HẦU HẾT NHỮNG GÌ TÔI CẦN MÀ KHÔNG CẦN RA KHỎI TRUNG TÂM



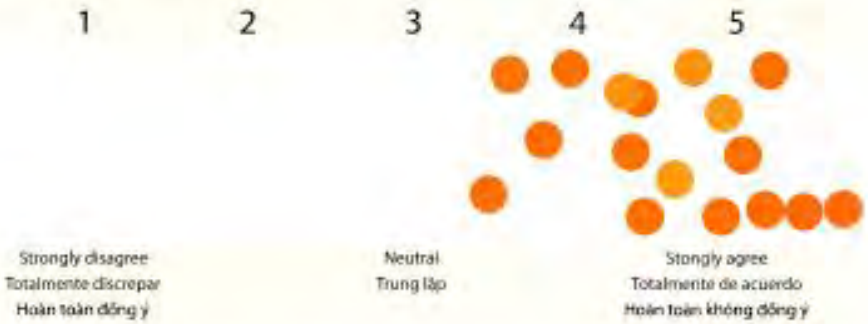


I CAN USUALLY FIND PARKING NEARBY

GENERALMENTE, PUEDO ENCONTRAR ESTACIONAMIENTO CERCANO

TÔI THƯỜNG CÓ THỂ TÌM ĐƯỢC CHỖ ĐẬU XE GẦN ĐẦU ĐÓ



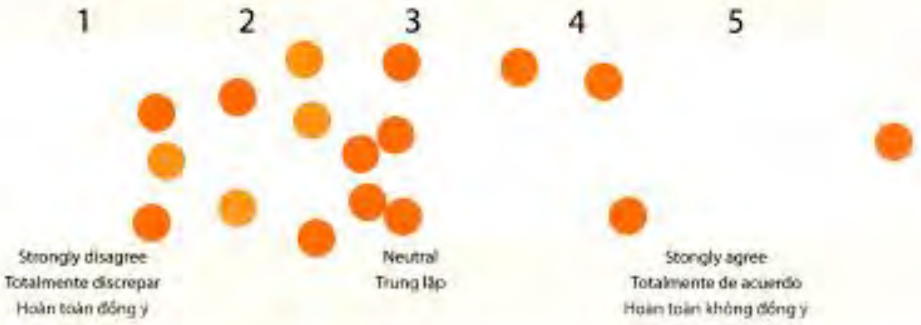


THERE ARE HOUSING OPTIONS THAT ARE AFFORDABLE

HAY OPCIONES DE VIVIENDA ASEQUIBLE

CÓ NHỮNG CHỌN LỰA NHÀ Ở VỚI GIÁ CẢ PHẢI CHĂNG



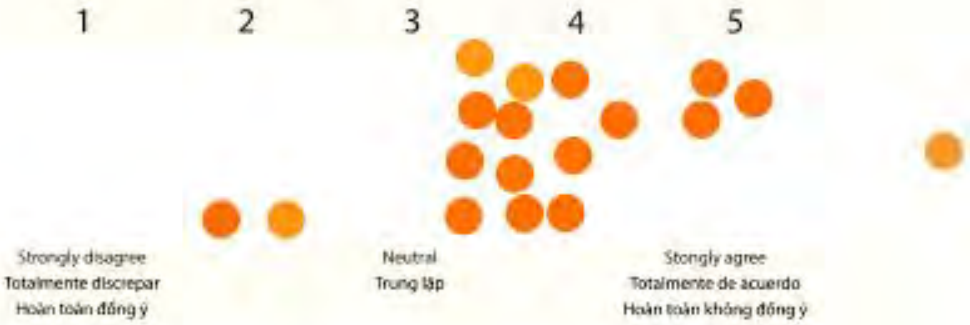


IT'S EASY TO GET AROUND BY WALKING OR ROLLING

ES FÁCIL MOVERSE CAMINANDO O SOBRE RUEDAS

DỄ ĐI BỘ HOẶC XE LĂN





Most agreed that…

- There are places to play, gather, and relax.
- The size and scale of buildings are just right.
- It's easy to get to transit.
- I can find most of what I need without leaving.
- I can usually find parking nearby.
- It's easy to get around by walking or rolling.

Most neither agreed nor disagreed that…

- There is a common identity.
- It's easy to get around by bike.

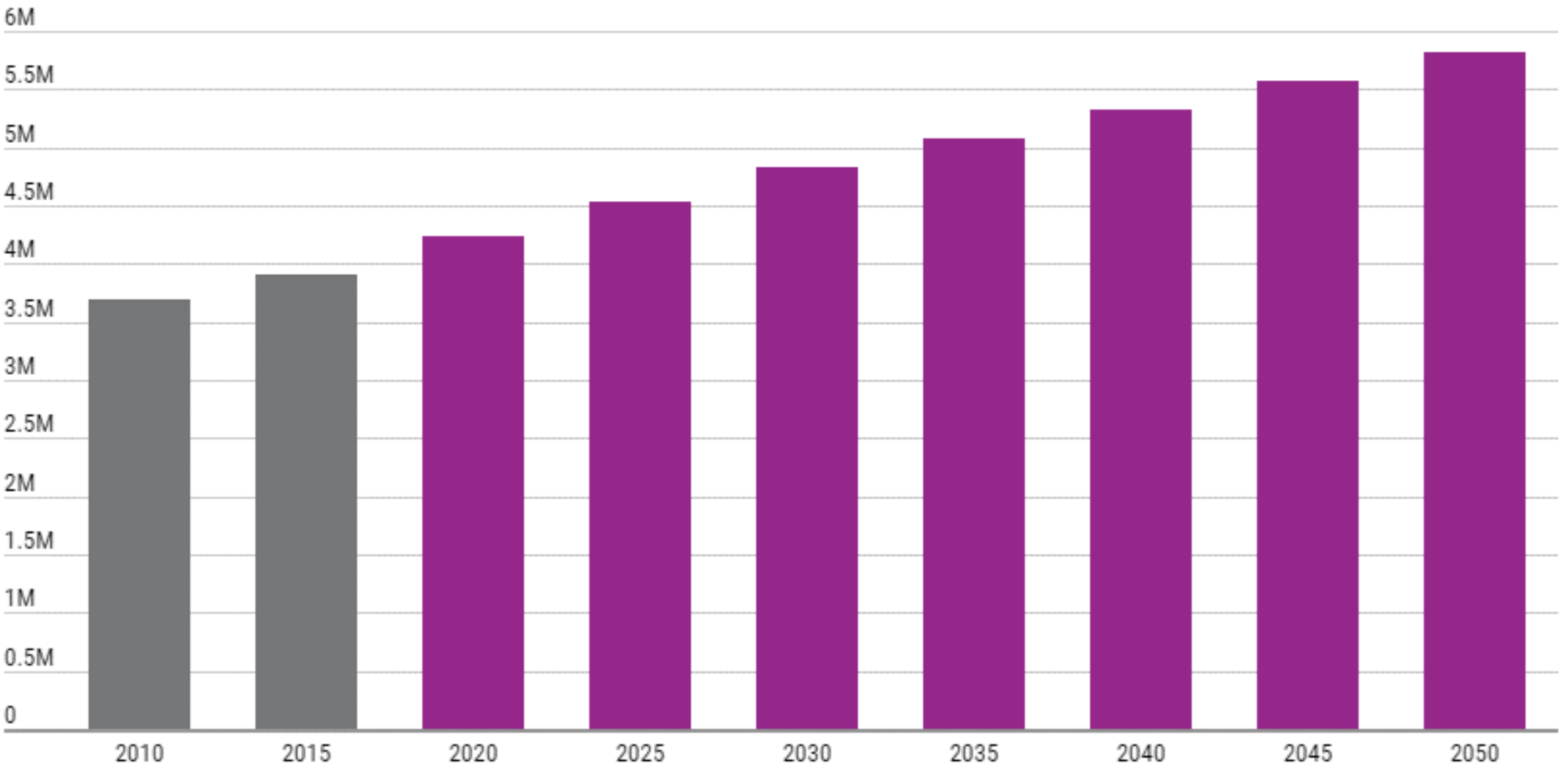
Most disagreed that…

- There are housing options that are affordable.



Burien City Manager, Brian Wilson, then welcomed participants and introduced the City project manager and consultant team (the project team), who provided a brief presentation about the project.

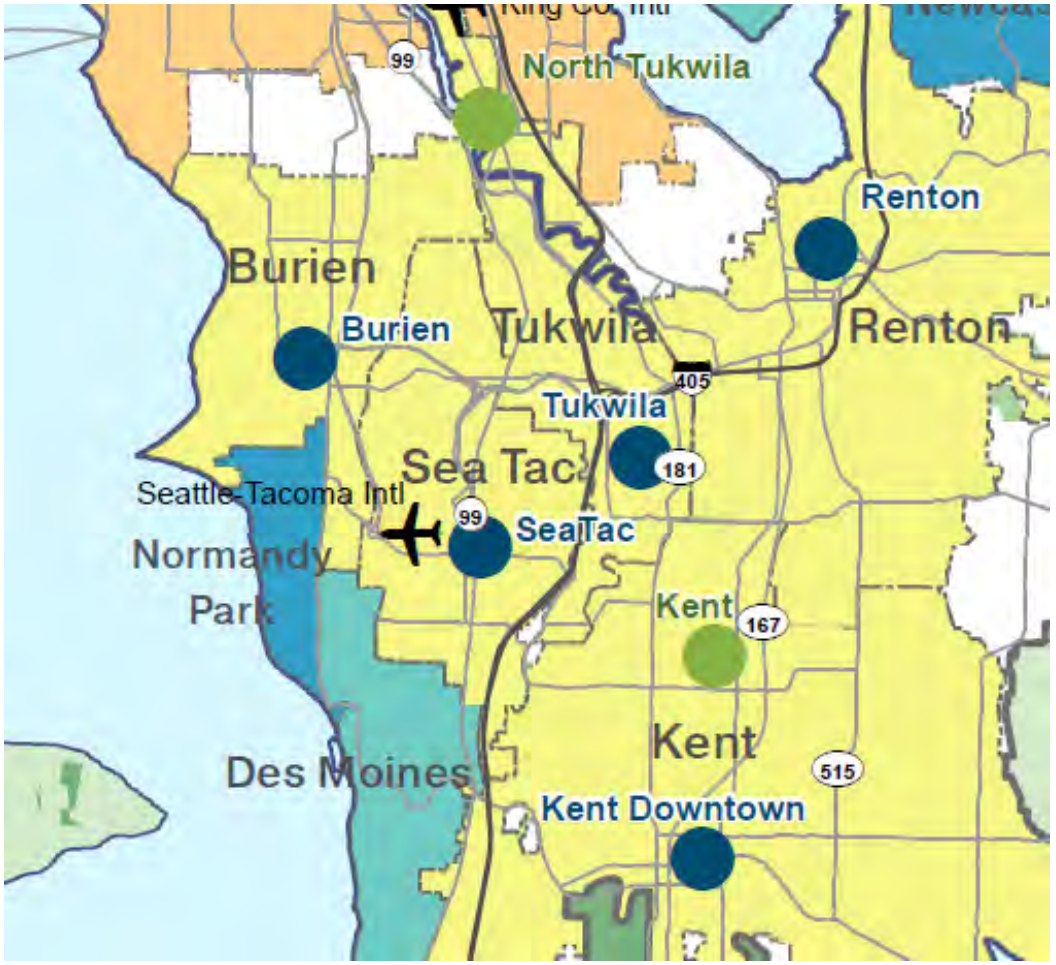
Puget Sound Regional Population Forecast (From PSRC)



The Puget Sound region is growing and is expected to add nearly two million people over the next 30 years.

