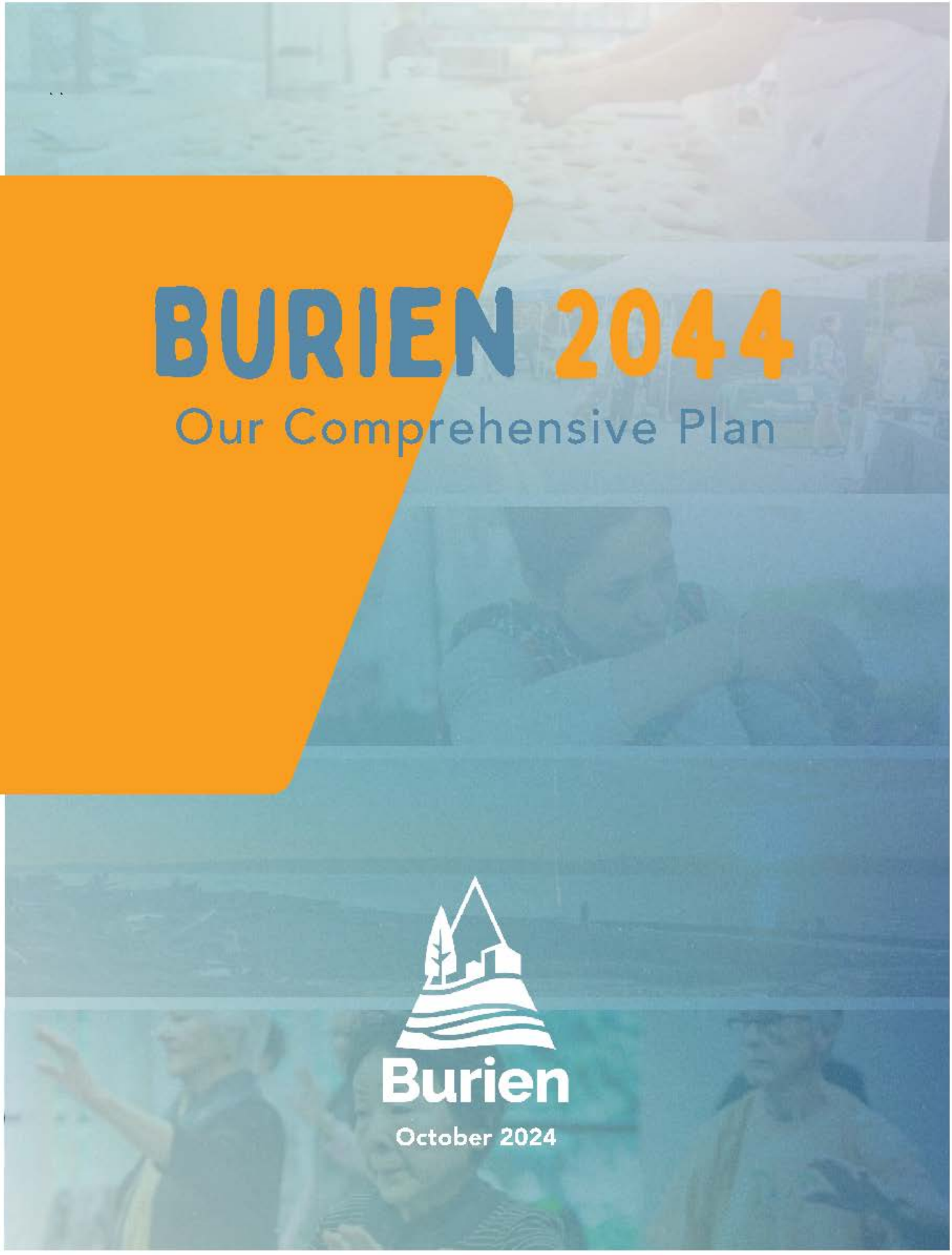
BURIEN 2044

Our Comprehensive Plan



Burien

October 2024


BURIEN 2044
We could collaborate with the museum to show city history!
what is my dream city?
PAST
+
PRESENT
LET'S THINK ABOUT...
Partnership
TRANSIT/ transportation
HOUSING
PARKS
NEIGHBORHOOD CENTERS

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Jimmy Matta, Position3
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0 Vision & Plan Introduction



What You Will Find in this Chapter

- The purpose of the Comprehensive Plan,
- The Burien planning area,
- The Comprehensive Plan values and vision

Introduction

This Comprehensive Plan considers the voices and needs of our Burien community to address growth and coordinate capital investments and city functions through the year 2044. It establishes values and a vision, and a land use plan providing opportunities for living, working, and enjoying Burien's natural and cultural environment. The Comprehensive Plan addresses Burien's housing and jobs trends and expected growth. To support current residents and businesses and future growth, the Plan provides a statement of policy across the following elements: Land Use, Transportation, Housing, Human Services, Economic Development, Community Health and Well-being, Sustainability and Natural Environment, Climate Change, Parks, Recreation, and Open Space, Utilities, and Capital Facilities. This Plan fulfills the requirements of the Growth Management Act (GMA).

Our Values

Values are core principles or beliefs. They are cross-cutting statements that support multiple elements.

Equitable

People of all backgrounds, races, languages, genders, and abilities are provided full and equitable access to achieve their full potential and to thrive. Burien acknowledges that past inequitable planning led to injustices we have today.

Prosperous

Burien fosters an economic environment that provides opportunities and resources for all kinds of businesses that provide a wide range of jobs, goods, services, workforce and youth education and skills training, and cultural connections that enrich the lives of people now and into the future.

Fiscally Responsible

City government carefully manages public resources, weighs fiscal impacts with City priorities, and delivers high quality services that are supported by sustainable levels of staff and funding.

Environmentally Sustainable

Burien supports improving the health of natural systems, reducing greenhouse gas emissions and pollution, and increasing our ability to adapt to the impacts of a changing climate.

Resilient

The Burien community cultivates social networks, infrastructure, and economic systems that are resilient to economic or political disturbances, natural disasters, and climate change.

Safe

Burien aims for people to be safe from physical harm, theft, violence, harassment, discrimination, pollution, and natural hazards in our community.

Innovative

Burien is not afraid to try new methods or processes and embraces creative solutions, including responsibly adapting to and leveraging ever-changing technology.

Our Vision

A vision statement describes Burien's shared aspirations for its best future regarding the community's physical and economic development and social well-being. Elements have their own statement as a guiding framework.

Guiding Vision

Burien aims to be a prosperous, equitable, sustainable, resilient, innovative, and safe community where people of diverse backgrounds lead fulfilling lives with friends and family, business and work opportunities, and rich cultural and recreational activities with programs for and by our youth, elders, and all ages. As the city grows, quality of life improves for current and future residents.

Land Use

Growth in Burien contributes to the vibrancy of downtown and neighborhood centers, supports local businesses, increases housing opportunities for all, improves community and cultural spaces, and supports a healthy environment.

Transportation

People are able to get around Burien safely and comfortably by walking, biking, rolling, riding transit, or driving. Transportation assets including streets, sidewalks, bike facilities, and trails are well-maintained, connected, and vibrant community spaces that enrich public life, health, and the environment. Transportation decisions are made equitably to prioritize investments for those who

have the least access. Make accessible improvements and enhance safe mobility of people with disabilities.

Housing

All types of homes are affordable, abundant, safe and accessible to all Burien residents—now and in the future—regardless of income, race, family structure, household size, personal ability, or life stage.

Human Services

The City of Burien will support, fund, and advocate for human service agencies and programs working to better the lives of our residents and their families reaching all ages and abilities. These efforts, with particular emphasis on initiatives that are responsive to and accessible by communities who have faced significant barriers, are essential to the growth and vitality of our city.

Economic Development

Burien's economic development landscape is welcoming and inclusive, supporting entrepreneurs and business owners as they start, build, and grow their companies. Burien's diverse businesses provide a well-balanced jobs market (including a full range of wages and skills), ample access to culturally relevant goods and services, and provide a strong revenue base for a growing city.

Community Health and Well-being

Burien's physical environment and social programs allow community members to weather challenges, live healthy and hopeful lives, and develop and maintain positive human interactions. Homes, businesses, recreation, cultural arts, and schools offer culturally relevant ways to access healthy food options, interact spontaneously, build trust amongst neighbors, and gather together.

Sustainability, Natural Environment, and Climate Change

Burien is a community that mitigates and adapts to a changing climate.Burien is aresilient community that protects its natural environment, improves the health of our watersheds, and expands social services to ensure environmental justice and equity as we transition to a carbon-free world. Tree canopy, natural areas, biodiversity, watersheds, and green infrastructure are protected and enhanced over time. Negative environmental impacts such as exposure to sea level rise, flooding, air and noise pollution, and urban heat effects are mitigated.