Vision 2040





Near the center of this region, Burien is interconnected with many nearby cities and transportation corridors, playing a big role in providing jobs, housing, and services. As part of VISION 2040—the growth strategy for the central Puget Sound region--the city is one of over two-dozen growth centers.

What are Urban Centers?

- They provide a mix of housing, employment, commercial, and cultural amenities in a compact form.
- They support transit, walking and cycling.
- They are focal points of vibrant city life and activity, as well as strategic locations for accommodating a significant share of future population and employment growth.

(From PSRC)

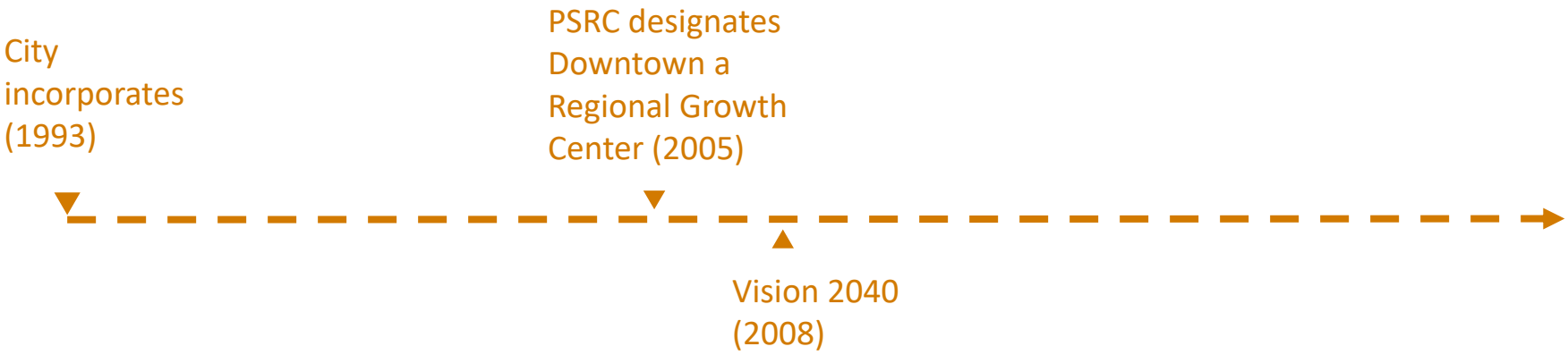
What is a Center Plan?

A Center Plan looks at smaller areas of the City and provides development goals and policies specific to the conditions, challenges and opportunities in the area.

Why does it matter?

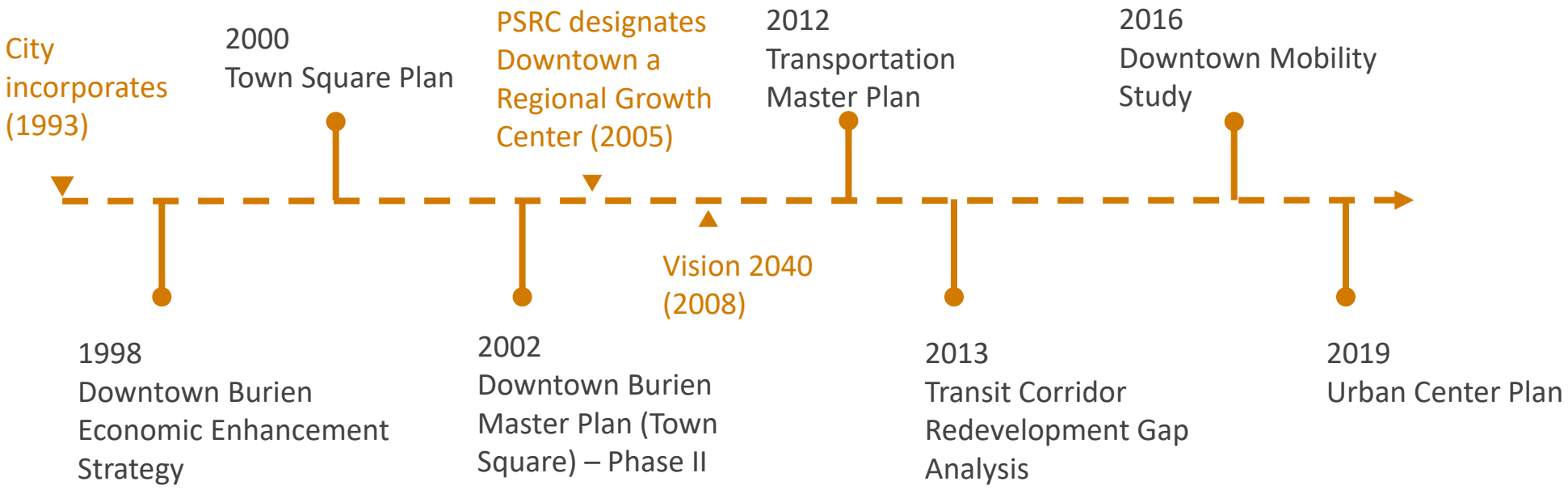
- Efficient use of public resources and services
- Housing choice and proximity to destinations
- Greater mobility and reduced congestion
- Land preservation and reduction of environmental impacts
- Livability and affordability
- Compliance with state-wide Growth Management Act

Planning Timeline



Over a decade following the city's incorporation, the Puget Sound Regional Council (PSRC) designated Burien as a growth center. PSRC then adopted VISION 2040.

Planning Timeline



Throughout this time, Burien has been busy preparing its downtown for future growth and change.

Planning Process



Background /Historical Review

January-February

- Tour
- Public Involvement Plan
- Baseline Documentation

Community Vision

February-April

- Community Conversations
- Community Vision Workshop
- PC/CC Briefing

Committee Meeting 1

Alternatives Development /Analysis

April-June

- Community Design Workshop
- Urban Center Concepts and Analysis

Committee Meeting 2

Plan Development

July-September

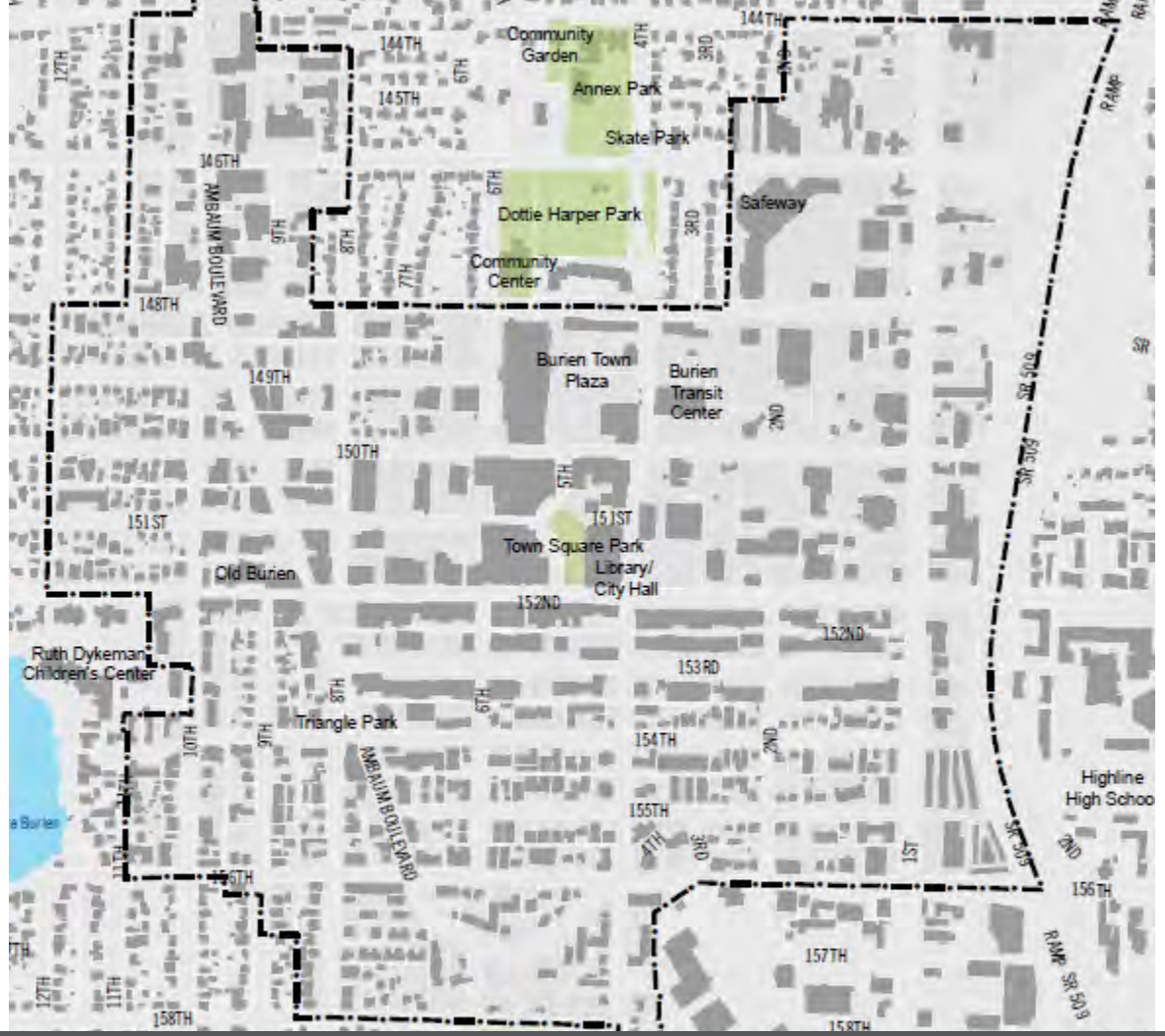
- Draft Urban Center Plan
- PC/CC Review
- Final Plan

Committee Meeting 3

The Urban Center Plan will build on these efforts, consisting of four major phases. Community involvement is a central part of this project, with multiple ways to be involved. An advisory committee made of community leaders, activists, businesses, and residents will meet three times to guide project outcomes and review public comments.