Parks, Recreation, and Open Space

Community members have equitable access to high quality and safe parks, recreation, and cultural facilities in their neighborhoods. This allows for increased walkability and more access to active

recreation, passive gathering spaces, trees and natural spaces, water, public art, events, and cultural activities that reflect the changing needs and desires of Burien's population.

Capital Facilities and Utilities

Capital facilities and utilities are well-maintained, equitably distributed, efficiently managed, and sufficiently funded to support the daily needs of a thriving and growing city.

Plan Area

The City of Burien is 10.04 square miles in area and located in southwest King County, south of Seattle and White Center. Its western border is the Puget Sound, and its eastern border includes SR 99/Tukwila International Boulevard, and Des Moines Memorial Drive S. See Exhibit 0-1.

SR 509 provides north-south regional connections while SR 518 links the city eastward, connecting to I-405 and east King County. Arterials providing north-south connections across Burien include Ambaum Boulevard SW, 1st Ave S, and 4th Ave SW, and arterials providing east-west connections include S 128th, 136th, 146th, 148th, 152nd, and 160th Streets.

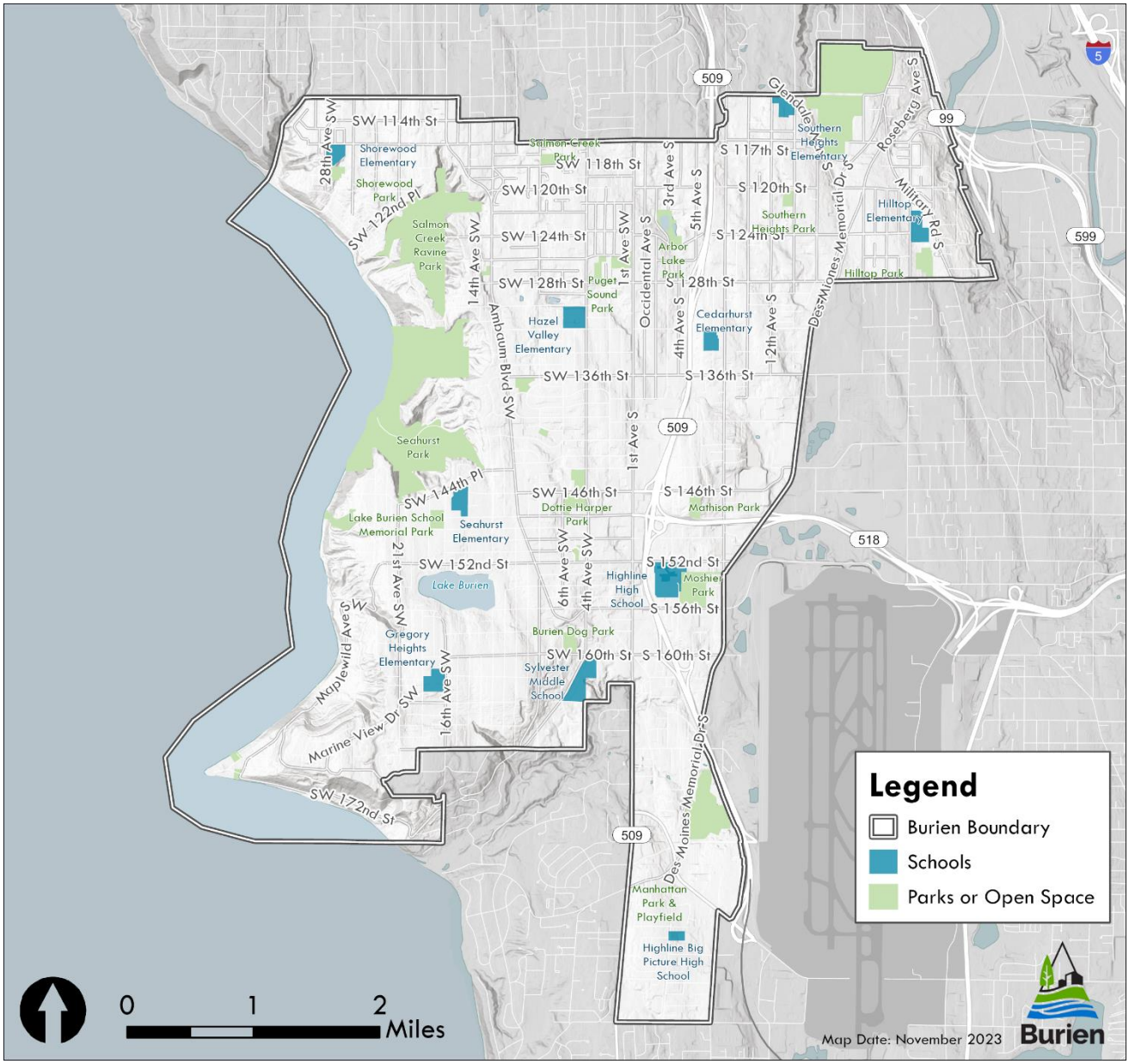
Burien was incorporated in 1993, and today is home to a diverse population. It is known for flagship features such as a walkable downtown and creative district, international restaurant scene, health care hub, waterfront parks, and Puget Sound views.

Growth Management Goals

State goals guide the City's Comprehensive Plan and development regulations. These goals address in summary:

- Guide growth in urban areas.
- Reduce sprawl.
- Encourage an efficient multimodal transportation system.
- Accommodate housing for all economic segments.
- Promote economic development and opportunities.
- Recognize property rights.
- Ensure timely and fair permit procedures.
- Protect agricultural, forest, and mineral lands.
- Retain and enhance open space, recreation, and habitat.
- Protect and enhance the environment.
- Foster community participation including overburdened populations.
- Ensure adequate public facilities and services.
- Encourage historic preservation.
- Adapt to and mitigate the effects of climate change.
- Manage shorelines of the state.

Exhibit 0-1 Burien City Limits



Sources: City of Burien, BERK 2023.

State and Regional Framework

Growth Management Act

The Burien Comprehensive Plan is required to be updated periodically every 10 years to meet the Growth Management Act requirements and regional and countywide requirements. A 5-year progress report is due in between updates.

The Washington State GMA was adopted in 1990 in response to concerns over uncoordinated growth and its impacts on communities and the environment. The GMA includes 15 planning goals to help guide its implementation. See side bar on page 1-5. The GMA requires local governments to prepare comprehensive plans to accommodate 20 years of expected growth. Required elements include land use, housing, capital facilities, utilities, transportation, economic development, parks and recreation, and climate change and resilience. The GMA and other state and regional policies provide specific guidance for the contents of these elements.

VISION 2050

Adopted in October 2020, the PSRC VISION 2050 provides a framework for planning for future development within the four-county region.[1] Within this framework, the VISION 2050 regional growth strategy envisions a future where the region:

- Maintains a stable urban growth area.
- Focuses the great majority of new population and employment within the urban growth area.
- Maintains a variety of community types, densities, and sizes.
- Achieves a better balance of jobs and housing across the region.
- Within the urban growth area, focuses growth in cities.
- Within cities, creates and supports centers to serve as concentrations of jobs, housing, services, and other activities.
- Builds transit-oriented development around existing and planned infrastructure.
- Uses existing infrastructure and new investments efficiently.

The roles of different communities are described in the Regional Growth Strategy. Five types of urban geographies are identified based on their size, function, and access to high-capacity transit: Metropolitan Cities, Core Cities, High-Capacity Transit Communities, Cities and Towns, and Urban Unincorporated Areas. Burien is one of 16 cities/urban areas in the Core Cities designation. Core Cities are described as containing designated regional growth centers, with the majority connected

[1] King, Pierce, Snohomish, and Kitsap counties.

to the region's high-capacity transit system. Together with Metropolitan Cities, Core Cities currently are and will be the most intensely urban places in the region.

Consistent with the GMA, VISION 2050 contains multicounty planning policies. VISION 2050 contains the following key land use development requirements. A full list can be found at the PSRC website (VISION 2050):

- MPP-DP-1 Develop high-quality, compact urban communities throughout the region's urban growth area that impart a sense of place, preserve local character, provide for mixed uses and choices in housing types, and encourage walking, bicycling, and transit use.
- MPP-DP-2 Reduce disparities in access to opportunity for the region's residents through inclusive community planning and targeted public and private investments that meet the needs of current and future residents and businesses.
- MPP-DP-3 Enhance existing neighborhoods to provide a high degree of connectivity in the street network to accommodate walking, bicycling, and transit use, and sufficient public spaces.
- MPP-DP-9 Support urban design, historic preservation, and arts to enhance quality of life, support local culture, improve the natural and human-made environments, promote health and well-being, contribute to a prosperous economy, and increase the region's resiliency in adapting to changes or adverse events.
- MPP-DP-11 Identify and create opportunities to develop parks, civic places (including schools) and public spaces, especially in or adjacent to centers.