Burien is a diverse and dynamic city and the plan will build on all the opportunities and challenges that exist today.



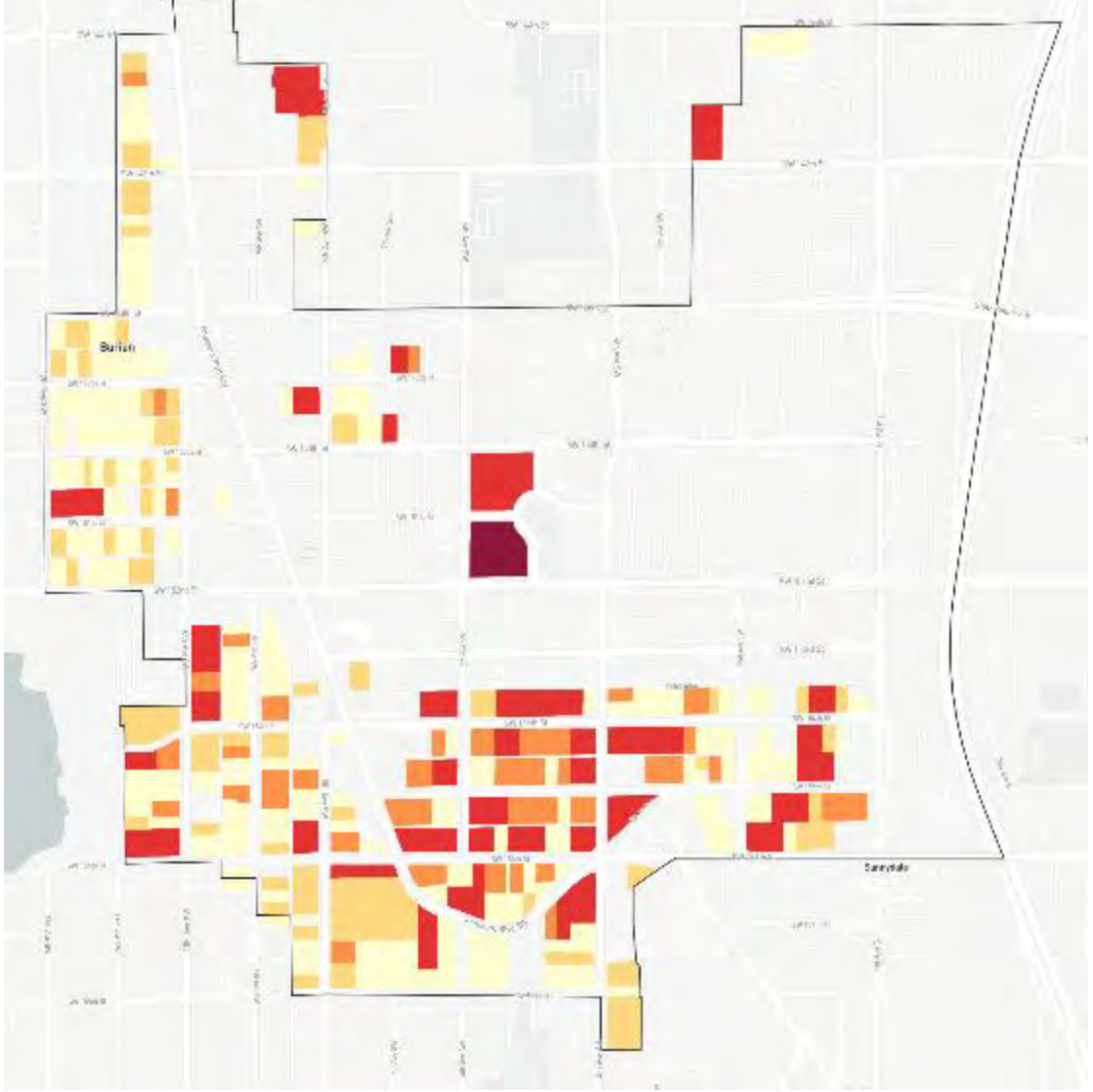
Different parcel and block sizes, and street types and connections influence how and where future growth might occur; from the contiguous row of buildings and walkable streetfront along 152nd Street, to larger lots and higher traffic volumes along Ambaum Boulevard and 1st Avenue.



Burien has several places that contribute to the city’s identify and create a concentration of amenities or businesses such as Old Burien at the west end of 152nd Street.



For most of its history, Burien was an unincorporated area of King County and many areas lack sidewalks or have the denser development that is common in most cities.



Today, most of the housing in Urban Center is at the periphery of downtown except for the recent Town Square mixed-use development shown at the center of the map.



Following the presentation and questions from the audience, the project team gave participants instructions for the vision mapping activity. Each table had a map of the Urban Center, sticky dots, and markers to respond to questions and provide ideas for the future of the Urban Center.

Towards the end of the activity, each small group provided a brief presentation of their completed maps to the audience. The following summarizes the small group maps and vision elements for the Urban Center.

Part 1 – 15 minutes

What is great about Urban Center?

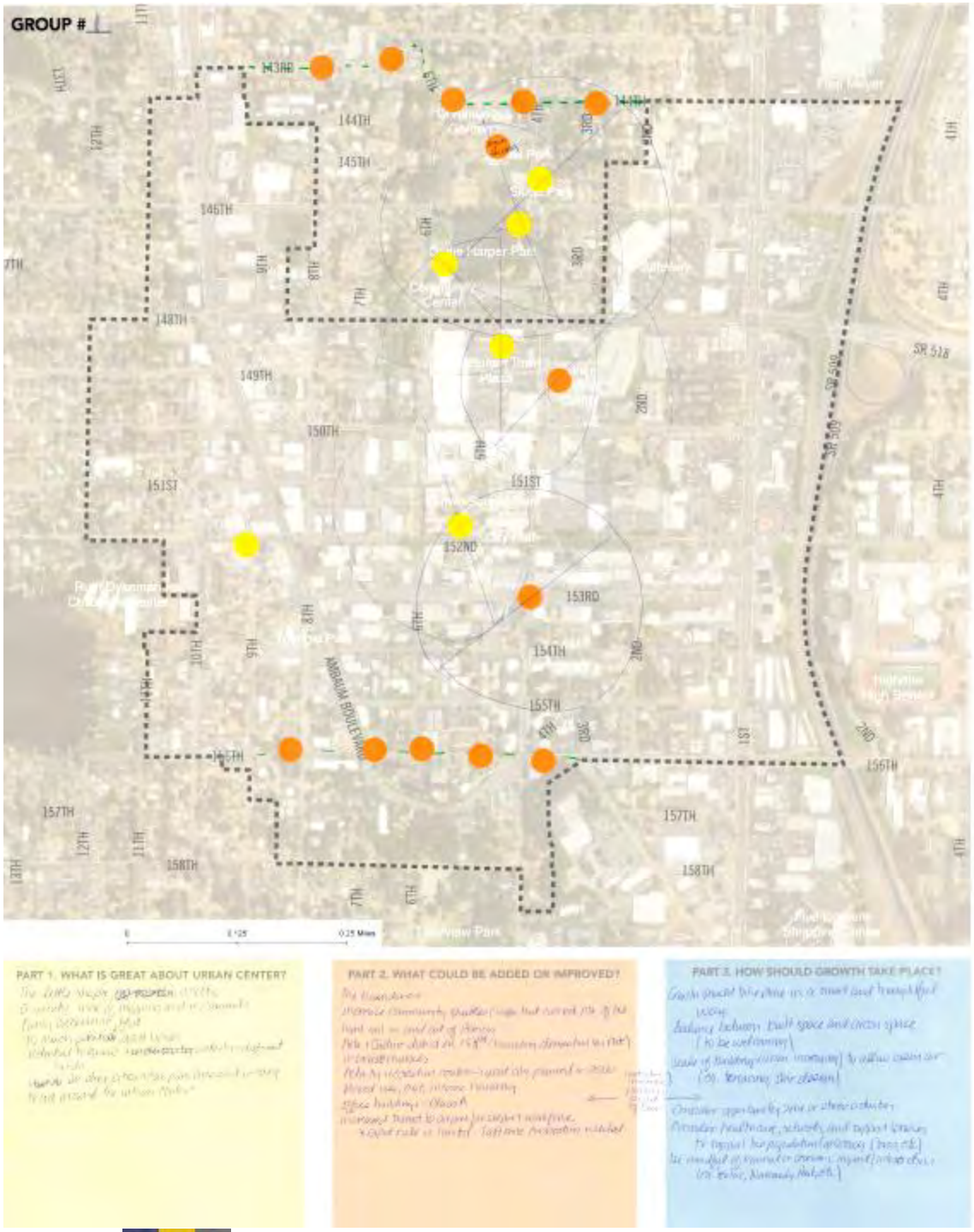
A. What are some things you appreciate or enjoy?
B. What are some locations that attract people and activity?

Part one asked participants to identify the places that make the Urban Center great. Participants also showed one to two general areas that serve as major centers of activity (e.g. concentrations of entertainment, business, shopping, recreation, etc.).

What is great about Urban Center?

Key locations from small group maps:

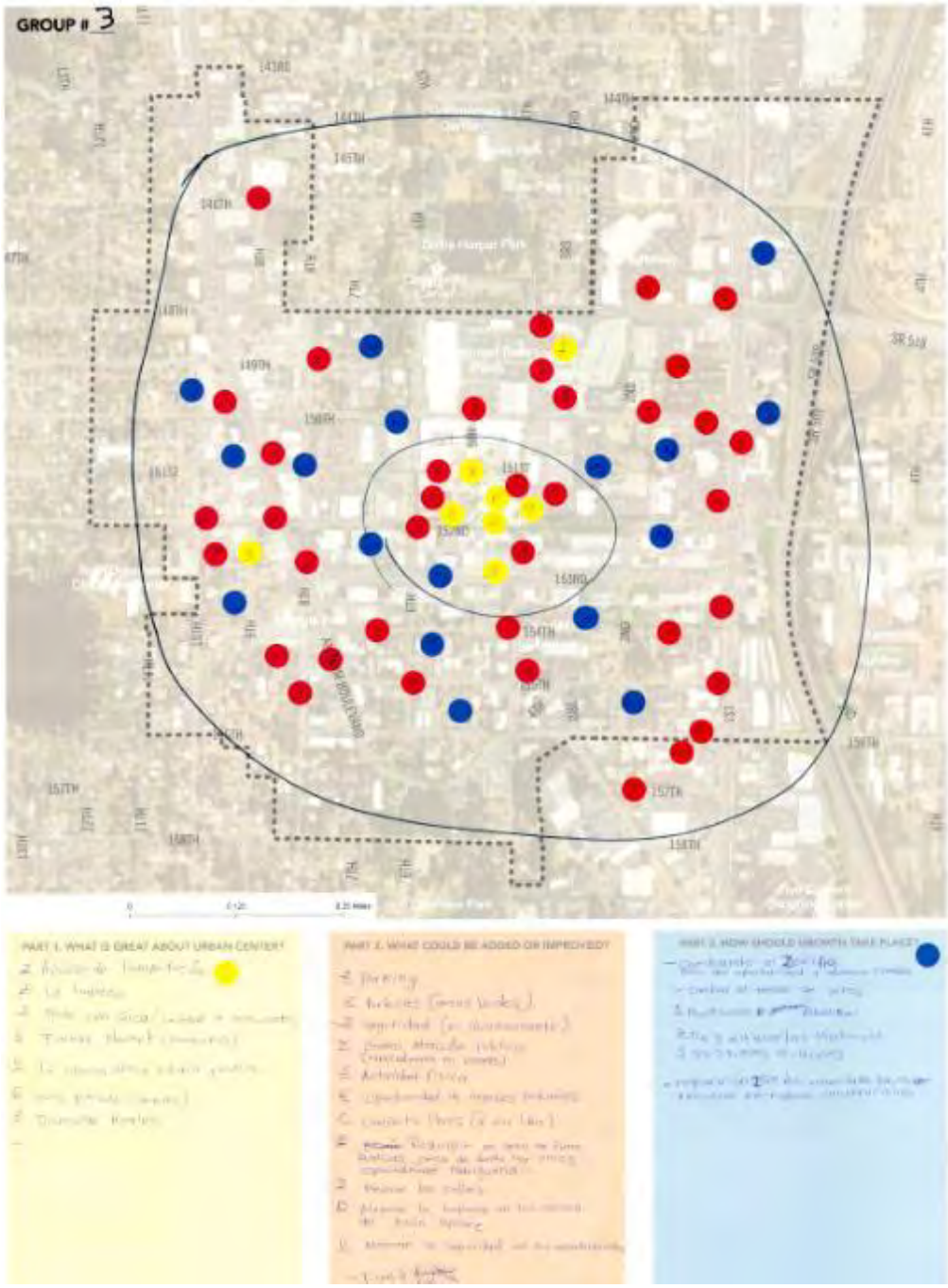
- Dottie Harper Park
- The Library
- Old Burien
- Town Square Park
- The Transit Center
- Shops along 152nd
- Art alley (152nd)



Where are the activity centers?

Key locations from small group maps:

- Dottie Harper Park
- Transit Center
- Town Square
- 153rd and 4th Avenue
- Safeway shopping center



What is great about Urban Center?

Key themes from small group maps:

- Small/eclectic shops, restaurants and retail
- Small town feel
- Accessible and walkable
- Potential of underused spaces and buildings
- Great public art
- Diverse and friendly population
- Good transit and regional connectivity
- Civic spaces such as the library and community center
- Events such as Famers Market and 4th of July parade



Part 2 – 10 minutes

What could be added or improved?

A. What would you like to see that doesn't exist today?
B. What can occur in your activity centers?

Part two asked what could be added or improved in Urban Center, especially within the activity areas.

What could be added or improved?

Key locations from small group maps:

- Transit Center
- 153rd Street
- Safer streets along 1st Avenue
- Traffic calming on Ambaum Boulevard
- Infill development surrounding Town Square
- Connections to surrounding destinations including the high school and Five Corners



What could be added or improved?

Key themes from small group maps:

- Expand transit options such as linking to light rail
- Strengthen public art
- Improve walkability throughout downtown
- More spaces and options for teens and young adults
- More parks and public spaces
- More trees
- Improve safety, including round-the-clock activity/after hours
- Make places more family friendly



What could be added or improved?

Key themes from small group maps (continued):

- Better care for homeless
- Better options for small businesses
- Slowing traffic
- More housing options, especially in the core
- Improving underused or neglected buildings and spaces, including parking lots
- Pedestrian amenities, including public restrooms
- Focus attention on 153rd St.
- Improve appearance of 1st Ave.
- Better routes and infrastructure for cyclists



Part 3 – 15 minutes

How should growth take place?

A. Are there opportunities for new development or change in activity centers?
B. What's the right scale of future development?

The final part of the activity asked participants where growth should take place, then asked participants to describe the right scale of development.

Where should growth take place?

Key locations from small group maps:

- Focus higher growth closer to Transit Center
- More housing near Town Square
- Focus change on 153rd
- More mixed-use along 1st Avenue
- Mixed residential and commercial along 153rd Street and Ambaum Boulevard
- Bring Dottie Harper Park and Lakeview Park into the Urban Center

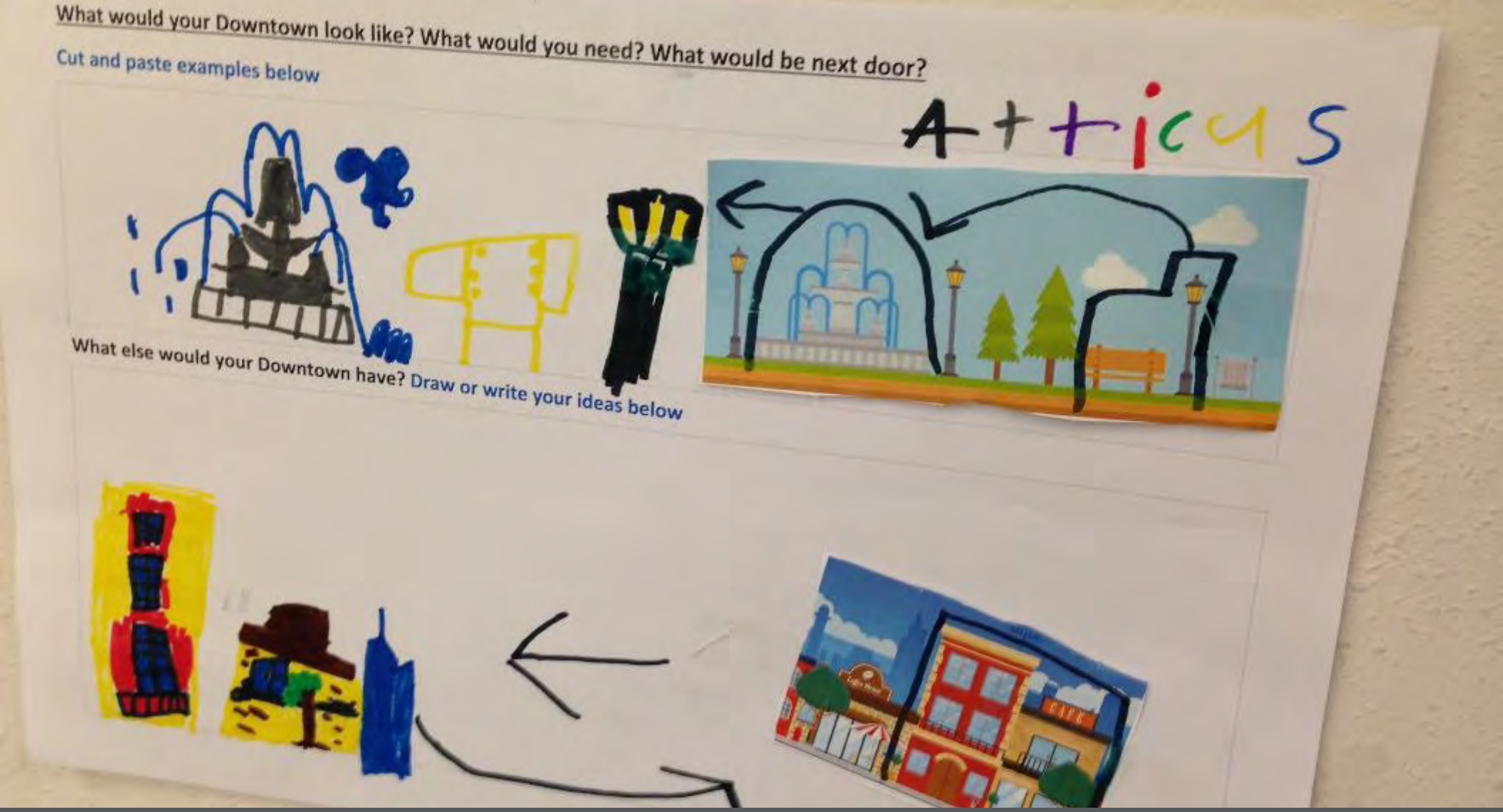


What's the right scale of development? Key themes from small group maps:

- Being considerate with building heights and scale, such as stepped building heights
- Incorporate green/open space between buildings
- Consider needed services to support added population
- Provide multi-model options to get around
- Considering parking and zoning changes, such as minimum lot sizes and affordable housing minimums
- Multi-story mixed-use buildings
- Maintain reasonable building heights (up to 5-6 stories)
- Support local/family-owned businesses
- Limiting auto-oriented uses in Downtown
- Universal design of streets and public spaces
- Provide housing that is affordable for different income levels

The small group discussions and completed maps also generated some innovative ideas for the Urban Center. These included:

- A climbing wall on the Transit Center
- Live music venue
- Roof top living room
- Having festival/market on 153rd Street
- Community garden with views (like Merrill Garden)
- Family nights
- Daylight creek from Lake Burien
- 6th Avenue Greenstreet



The youth table also provided many different ideas including more parks, safer and cleaner streets, and more places to walk to.



The project team took notes and recorded key themes from the small group maps on a large sheet of paper towards the front of the room.

Photos of each completed map and map transcriptions are provided as an appendix to this summary.

Next Steps

- Vision Survey (now through March 29)

  http://bit.ly/burienurbancenter
- Design Workshop (late spring, date TBA)
- For additional information: burienwa.gov/urbancentersplan

Following small group presentations, the project team advertised the online vision survey available on the project website and discussed next steps in the process.



A special thank you to everyone who joined in on the conversation on the Urban Center.

Be sure to check out the project website to learn more and find out about what's next:

burienwa.gov/urbancentersplan

Burien



Burien

Urban Center Plan

Community Vision Workshop Summary

March 6, 2019

MIG

Meeting

Public Draft Plan

November 25, 2019



Burien

Urban Center Plan

MIG

MIG

Agenda

- Project Purpose
- Planning Process
- Community Engagement
- The Urban Center Vision
- The Urban Center Concept
- Questions

What are Urban Centers?