Specific goals for accommodating growth are provided through the Regional Growth Strategy and include:

- MPP-RGS-9 Focus a significant share of population and employment growth in designated regional growth centers.
- MPP-RGS-12 Avoid increasing development capacity inconsistent with the Regional Growth Strategy in regional geographies not served by high-capacity transit.

The Comprehensive Plan is reviewed for consistency with VISION 2050, and the Transportation Element must be certified.

Countywide Planning Policies

The CPPs were developed by the King County Growth Management Planning Council in collaboration with cities and were most recently updated in 2021, with ratification occurring in April 2022. Housing related policies and targets were adopted in 2023.

The CPPs address growth management issues, provide a countywide vision for the future and support regional planning and the GMA. The GMA requires that local comprehensive plans be consistent with the CPPs.

The 2021 CPPs include the following vision statements:

- Communities across King County are welcoming places where every person can thrive.
- All residents have access to opportunity and displacement from development is lessened.
- The cities are vibrant and inviting hubs for people with a safe, affordable, and efficient transportation system that connects people to the places they want to go.
- Housing is characterized by a full range of options that are healthy, safe, affordable, and open to all.
- The county's critical areas are protected and have been restored.
- Open spaces are well distributed and inviting to all users.
- The Rural Area is viable and permanently protected with a clear boundary between urban and rural areas.
- The county boasts of bountiful agricultural areas and productive forest lands.
- The economy provides opportunities to everyone and includes Black, Indigenous, and other People of Color-owned businesses; immigrant- and women-owned businesses; locally owned businesses; and global corporations.

The CPPs include a centers strategy that is consistent with and supports the VISION 2050 regional growth strategy. The strategy aims to concentrate housing and employment growth in designated centers, providing urban and industrial places with higher intensity development and concentrations of services and amenities to support growth.

Burien must plan to accommodate the growth allocation assigned to it through the countywide growth target allocation process. Housing targets are further disaggregated by income band. In addition, the City must plan for emergency housing. See the **Housing Element**.

The Comprehensive Plan Housing and Land Use Elements are reviewed for consistency with Countywide Planning Policies regarding housing provisions and policies, and the City will report annually on its progress in plan implementation.

Plan Framework

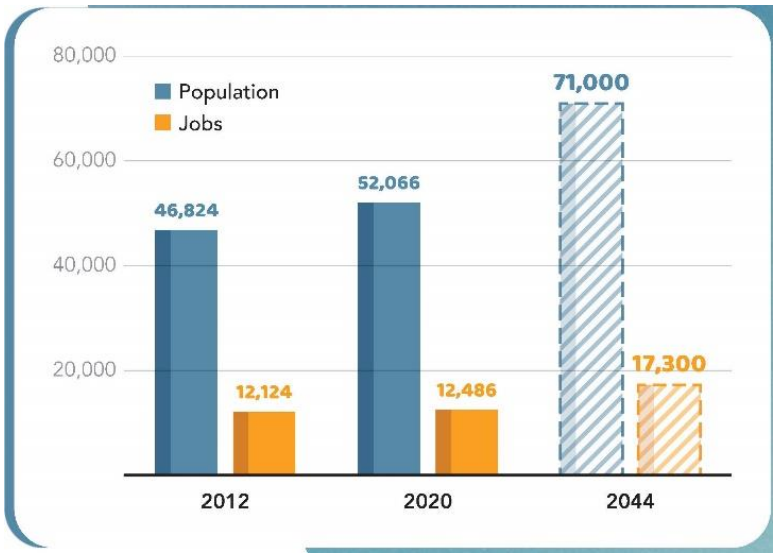
The Comprehensive Plan is the primary plan that guides and is supported by system plans like the Transportation Master Plan (TMP) and Parks, Recreation and Open Space Plan (PROS), as well as by other City plans and development regulations. See **Exhibit 0-2**.

Exhibit 0-2. Comprehensive Plan and Supporting Plans and Regulations



The Comprehensive Plan is designed to assess existing conditions, look forward, and plan for the next 20 years. Burien is a city with over 52,000 residents as of 2020. From 2020–2044, the city is anticipated to add almost 19,000 new residents in 7,500 new households and another 4,770 jobs in that same time. This is over 36% growth. See Exhibit 0-3.

Exhibit 0-3. Twenty Year Growth Projections – 2044 Future



Source: King County, 2021; BERK 2022.

Planning Process & Public Involvement

The City developed the "Shape Your City" initiative to for coordinate community engagement around the Burien 2044 Comprehensive Plan, Transportation Master Plan, Parks, Recreation, and

Open Space Plan, and Economic Development Action Plan. The effort has three stages: Visioning, Stories & Strategies, and Plan Sharing with the Draft EIS and Draft Plan. See **Exhibit 0-4**. Engagement results are in Appendix A.

Exhibit 0-4. Engagement Phases



Source: Burien 2023, BERK 2023.

Key engagement themes have been folded into the values and vision in this chapter, and are reflected in the land use plan, and element goals and policies. Key ideas that have guided the development of plans and investments include:

- Increase affordable housing ownership and rental choices including middle housing, mixed use, and multifamily housing with access to amenities, and more.
- Create neighborhood centers with amenities that connect daily activities from homes to schools, parks, services and stores, and transit and jobs.
- Connect by foot, bike, transit, wheelchair, and auto within Burien and beyond.
- Provide places to meet and play and green spaces and trees throughout Burien.
- Increase prosperity and economic opportunity.
- Protect and enhance Burien's ecosystems and adapt and mitigate climate change.

Tribal Treaty Rights

Prior to White settlement, Burien was part of "winter towns inhabited by Lushootseed-speaking peoples, including the Duwamish, Suquamish, Muckleshoot, and Puyallup." (DeCoster 2013) The Treaties of Point Elliot and Medicine Creek in 1854 established reservations of land for signatory

tribes with the ability to continue fishing, hunting and gathering off-reservations. Chief Seattle signed for the Duwamish and Suquamish tribes. (The Muckleshoot Indian Tribe 2023)

The Muckleshoot Indian Tribe is a federally recognized tribe that are descendants of the Native people who inhabited the Duwamish and Upper Puyallup watersheds. The Tribe identifies its geographic area of interest to includes all Watershed Resource Inventory Areas 8, 9 and 10, which are the Lake Washington, Green-Duwamish & White-Puyallup River Basins. (The Muckleshoot Indian Tribe 2020) This includes the entirety of Burien which is in the WRIA 9 basin.

Tribal members moved from their original homelands to the reservations, and White settlers took over non-reservation lands:

> *Following the establishment of the Muckleshoot Reservation in 1857, and as pressure from settlers increased, Indian people moved from their traditional villages throughout the Duwamish/Lake Washington and Upper Puyallup drainages to the Muckleshoot Reservation. (The Muckleshoot Indian Tribe 2023)*

The Duwamish Tribe is seeking federal recognition. It considers its aboriginal territory to include Seattle, Burien, Tukwila, Renton, and Redmond. It established the Duwamish Tribal Services, a registered non-profit organization in 1983. Other federally recognized tribes dispute the claim of federal recognition that the Duwamish seek. (Mapes 2022)

Not all Indians moved to the reservations; they faced loss of their lands and homes and discrimination. Those on the reservation too faced poverty and discrimination. Children were forcibly sent to boarding schools to assimilate and lose their language and culture. (Mapes 2022)

Another way tribal treaties were compromised is with environmental degradation. Some tribal members suggest that supporting the tribes' usual and accustomed places with properly functioning ecosystems is a way to honor the treaties. (Mapes 2022)

> *The treaty protects everyone living here today — and is why they live here not as visitors or squatters. Rather, Miller said, all people living here today are neighbors, bound together to uphold the treaty. Yet these are promises still not kept.*
>
> *Treaty tribes' rights were reserved forever to hunt, fish and gather where they always had, off the reservation. Lands and waters that today are paved, dammed, diked, dredged, filled and industrialized beyond recognition are increasingly bereft of salmon, game, roots, berries, plants and medicines central to Native cultures. (Mapes 2022)*

Planning and Consultation

Burien regularly notifies tribes of planning initiatives and land use permits. The City implements policies and regulations in its Shoreline Master Program that are meant to identify and protect archaeological or historic resources.

The City shared notices of a 60-day review of the Draft Plan and Draft EIS with several tribes. This Comprehensive Plan includes policies meant to promote protection and enhancement of ecosystems to meet tribal treaty rights and protect cultural resources.