- They provide a mix of housing, employment, commercial, and cultural amenities in a compact form.
- They support transit, walking and cycling.
- They are focal points of vibrant city life and activity, as well as strategic locations for accommodating a significant share of future population and employment growth.

(From PSRC)

Why does it matter?

- Efficient use of public resources and services
- Housing choice and proximity to destinations
- Greater mobility and reduced congestion
- Land preservation and reduction of environmental impacts
- Livability and affordability
- Environmental sustainability
- Compliance with state-wide Growth Management Act

Process

Background /Historical Review

January-February

- Tour
- Public Involvement Plan
- Baseline Documentation

Community Vision

February-May

- Community Conversations
- Community Vision Workshop
- PC/CC Briefing

Committee Meeting 1

Alternatives Development /Analysis

June-July

- Community Design Workshop
- Urban Center Concepts and Analysis

Committee Meeting 2

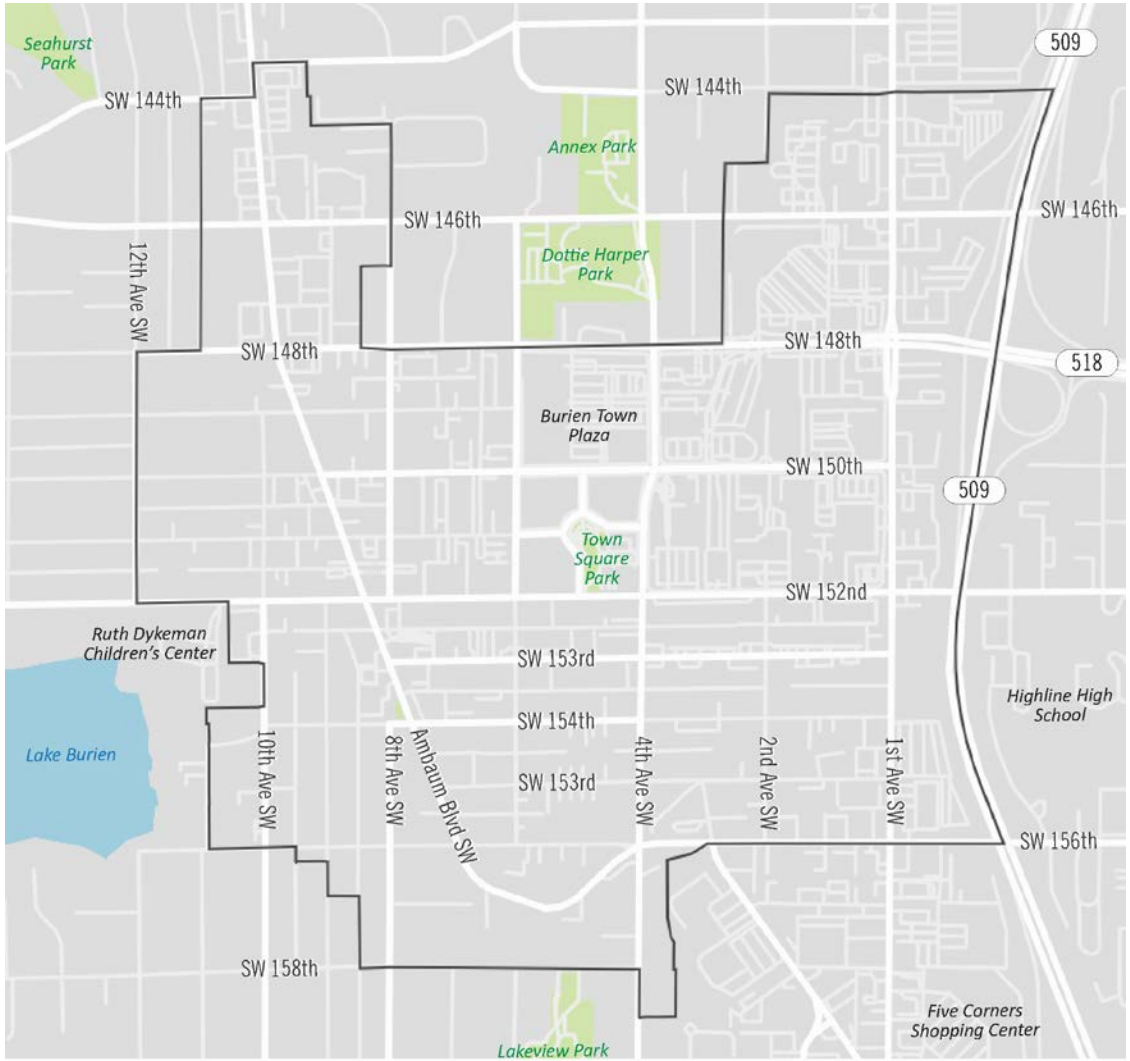
Plan Development

August-December

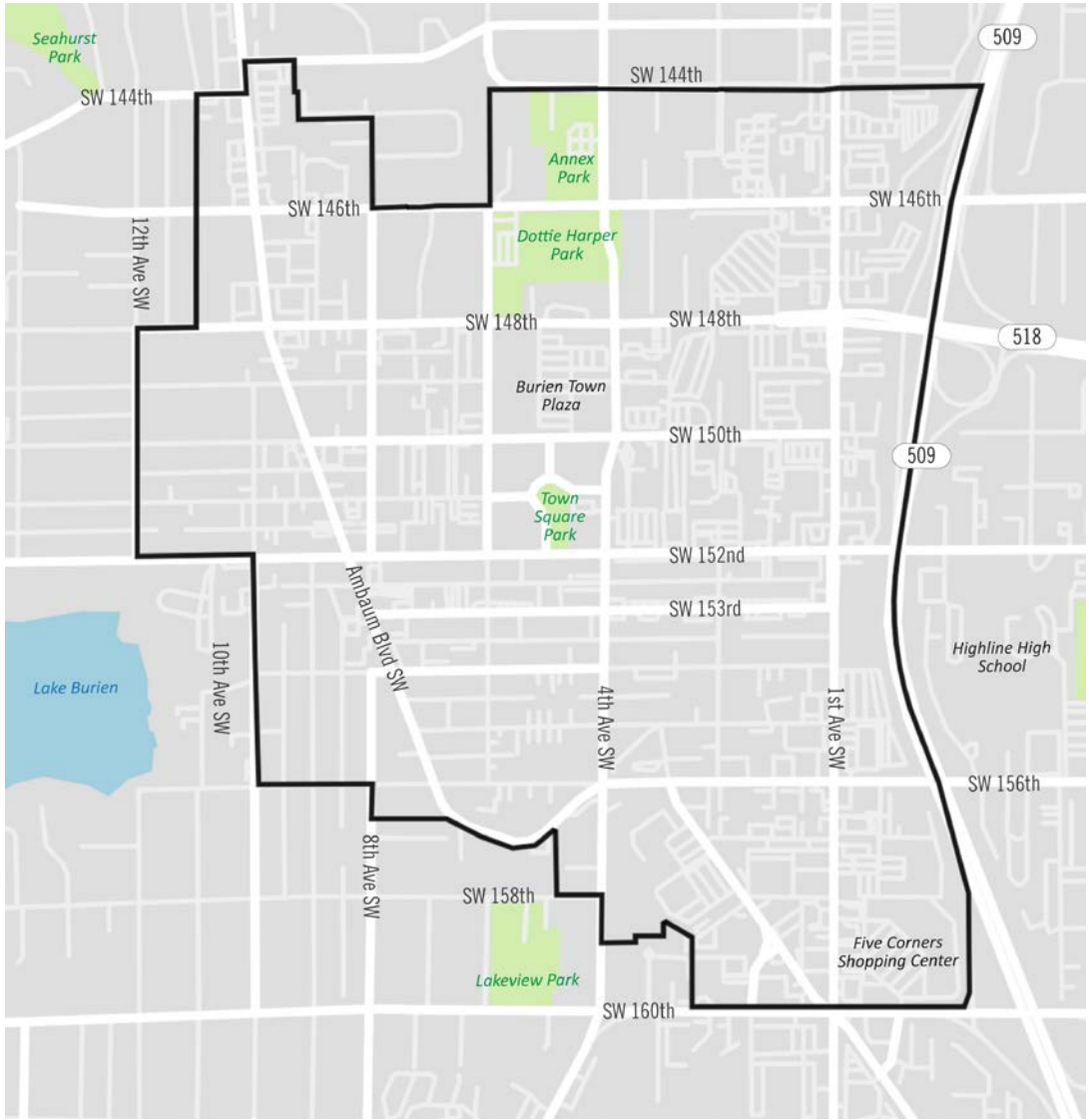
- Draft Urban Center Plan
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Committee Meeting 3

Adoption



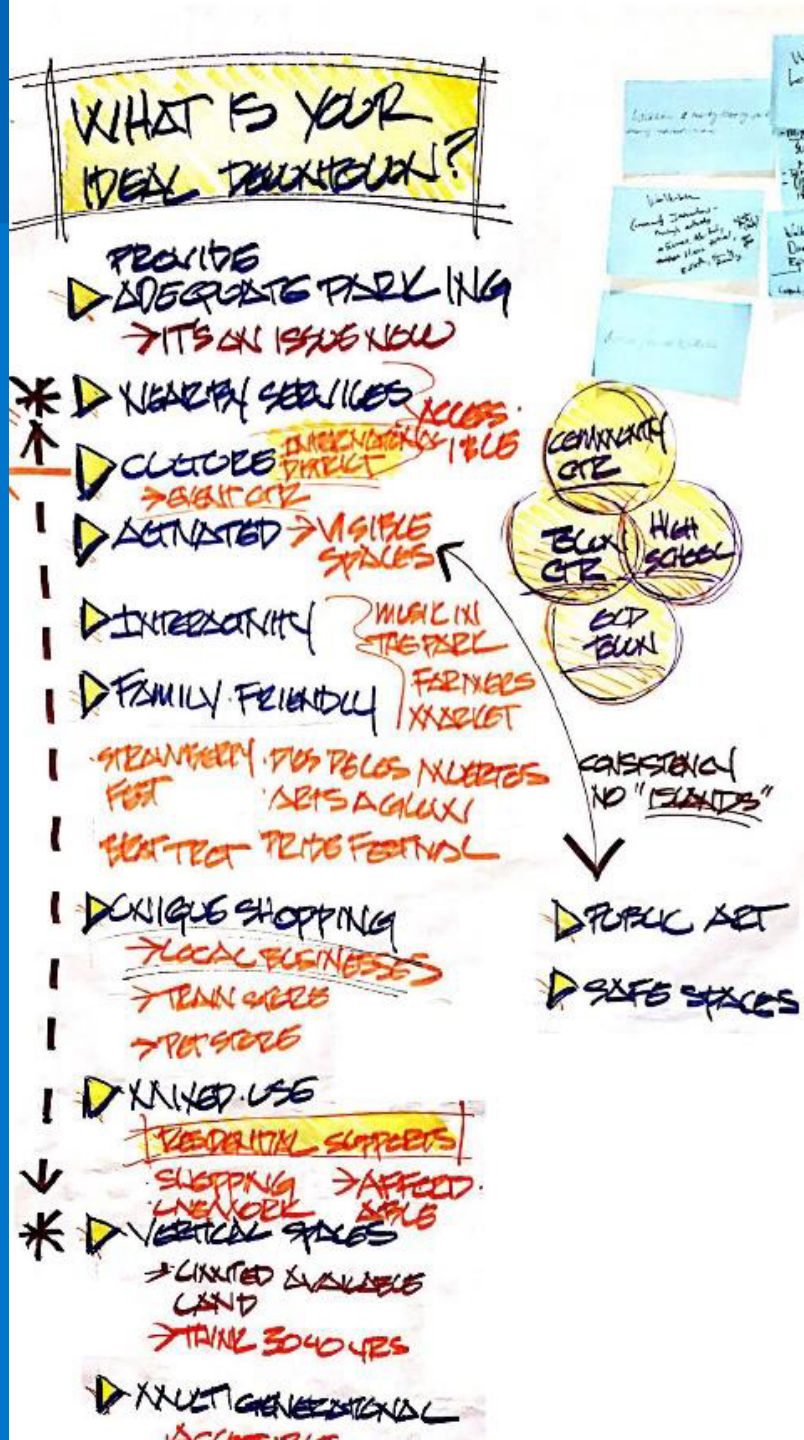
Source: Urban Footprint and MIG



Source: Urban Footprint and MIG

What makes a great Urban Center?

- Nearby services and mix of uses
- A sense of culture
- Activating spaces (public art and safe places)
- Family friendly
- Unique shopping (local businesses)
- Multigenerational spaces
- Denser development

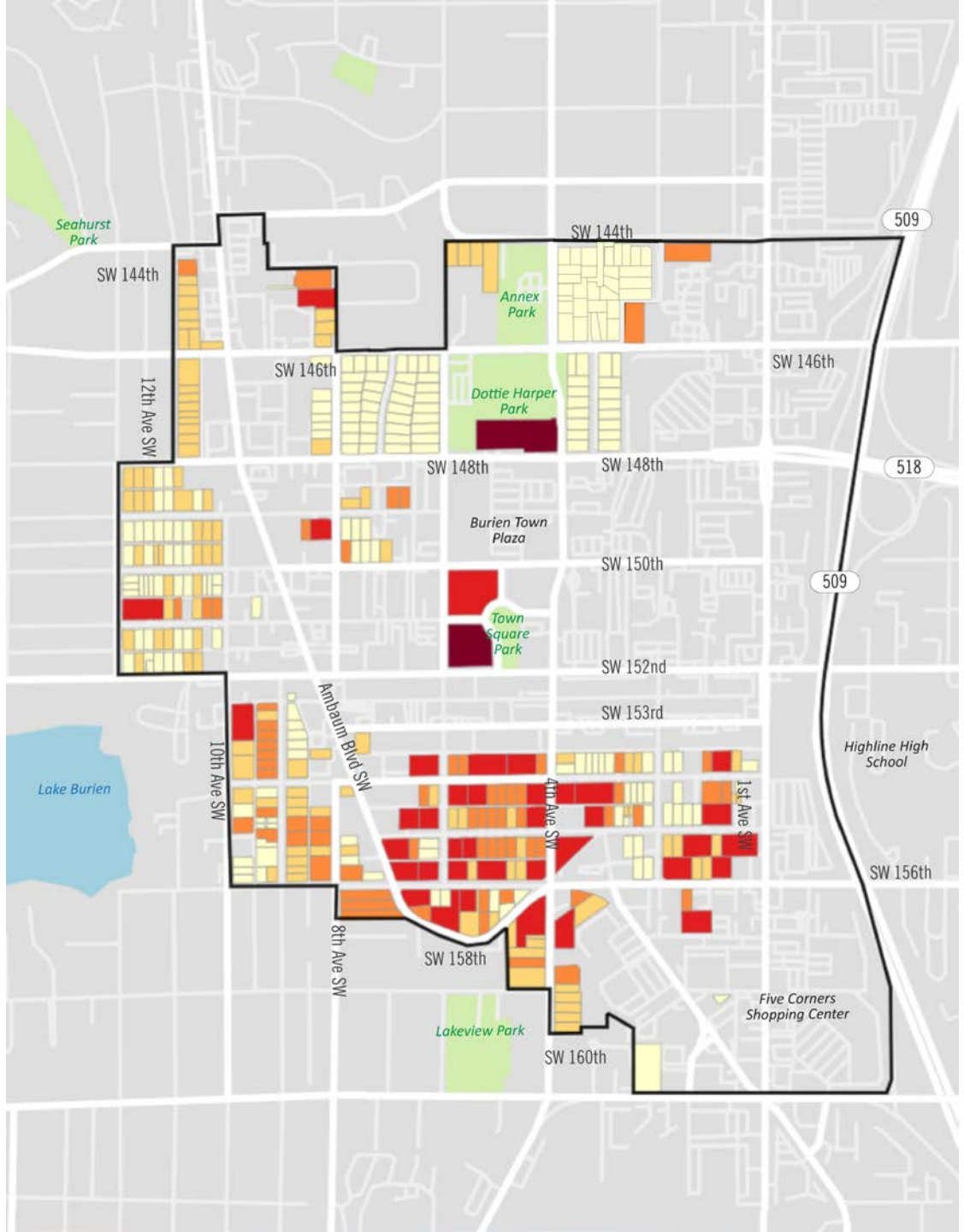




Downtown/Town Square


SAFEWAY
RITE AID
DRIVE THRU PHARMACY
STAPLES
us bank
132 BURIEN TC
8040
8040
B39800

1st Avenue



Source: Urban Footprint and MIG





Source: ACS 2017 5-Year Estimates and MIG



Community involvement in the Urban Center Plan by the numbers:

20	Advisory Committee Members
272	Vision Survey Respondents
50+	Vision Workshop Participants
6	Community Conversation Interviews
1	Hispanic/Latinx Focus Group Meeting
8	Youth Focus Group participants
30+	Open House Participants




Burien
TO THE BURIEN URBAN CENTER FUTURE ALTERNATIVES OPEN HOUSE!
WHAT IS YOUR PREFERRED ALTERNATIVE?
ABOUT THE PROJECT
Burien
STATION 1: THE URBAN CENTER TODAY

The Urban Center Vision



Burien's Urban Center is artistic, creative, and unique.

The Urban Center is full of opportunities to create, perform, and appreciate art, with a range of cultural attractions and civic spaces that are inclusive for everyone, close to jobs, housing, and transit. Downtown's independent spirit and variety of culturally diverse events, activities, and places to gather and celebrate make the Urban Center a vibrant and memorable.



Credit: Santa Fe Railyard

Burien's Urban Center is diverse and resilient.

The Downtown is a place that welcomes everyone regardless of color, orientation, age, or ethnicity. Housing in the Urban Center is affordable and varied and new development is designed around a human scale. There is a strong local economy with a mixture of uses, small and medium-sized businesses, and a proud, diverse, history and heritage. The mix of housing and employment generates foot traffic, local spending, and easier commutes.



Burien's Urban Center is connected, green, and healthy.

Streets and public spaces in the Urban Center are clean, safe, and welcoming with convenient connections and green parks and streetfronts. The built environment is easy to get around by walking, biking, or riding transit. Together, residents, businesses, and city advocates and partners contribute to a healthy community and environment.

The Urban Center Concept

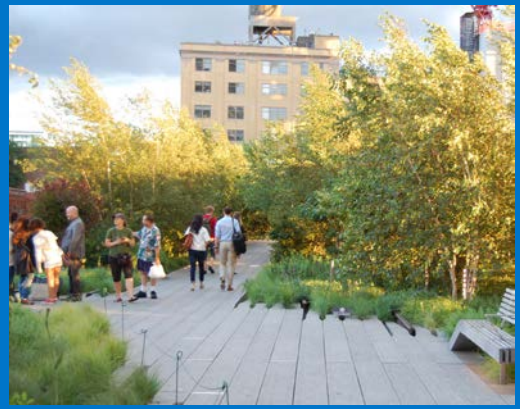
Direction During the Process

- Inclusive opportunities and communities of color
- Supporting small businesses and business incubation
- Green spaces and sustainable development
- Visualize the future streetfront
- Connect the vision to the concept
- Include Community Center and parks
- Ambaum Blvd. and Urban Residential placetypes

Placetypes

- Describe the preferred future for different locations.
- Blend ingredients of existing neighborhoods with potential changes that will support a mixed-use, transit-rich, and walkable urban center.
- Provide direction for any potential land use or zoning changes that would need to take place in the future.
- Help evaluate potential impacts of added employment, population, and housing.

Mixed-Use Placetypes

	Building Scale	Transportation	Public Space
Mixed-Use Center			
Mixed-Use Corridor			

Mixed-Use Placetypes

	Land Uses	Employment	Residential
Mixed-Use Center	• Retail • Commercial • Employment • Residential • Community Services • Institutional/Civic	140 employees/ acre (average)	71 units/acre (average)
Mixed-Use Corridor	• Commercial • Retail • Office • Residential	46 employees/ acre (average)	48 units/acre (average)

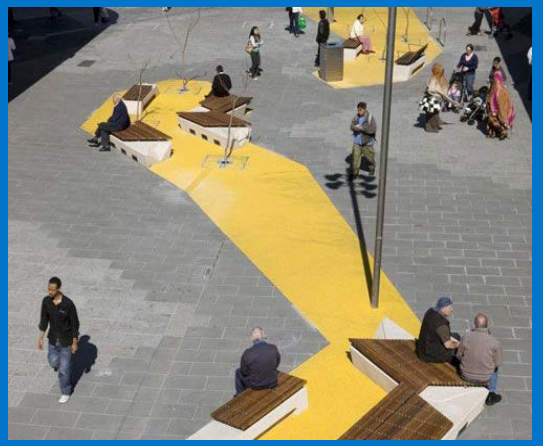
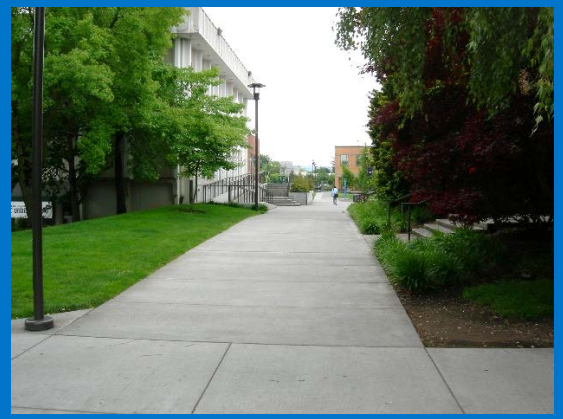
Residential Placetypes