Supporting Plans

The City of Burien has adopted the following subarea and system plans in support of this Comprehensive Plan, and these are incorporated by reference as amended:

- Ambaum Boulevard Park Community Plan (2024)
- Burien Climate Action Plan (2021)
- Burien Economic Development Action Plan (2024)
- Burien Housing Action Plan (2021)
- Burien Parks, Recreation, and Open Space Plan (2024)
- Burien Shoreline Master Program (2019)
- Burien Transportation System Plan (2024)
- Burien Urban Center Plan (2021, Amended 2024)
- Burien Urban Center Streetscape Plan (2021)
- Highline School District Capital Facilities Plan (2018)
- Pedestrian and Bicycle Facilities Plan (2004)
- Salmon Creek Neighborhood Plan (2004)

Plan Amendment

Burien's Comprehensive Plan is an evolving document and will be periodically reviewed and revised over the next 20 years as better information becomes available and public interests and legislative policy change over time.

The GMA limits Comprehensive Plan amendments to no more than once per calendar year, except for certain exemptions and emergency actions.

The Plan is monitored at the five-year mark in between periodic updates due every 10 years. The progress report must include indicators, measures, and milestones addressing:

- The implementation of previously adopted changes to the housing element and any effect those changes have had on housing affordability and availability within the jurisdiction;
- Permit processing timelines; and
- Progress toward reductions in greenhouse gas emissions and vehicle miles traveled.

Whenever the plan is amended it is important to verify that it is "internally consistent" and that development regulations are consistent with and implement the comprehensive plan.

Terms

- **Goal:** A broad, general statement of the desired long-term future state or outcome, toward which the Plan aims. Goals indicate what ought to exist in a community or what is desired to be achieved in the future.
- **Policy:** A principle, protocol, or proposal for action that implements a related goal. Decision-oriented statements that guide the legislative or administrative body while evaluating a new project or proposed change in ordinance.
- **Regulation:** A rule or directive found in City ordinances or the municipal code.

1 Equity



What You Will Find in this Chapter

- Information about how the Plan was developed with equitable engagement and evaluation process.
- Goals and policies to provide equity in plans, processes, and investments.
- Implementation and ongoing tracking of equity outcomes.

Our Equity Value

People of all backgrounds, races, languages,genders, and abilities are provided full and equitable access to achieve their full potential and to thrive. Burien acknowledges that past inequitable planning led to injustices we have today.

> An equity value is included in the Vision & Plan Introduction, and applies to all elements.

Introduction

Following are the ways in which the plan was crafted with Equity in mind and how the Plan will be evaluated to be accountable to the values, vision, goals, and policies.

Coordinated engagement through Shape Your City, targeted engagement with community-based organizations, and establishment of a multicultural Community Connectors program.

Plan development through adaptation of a Government Alliance on Race & Equity Toolkit:

- **Identify Outcomes:** Develop shared understanding of key outcomes that will guide the work (equity, resilience, and health metrics).
  - Measurable outcomes are included in each element and developed based on advisory body review and community visioning themes.
- **Study Context and Conditions:** Document history and current situation the community seeks to change.
  - The Housing Element was evaluated for racially disparate impacts, displacement, and exclusion in housing.
  - The Housing Element evaluation was also applied to the Land Use Element and community design related policies.
- **Develop and Test Possible Strategies:** Identify opportunities for change and community-centered, actionable strategies. Test draft strategies by considering their distribution of burdens and benefits, and by gathering community feedback.
  - Each element was screened with a rubric considering benefits and burdens, ability to positively address priorities of overburdened communities, and reduce known disparities.
- **Finalize Recommendations and Support Implementation and Monitoring:** Track indicators for disparate impacts and build long-term community relationships.
  - Each Element has an implementation section with metrics and actions to evaluate the plan on an ongoing basis.
- **Evaluate results** against desired outcomes and share lessons learned.
  - The Comprehensive Plan is subject to a five-year progress report under the Growth Management Act (GMA).

Goals and Policies

Equity is defined here as the full and equal access to opportunities, empowerment, and resources so that all people achieve their full potential and thrive. The City of Burien acknowledges that government policies and practices have disproportionate impacts based on community and identity (such as race, ethnicity, language, housing status, ability, sexual orientation, and gender identity). For example, these disproportionate impacts result in less public investment and more barriers to civic participation for Black, Indigenous, and People of Color ("BIPOC") communities, immigrant communities, low-income communities, and people with disabilities. Local government has an ongoing responsibility to ensure that all its communities are given the opportunity to thrive and that all communities are valued, respected, and self-directed.

Goal 1.1 Provide opportunity for all people in Burien to benefit equitably from City of Burien services, processes, and investments, regardless of identity, community, or socioeconomic circumstances.

Policy 1.1-1 Analyze social equity impacts in the development of Burien's strategic plans, policies, programs, and budgets. Structured questions and equity impact analyses will be used to ensure that equity is considered in decision-making processes.

Policy 1.1-2 In the development of public-facing Burien operations and processes such as permitting, communications, park programing, facilities programing, and customer service, provide equitable access for all communities and reduce barriers to public participation.

Policy 1.1-3 Ensure Burien practices foster a climate of equity and inclusivity. Burien is accountable for treating its staff equitably.

Policy 1.1-4 When developing Burien's strategic plans, policies, and programs, meaningfully engage with the communities who will be most impacted by the plan, policy, or program. Outreach and engagement efforts shall actively seek input from voices that are historically underrepresented in civic decision-making processes, including BIPOC communities, immigrant communities, low-income communities, LGBTQIA+, people with disabilities, and unhoused people. Burien will meet communities where they are by adjusting and adapting to provide more inclusive outreach and engagement.

Policy 1.1-5 Ensure that community engagement opportunities are accessible and inclusive by incorporating a range of locations, times, and formats, use new and emerging technologies, as well as social media, to enhance understanding and participation. Provide accommodations that allow people with disabilities, people with childcare responsibilities, and people with first languages other than English to fully participate.

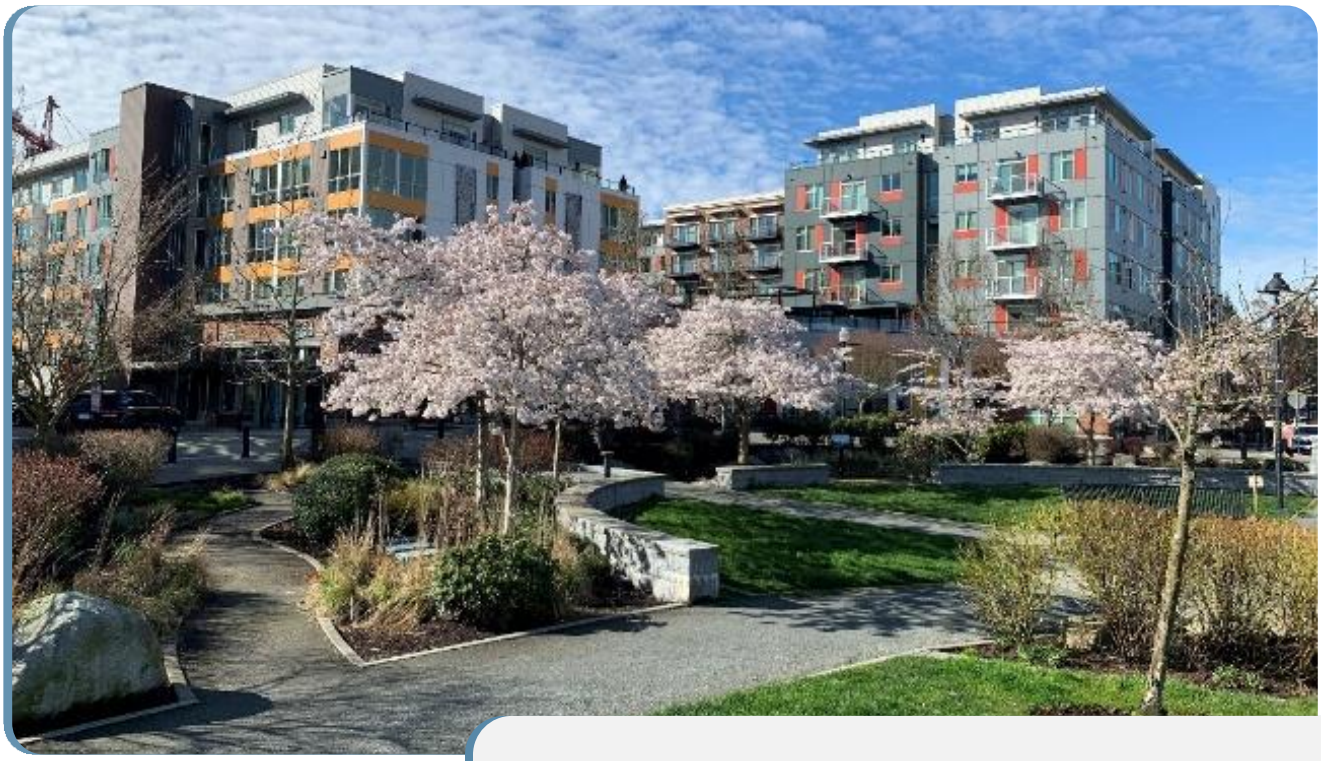
Policy 1.1-6 Develop Burien's Capital Investment Plan with a goal of providing equitable access to municipal services such as roads, pedestrian and bicycle facilities, park facilities, and street trees.

Implementation

The Equity Element is implemented through:

- Burien Strategic Plan.
- Burien Capital Facility Plan and City Budget including the Capital Investment Plan.
- The metrics and actions of all other elements in this plan.

2 Land Use



What You Will Find in this Chapter

- Information about how land should be used to support the range of activities Burienites do sustainably and equitably.
- A description of the City's plan for growth and development
- Goals and policies that intersect with all the other elements in this plan.

Our Land Use Vision

Growth in Burien contributes to the vibrancy of downtown and neighborhood centers, supports local businesses, increases housing opportunities for all, improves community and cultural spaces, and supports a healthy environment.

Introduction

The Land Use Element guides the shape and layout of Burien's districts and development over time. It provides a framework for Burien to distribute land uses and intensities across the city to meet residential, employment, services, recreation, public facilities, and other land use needs equitably, efficiently, and for a prosperous, safe community. The Land Use Map helps to define where focus and investment would be most impactful. The envisioned development pattern will include:

- Downtown as Burien's major civic and commercial hub.
- Vibrant neighborhoods that are well-connected to transit, services, and amenities.
- Plentiful homes for a range of income levels and ownership and rental options (discussed further in the Housing Element).
- Consideration for how public and private investment may affect displacement of Burien's residents and businesses.
- Places for local jobs at a full range of pay levels, as well as good connections to regional jobs.
- Thoughtful placement of activities to avoid and/or mitigate air pollution and noise impacts from overhead flights corridors with high traffic volumes.
- New development avoids areas with sensitive environmental features and natural hazards like landslide and flood risk.
- Design that improves the health of natural systems, reduces greenhouse gas emissions and pollution, and increases resiliency and adaptation to future climate impacts.
- Safe and people-friendly places and opportunities for social activities, arts, and entertainment.
- Infrastructure that supports development and increases in intensity.

Where We're Headed

The future development pattern described in this section reflects outcomes from:

- Engagement with stakeholder focus groups and Burien residents
- Analysis of racially disparate impacts from past policies
- Guidance from the Advisory Committee
- Planning Commission Recommendations and City Council Consideration

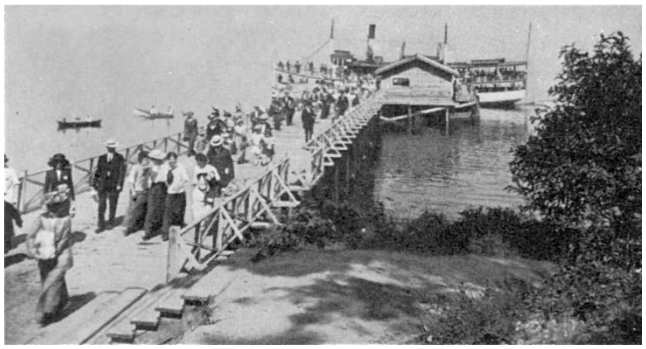
Conditions and Trends

Today's Conditions

Historical Development

Burien's existing land use (Exhibit 2-1 and Exhibit 2-2) is shaped primarily by the interaction of historical settlement patterns and subsequent land use regulations that control where different kinds of buildings can be developed. Prior to European colonization, Lushootseed-speaking peoples, including the Duwamish, Suquamish, Muckleshoot, and Puyallup, established winter towns near the Duwamish River waterway, including in and around Burien and summer camps on the Puget Sound shore for fishing, hunting, trading, and gatherings. The lands that now make up Burien were rich with forest wildlife, cranberry bogs, and a network of trails connecting the Puget Sound to the Duwamish, Black, White, and Green rivers. However, as a result of the large scale processes of colonization and forced removal of Indigenous peoples, there a few discernable traces of Burien's first people on land use patterns today.

In the late 19th and early 20th centuries, regional transportations systems including roads, rail, and mosquito-fleet ferries facilitated the settlement and construction of homes, farms, and businesses. Areas like Olde Burien, Boulevard Park, Three-Tree Point, and Sunnydale attracted settlers and speculators, who helped establish the block and street grid patterns, business districts, and neighborhood centers which continue to shape the urban fabric of the city to this day. As the city grew into its role as a Seattle suburb, postwar market forces and more formalized rules from the County government shaped development patterns, including the broad expansion of low-density neighborhoods, the growth of business clusters along major arterials, and construction of apartment complexes on large parcels.









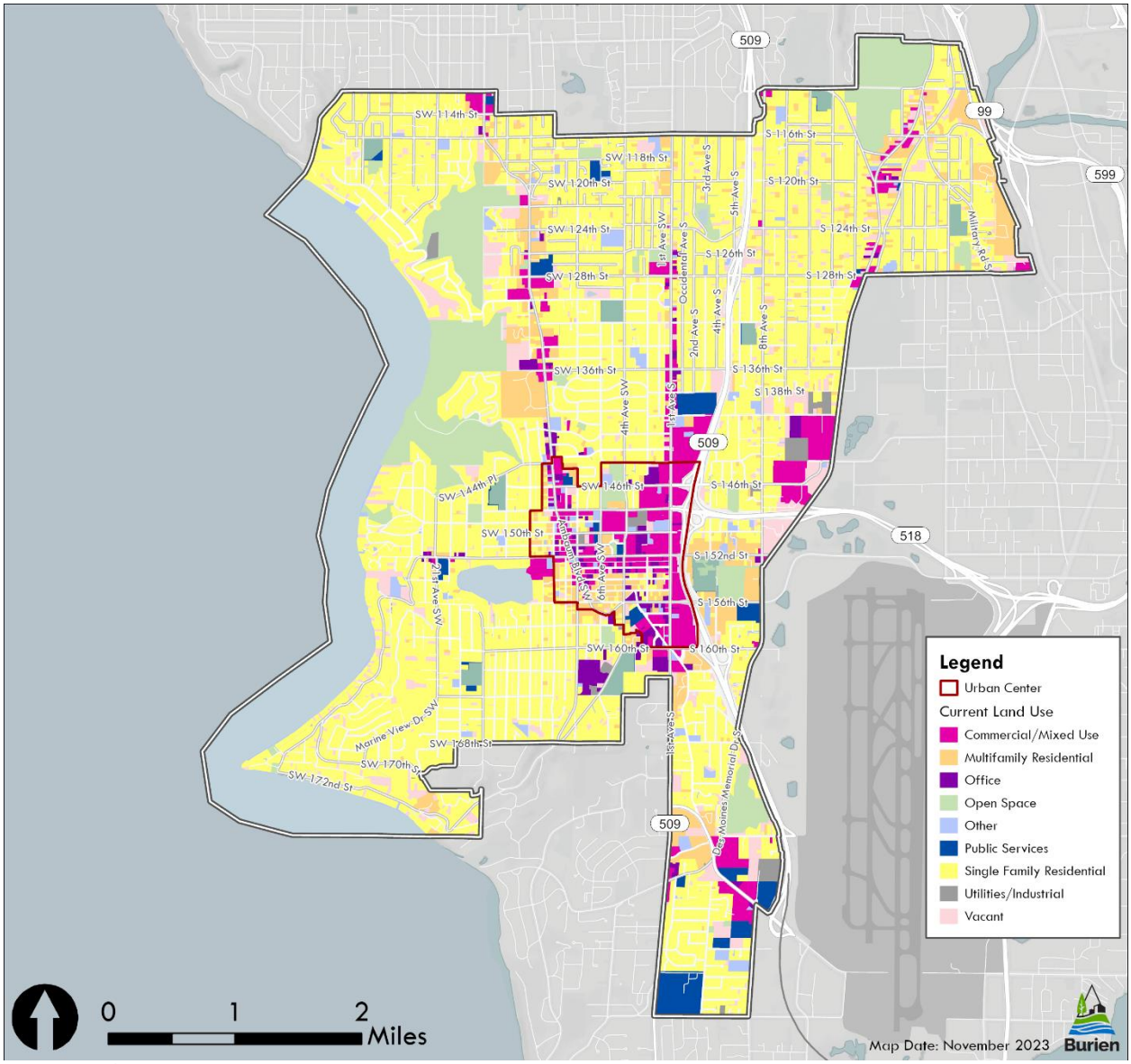
Clockwise from top left: Three-Tree point ferry dock 1910 (1), Ambaum trolley circa 1918 (2), Burien Co-op 1920 (3), Burien Gardens construction 1947 (4).
Sources: Public domain (1), Highline Heritage Museum (2 and 3), and Seattle Municipal Archives.