	Building Scale	Transportation	Public Space
Urban Residential 1			
Urban Residential 2			

Residential Placetypes

	Land Uses	Employment	Residential
Urban Residential 1	• Single and Multi-Family Residential	0 employees/ acre (average)	20 units/acre (average)
Urban Residential 2	• Multi-Family Residential	11 employees/ acre (average)	125 units/acre (average)

Employment Placetypes

	Building Scale	Transportation	Public Space
Corridor Employment			
Mixed Employment			

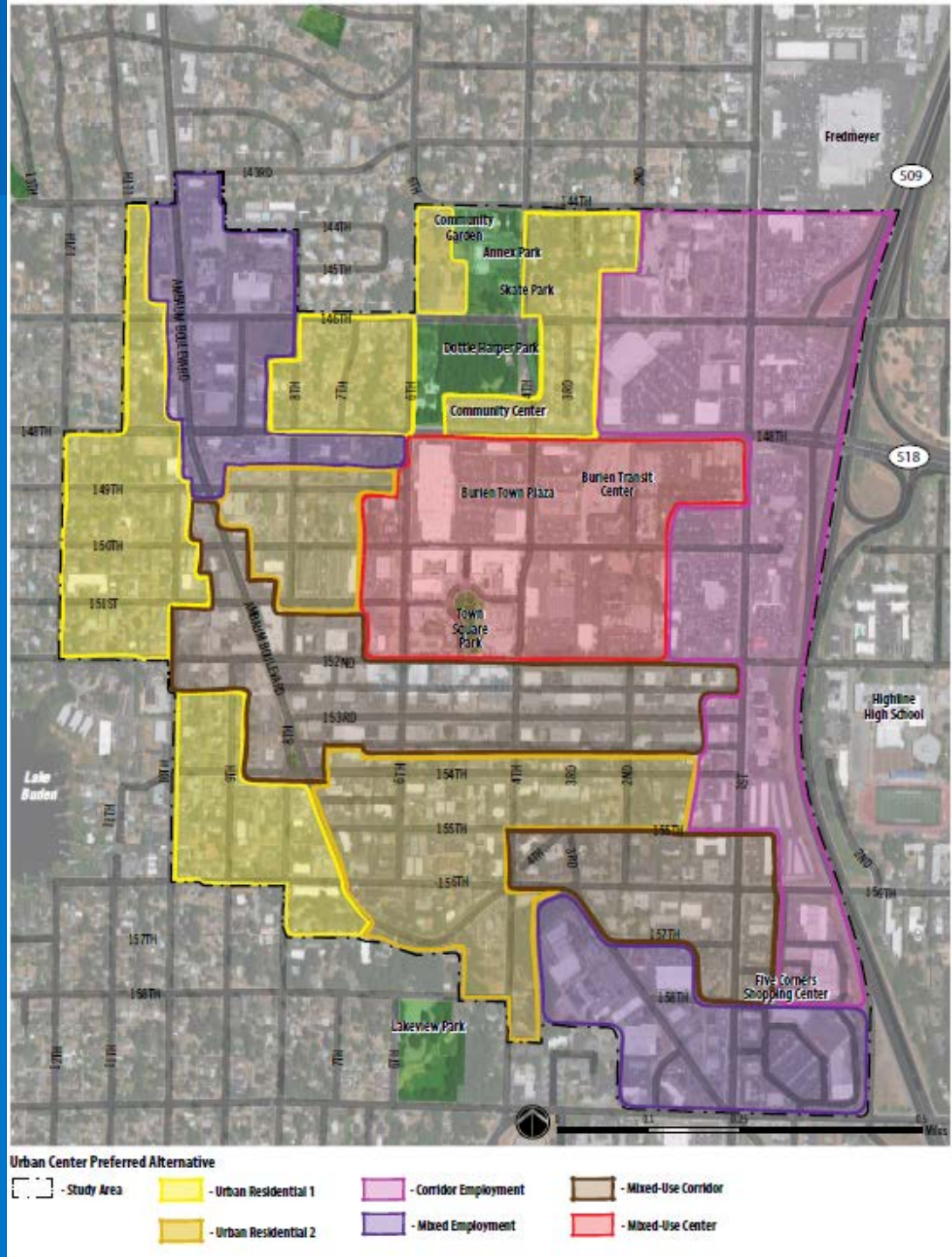
Employment Placetypes

	Land Uses	Employment	Residential
Corridor Employment	• Commercial • Office • Retail	37 employees/ acre (average)	0 units/acre (average)
Mixed Employment	• Office • Commercial • Civic uses	260 employees/ acre (average)	0 units/acre (average)

Artistic, creative, and unique

Planning Framework

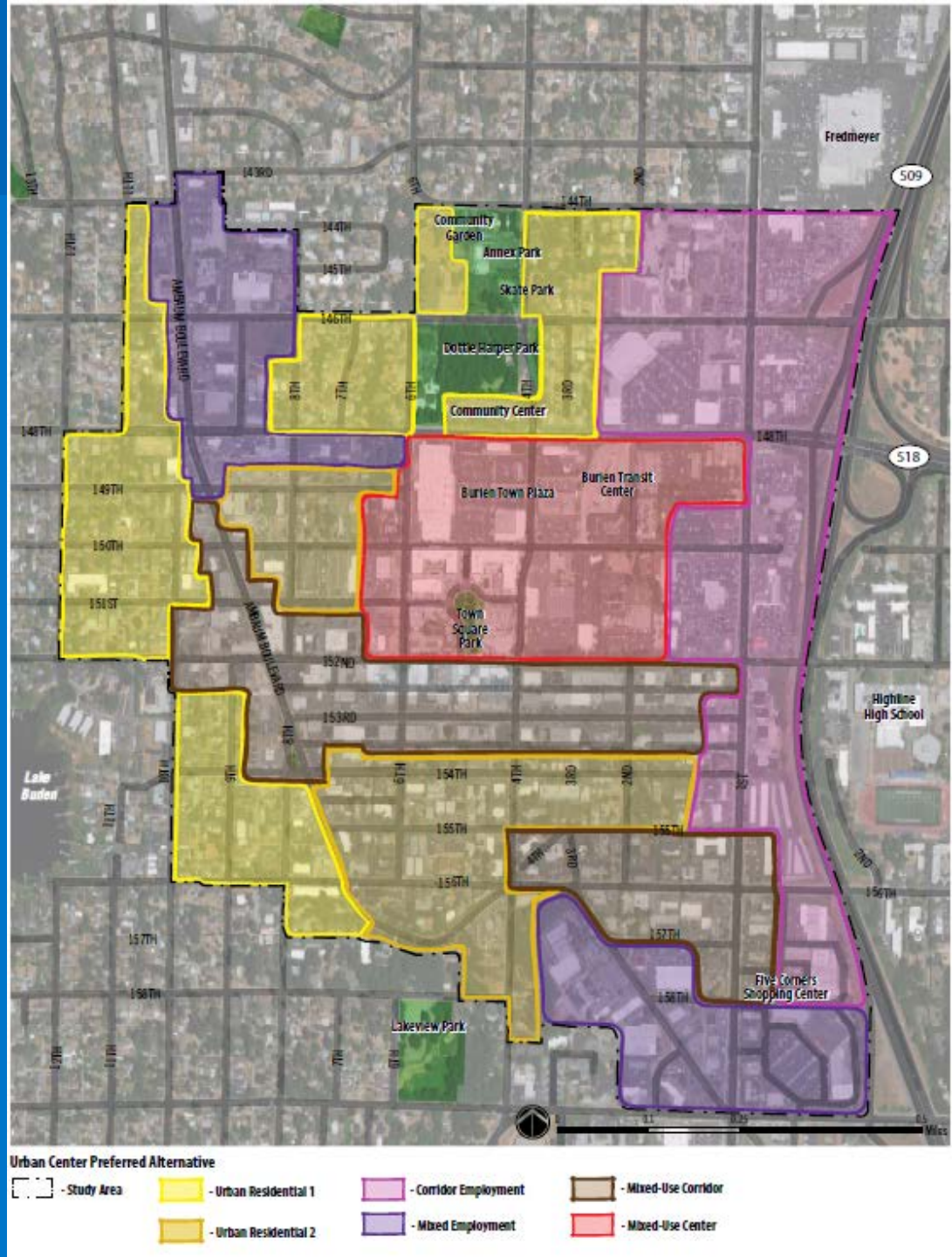
- More housing near Town Square
- Higher growth closer to Transit Center
- Focus improvements on 153rd