Exhibit 2-1. Existing Land Use Chart

Land Use	Parcels	Acres
Single-unit Residential	12,122	3,204
Multi-unit Residential	698	393
Commercial or Mixed Use	422	431
Office	147	82
Public Services	39	198
Utilities/Industrial	39	44
Open Space	47	376
Other	270	753
Vacant	872	379

Source: King County Assessor 2022

Exhibit 2-2. Existing Land Use Map

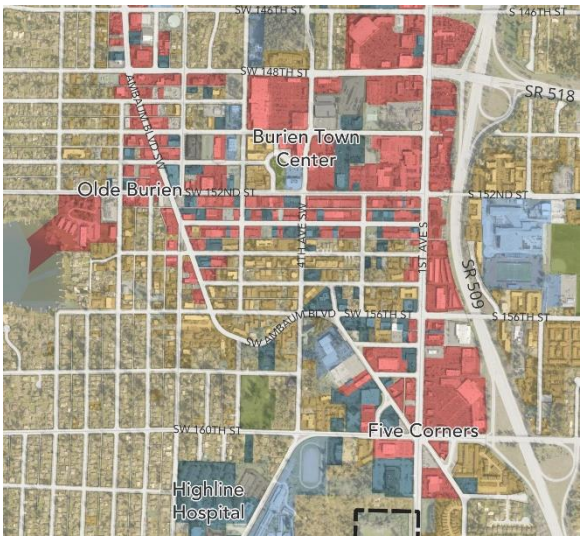


Source: Makers, 2023.

Burien Places

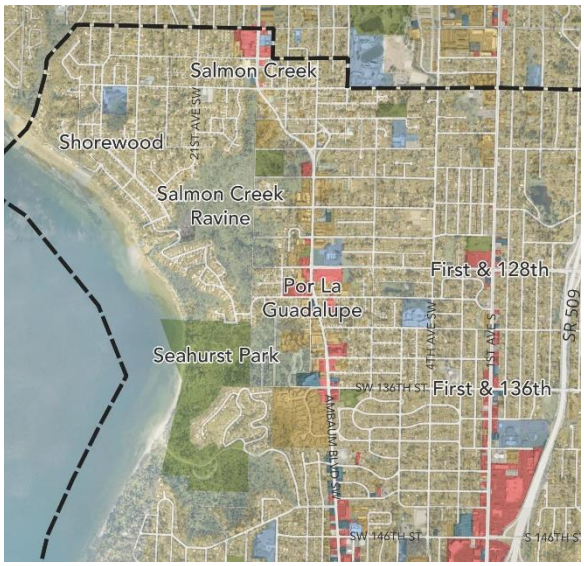
Downtown Burien

Downtown Burien is centrally located in the city and is considered Burien's commercial, arts and entertainment, and civic hub. It includes the historic main street along 152nd St, with Olde Burien and Burien Town Center with City Hall and a public library, businesses on the southern portion of Ambaum Boulevard, businesses on First Ave and the Five Corners intersection, Highline Hospital and related medical services, and mixed housing (including condominiums and apartments), offices, and businesses in surrounding areas.



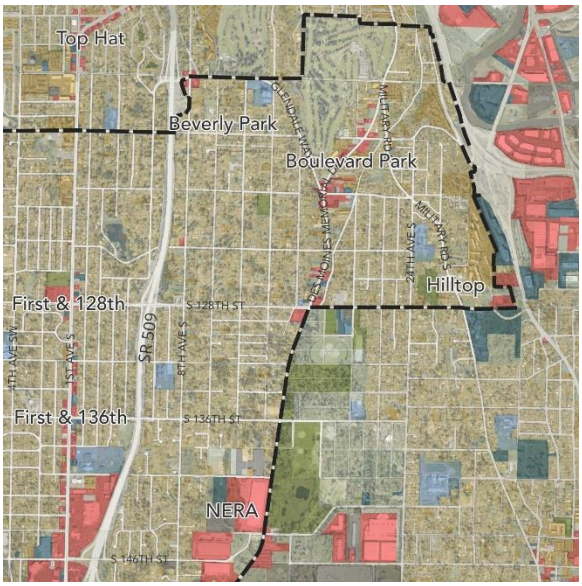
Northwest Burien

Northwest Burien consists of the area north of downtown and west of SR 509. It includes most of Ambaum Boulevard, with several clusters of businesses, services, and dense housing along its length. Seahurst Park and Salmon Creek Ravine occupy much of the western slope and Puget Sound shoreline in this area. The Shorewood neighborhood is located in the far northwest corner, near the Salmon Creek business node. The broad, fairly flat area between Ambaum Boulevard and 1st Ave S is covered primarily by low-density detached housing, including the Chelsea Park and Evansville neighborhoods and several small parks. 1st Ave is a major thoroughfare, with businesses along much of its length, and major commercial nodes at 128th St and 136th St. SR 509 forms a barrier to neighborhoods to the east, with relatively few street connections that cross the highway.



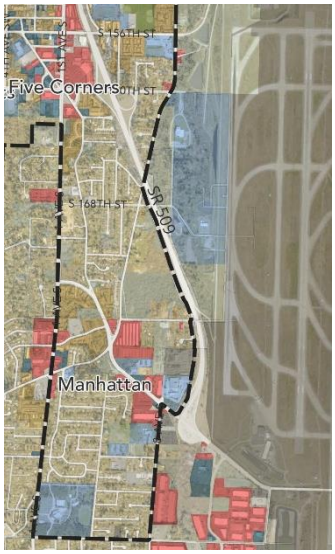
Northeast Burien

Northeast Burien lies east of SR 509 and north of SR 518. The Boulevard Park neighborhood is centered on the business cluster at Des Moines Memorial Drive and S 120th St. The hill running parallel to SR 509 is covered with low-density residential areas with



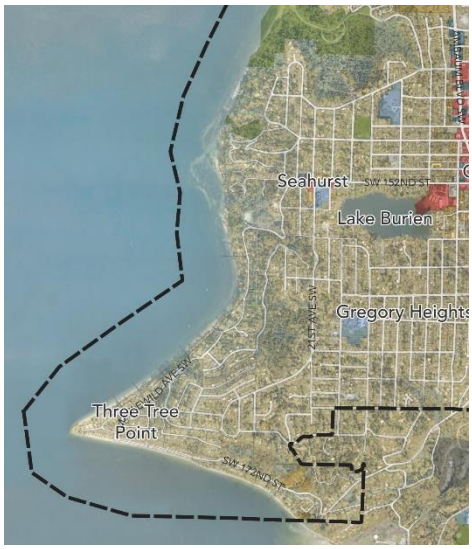
widely-spaced streets and steep slopes, especially sloping toward Des Moines Memorial Drive. Hilltop, near the eastern edge of the city and the border with SeaTac, has a park, school, and small medical cluster that extends into the City of SeaTac. The Northeast Redevelopment Area (NERA) hosts industrial and commercial uses on lands impacted by air and noise from Sea-Tac Airport. The Federal Aviation Administration (FAA) restricts land uses in approximately half of the NERA.

Southeast Burien



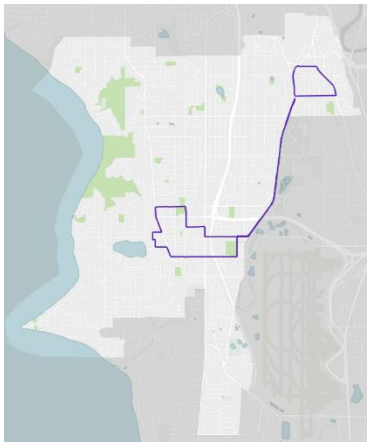
Southeast Burien consists of the areas south of SR 518 and east of 1st Ave S, including the Sunnydale and Manhattan neighborhoods and the Five Corners Commercial Node. This narrow section of the city is crossed by SR 509, creating a barrier between the higher-density housing of Sunnydale and lower density areas to the south. Industrial/commercial uses are clustered around the intersection of SR 509 and Des Moines Memorial Drive. The Manhattan neighborhood has two commercial nodes, one on 1st Ave S and one on Des Moines Memorial Dr with apartments between and around them. The southern end of the neighborhood has lower-density residential uses, with several large non-residential facilities, including the Washington State Criminal Justice Training Center, Highline Big Picture High School, religious institutions, and airport-oriented businesses located immediately across 8th Ave S in the City of SeaTac.

Southwest Burien



Southwest Burien consists of the areas south of Seahurst Park and east of downtown and Highline Hospital bounded to the west by the Puget Sound. Much of this area is covered in low-density residential uses, including the Lake Burien, Gregory Heights, Maplewild, and Three-Tree Point neighborhoods. The Seahurst neighborhood business node is centered at W 152nd St and 21st Ave SW with several small shops and services. The Three Tree Point area features a distinctive lot pattern with relatively small and narrow residential lots along the water and a small historic store in an area otherwise dominated by residential uses.

Creative District



The Burien Creative District (BCD) was created to foster collaboration and strategic partnership with Arts organizations as well as businesses and the community. It includes a core area of downtown and extends to the northeast neighborhood of Boulevard Park.

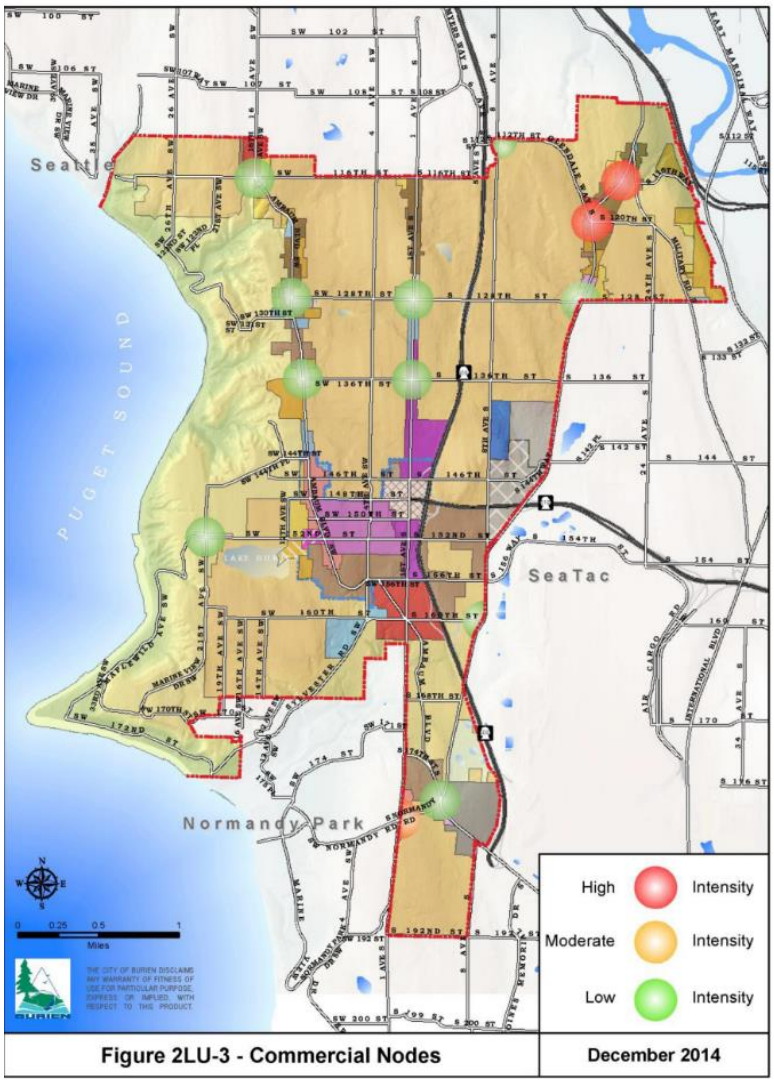
Neighborhoods

One of the core concepts of the 1999 Burien Comprehensive Plan was to strengthen the city's residential neighborhoods. See **Exhibit 2-3**. To further this goal, the city defined eighteen neighborhoods, and the plan recommended that each neighborhood develop a neighborhood plan. However, due to resource constraints only one neighborhood plan has been developed to date (Salmon Creek, 2004).

In addition to designated neighborhoods, a system of commercial nodes was identified in the 2014 update to the comprehensive plan. These nodes were identified as "focal points for employment, commerce, and culture for their adjacent residential neighborhoods."

This comprehensive plan revisits and updates the concept of the neighborhood center as a key focal point for community members and proposes multiple walkable centers. For more, see Neighborhood Centers.

Exhibit 2-3. Burien Designated Neighborhoods and Commercial Nodes



Source: City of Burien, 2014.

Assets and Hazards

Burien's natural and human-made landscape makes certain areas well or poorly suited to different land uses and intensities.

Natural Areas. Burien's assets include its forested natural areas, Puget Sound shorelines, Lake Burien shoreline, streams and wetlands. These places provide diverse habitats, help to moderate temperatures, process stormwater, and provide recreational and aesthetic amenities for residents.

Services. Businesses, government agencies, and community, religious, and non-profit organizations provide services to Burien residents. Services like the public library, City Hall, Burien Community Center, schools, supermarkets, shops, and culturally relevant businesses are clustered downtown

and to a lesser extent in neighborhood centers around the city. The closer residents are to these services, the easier they are to access.

Transit. Bus routes operated by King County Metro provide mobility options for Burien residents to move throughout Burien and the region. Frequent high-quality bus service, like the RapidRide F and H lines make it easier for people to accomplish daily tasks without the need for a car. Because most transit service is accessed by foot or rolling, having homes and businesses close to bus stops makes them easier to use.

Steep slopes and liquefaction. Awesome views of the Olympics, Puget Sound, and Vashon Island are a beloved natural amenity in Burien, but the steep bluffs that make these views possible are also vulnerable to landslides during heavy rain and/or earthquake events. Most of the western edge of Burien consists of landslide-prone slopes. Steep slopes are also found in Boulevard Park, especially on the eastern slope above the Duwamish River. Seismic hazard zones, where soil liquefaction can occur during an earthquake, are also located along the shoreline near Three Tree Point and southwest of Five Corners (1st Ave S & S 160th St).

Airport flightpath and highways. Immediately east of Burien is SeaTac airport, a major hub for domestic and international travel serving an average of 1,100 flights daily.[2] Many of these flights cross over parts of Burien, especially Boulevard Park, at low altitude creating air and noise pollution that impacts quality of life, health, and well-being for area residents. Air and noise pollution near highways and heavy-traffic arterials can also negatively impact people. Experts recommend limiting dense residential development and sensitive uses in areas where noise volumes exceed 70 dBA or within 500 feet of roads with more than 100,000 daily trips. [3]

Flooding. Glacial till, the predominant soil type in Burien, allows limited water infiltration, meaning that heavy rain can quickly lead to localized flooding where stormwater is not managed adequately. Heavy rainfall events are projected to become more frequent and intense due to climate change, exacerbating flood risk in certain areas in Burien.

Housing and Jobs

See Housing and Economic Development elements for housing and jobs data and density maps.

[2] 401,351 flights annually, per https://www.portseattle.org/page/sea-airport-basics.
[3] FAA and California Air Resources Board.

Tomorrow's Projections

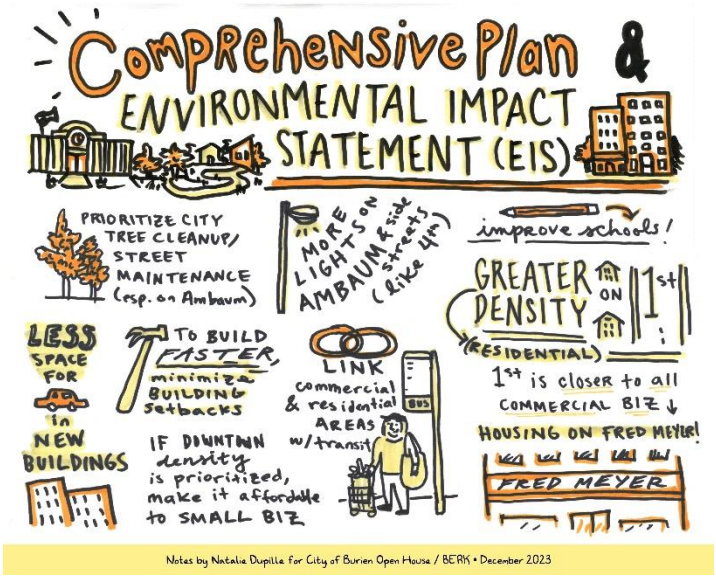
Refer to:

- Housing and Economic Development Elements for housing and jobs data
- Climate Element for increasing risks (especially heat, precipitation (flooding and landslides))
- Climate and Transportation Elements for land use pattern connection to GHG
- Equity Element and Community Health and Wellbeing for climate impacts on vulnerable populations

Challenges and Opportunities

Based on the housing and economic analyses, the racially disparate impacts analysis, the climate vulnerabilities analysis and zoning code audit, and community engagement and stakeholder interview results, land use challenges and opportunities include the following.