Diverse and resilient

Planning Framework

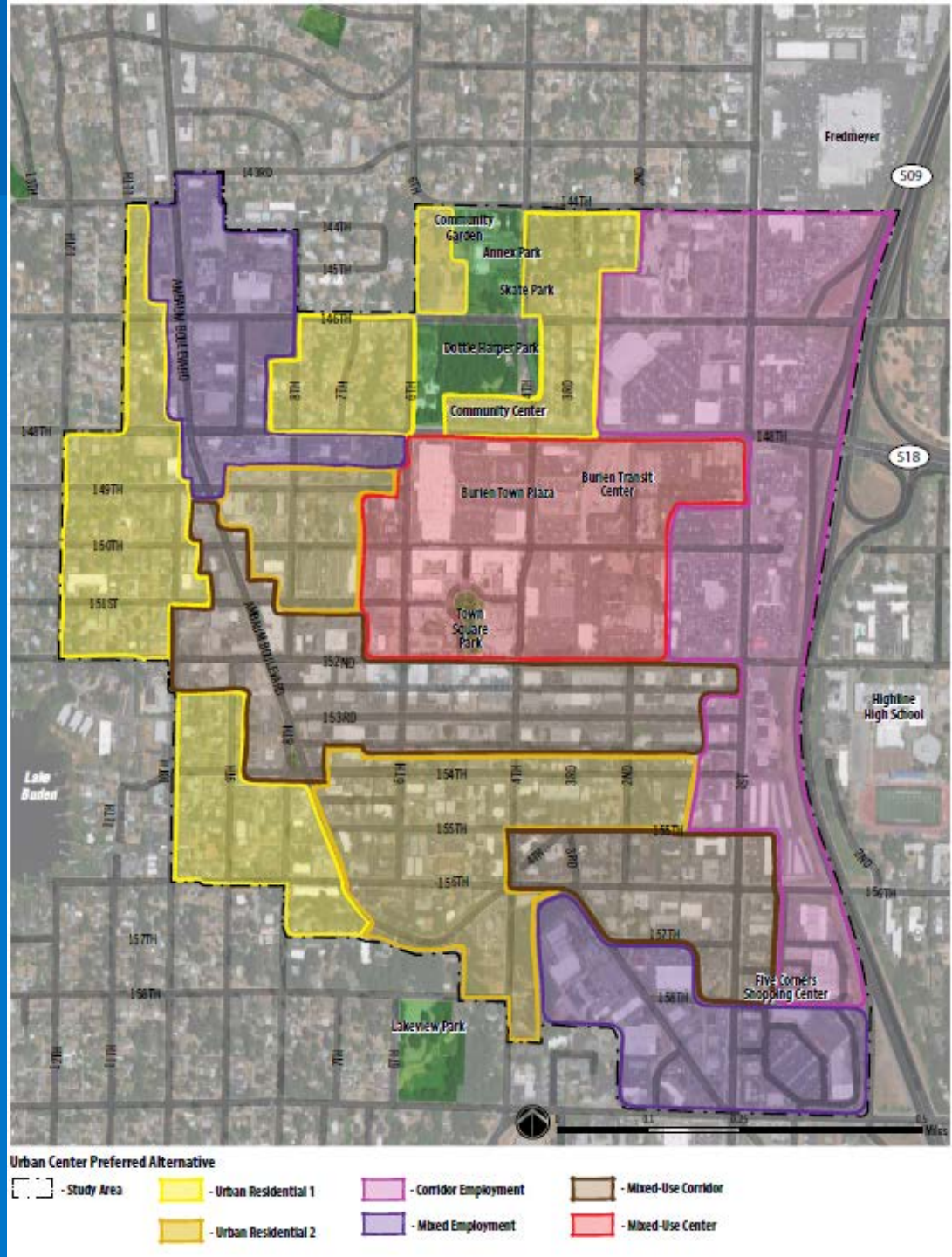
- Housing is affordable for different income levels
- Being considerate with building heights and scale
- Multi-story mixed-use buildings
- Mixed residential and commercial along 153rd Street and Ambaum Boulevard



Connected, green, and healthy

Planning Framework

- Green/open space between buildings
- Integrated Dottie Harper Park
- Multi-modal options to get around
- Universal design of streets and public spaces




BAKERY

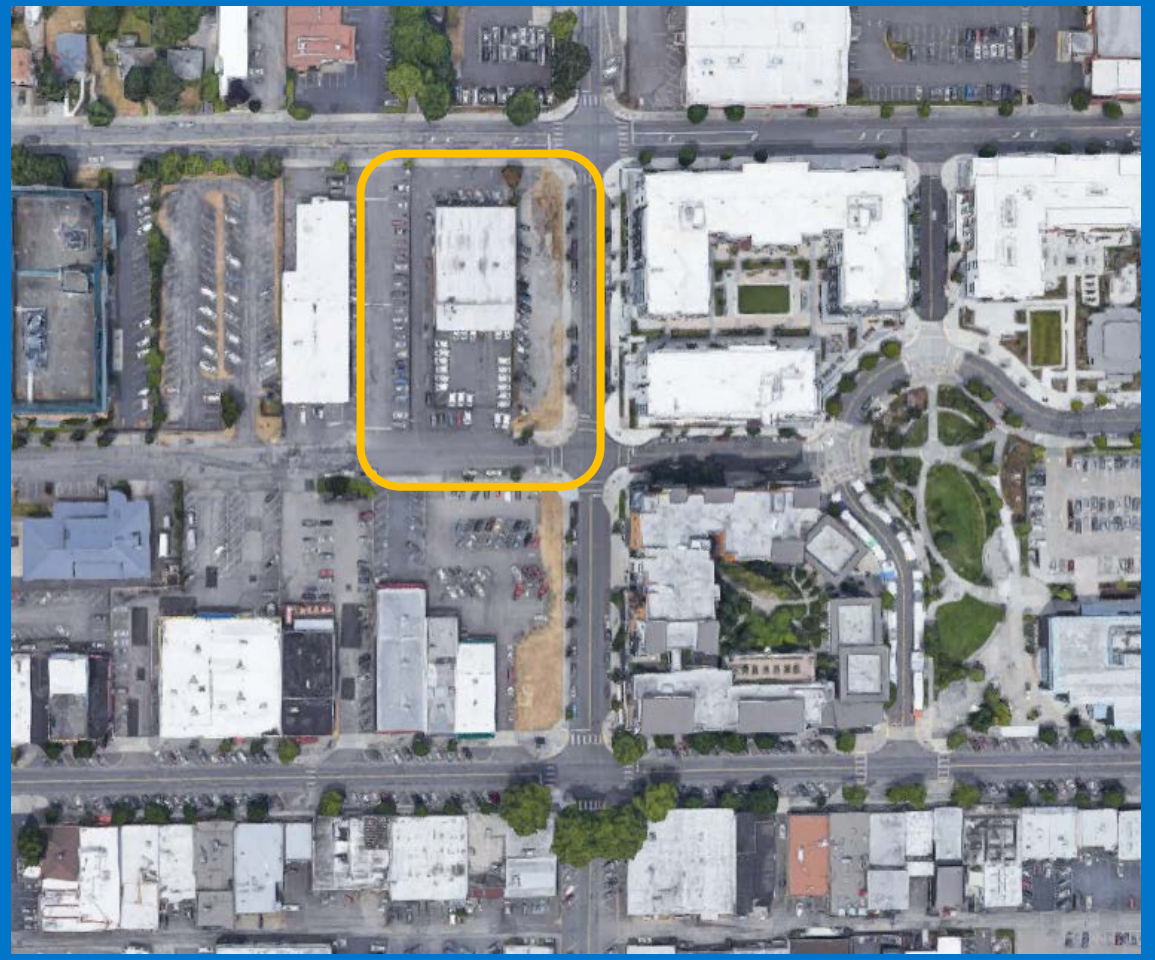

Town Square Park
Library/City Hall
152nd St.
153rd St.
4th Ave.
BAKERY


Transition building scale
Off-street parking pockets
Integrating existing buildings
152nd Alley activation
100% corner
Reduced setbacks/ 100% corner
Street trees and green stormwater

Opportunity Sites

Post Office Site

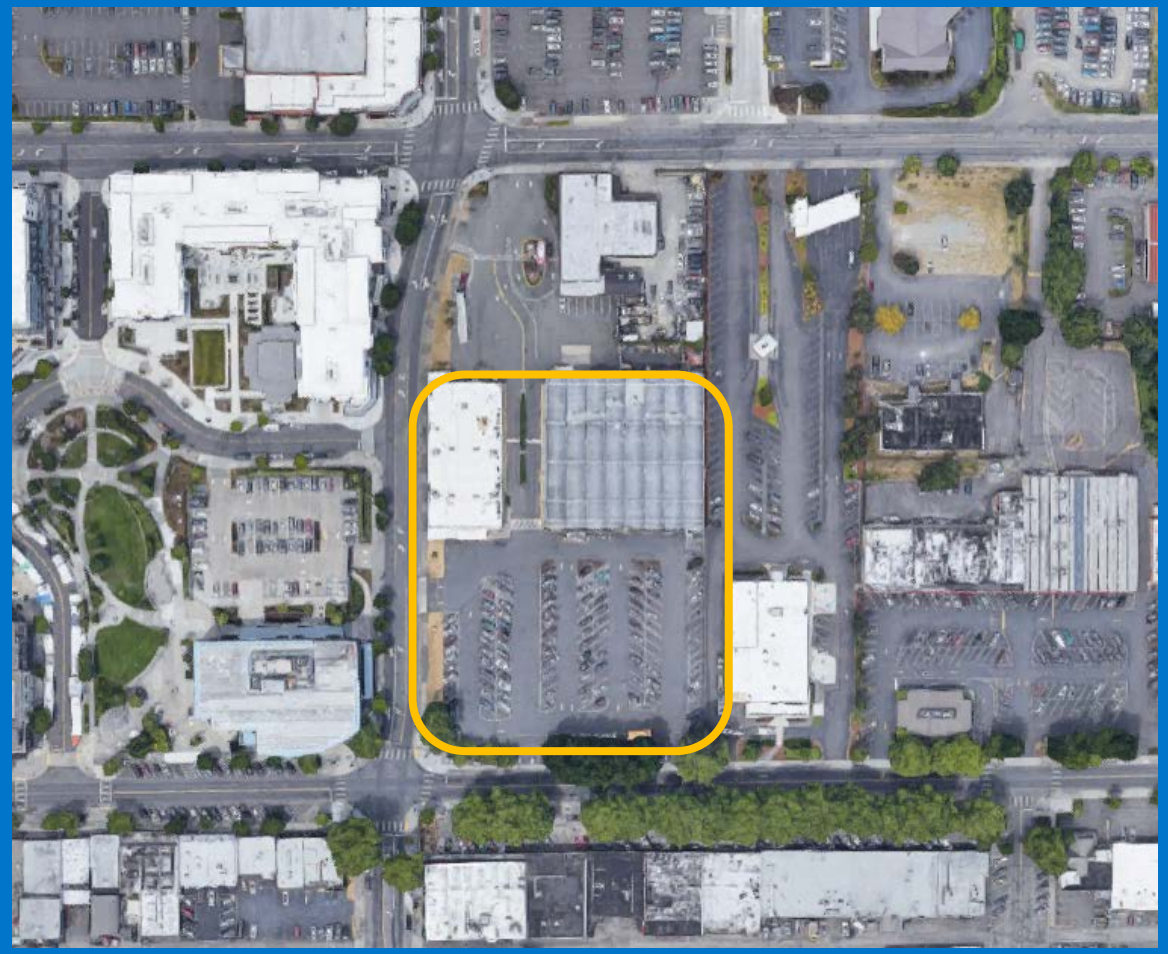
- Great connectivity
- Excellent transit access
- Potential for mixed-use
- Street improvements to connect with Town Square Park



Opportunity Sites

Dollar Tree/Grocery Outlet Site

- Excellent transit access and TOD potential
- Connectivity to Town Square and 152nd
- Mixed-use potential
- High visibility/corner activation



Urban Center Policies

- Land Use and Development
- Urban Form
- Housing
- Economic Development
- Public Services
- Multi-Modal Transportation
- Parks and Public Spaces
- Environment
- Arts and Culture

Policy Highlights

- Placetypes to guide how subareas will grow
- Investment near transit
- Street design standards
- Housing capacity inventory
- Housing Action Plan
- Equity and Social Justice
- At-risk property
- Small business support and displacement

Next Steps

- PSRC certification
- Comprehensive Plan and Municipal Code updates
- State Environmental Policy Act updates
- Design and development standards/guidelines
- Two-way communication about Urban Center vision

Questions?

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