- Continue downtown as Burien's central, most important, and vibrant hub; focus investment for impactful results. The recent Burien Urban Center Plan provided a strong vision and needs implementation.
- Foster walkable and connected neighborhood centers. Burien has long had unique residential neighborhoods with varying degrees of commercial center development and nearby amenities. Community members would like to be able to meet daily needs within short walkable trips.
- Increase opportunities for housing close to transit access. Leverage recent RapidRide improvements and continued regional transit investment while improving access to opportunity for more people.
- Increase opportunities for more home-based or small businesses throughout neighborhoods. Similar to the walkable neighborhood centers concept, community members would like to see more businesses in walking distance.
- Create new opportunities for homeownership, increase housing variety, and protect affordability by accommodating a greater variety of housing types, especially "middle housing," throughout Burien neighborhoods, while balancing tree canopy goals, stormwater management, and infrastructure capacity. Burien currently has large swaths of land zoned primarily for one to three housing units



per lot, some areas for apartment/condominium development.

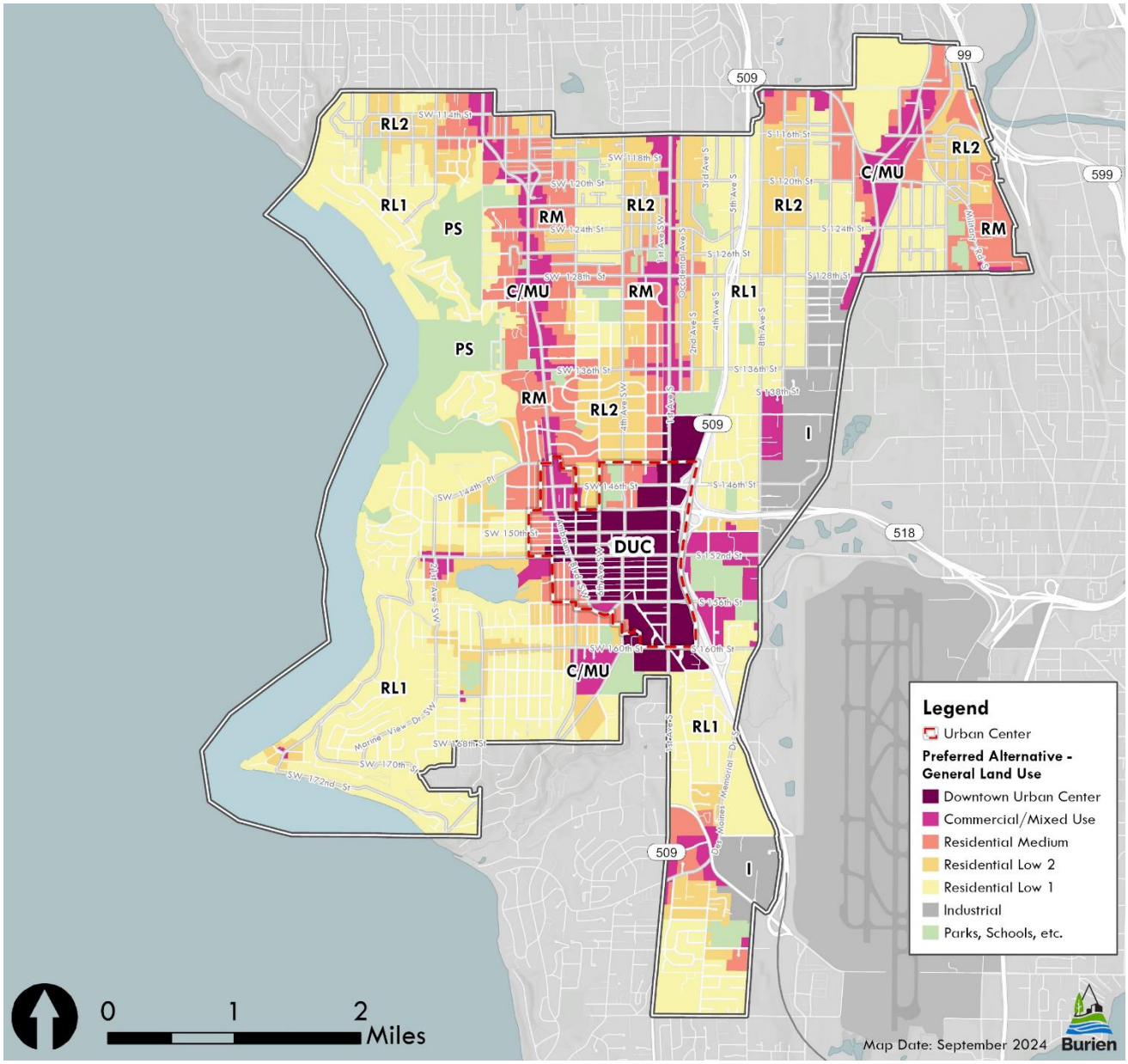
- Make it easier for property owners to adapt to changes in family, income, and physical ability through different life stages by increasing flexibility in residential zoning rules.
- Avoid and/or mitigate Sea-Tac Airport's impacts on air and noise quality, especially in eastern Burien. Air and noise pollution have significant health impacts.
- Avoid and/or mitigate air and noise impacts, as well as safety impacts of fast-moving vehicles, along arterials with high volumes and speeds. Although electric vehicles may reduce some types of air pollution, their tires continue to add other types of air pollution and continue noise impacts. Children are especially vulnerable to air pollution, health impacts and fast-moving vehicles.
- Reduce and/or mitigate displacement risks for racially and culturally diverse residents and businesses. Burien is proud of its racial and cultural diversity and the affordable spaces it has today that help build communities.
- Address climate impacts, including:
  - Urban heat. Design of future development could improve shade and efficient cooling. Public investments could focus on priority "cool corridors" that equitably connect high volumes of people to transit, emergency shelter, job centers, and other critical places during extreme heat events.
  - Flooding. Needed additions to the housing supply, as well as the conditions of streets developed prior to modern stormwater standards, have the potential to cumulatively increase impervious surfaces at the same time that climate change exacerbates flooding risks. Investments in regional stormwater improvements may be needed to mitigate flood risks and maintain development feasibility.
- Accommodate Burien's jobs growth target. Burien's current commercially-zoned land does not have adequate capacity for the needed jobs. Keep existing businesses and allow for increased commercial development through the strategies noted above—increase allowances and remove barriers to greater job opportunities in downtown, industrial and employment-focused areas, neighborhood centers, and organic development or building renovation throughout Burien.

Note: the factors listed above intersect with subjects addressed in other chapters. This list aims to focus on topics that influence decisions about the land use designations and their mapped extents.

Our Land Use Plan

This plan presents a future land use in Burien using the following designations in **Exhibit 2-4. Future Land Use Plan**.

Exhibit 2-4. Future Land Use Plan



Source: City of Burien, MAKERS, BERK, 2024.

The Future Land Use Map provides for more dense downtown development and strong neighborhood nodes. There is a focus on the Greater Downtown in the Urban Center and along 1st Avenue S, and nodes for mixed uses along corridors, particularly Ambaum Corridor, 1st Avenue S and Des Moines Memorial Drive. It includes a variety of housing types including Residential Medium along corridors. It provides for a range of middle housing types in Residential Low 1 and 2. Jobs are focused in the Greater Downtown and the Northeast Redevelopment Area (NERA).

Goals and Policies

General

Goal 2.1 Establish a development pattern that is true to the vision for Burien by supporting the vitality of the downtown core, neighborhoods, and employment areas.

Policy 2.1-1 Exhibit 2-4. Future Land Use Plan illustrates the future distribution and location of generalized land uses within Burien. Exhibit 2-5. Land Use Designations establishes land use designations, densities, and intensities.

Policy 2.1-2 Reflect community values (see Vision & Plan Introduction) in the City's land use and decision making processes. Recognize the rights of individuals to use and develop private property in a manner consistent with City regulations.

Policy 2.1-3 Focus growth and investment in the urban center and neighborhood centers well-served by transit and amenities, such as businesses, parks, trails, schools, libraries, community centers, and other civic/community institutions.

Policy 2.1-4 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. Reduce or mitigate the risk of displacement of affordable commercial space and naturally occurring affordable housing.

Policy 2.1-5 Downtown Burien and surrounding areas have been designated a regional growth center in accordance with Vision 2050 and the King County Countywide Planning Policies. The boundaries of the Urban Center are shown on Exhibit 2-6. Urban Center Boundary).

Policy 2.1-6 Expand Burien's economic base by attracting the types of economic activities that best meet the needs and desires of the community, while considering compatibility between uses.

Policy 2.1-7 Encourage redevelopment and development of underutilized and vacant land to be compatible with the envisioned scale and design of surrounding development. Consistent with Burien's Parks, Recreation, and Open Space Plan, Shoreline Master Program, and Critical Areas Ordinance, such properties may be considered for open spaces designed and sited to connect habitat, walking trails, and outdoor recreation throughout the city.

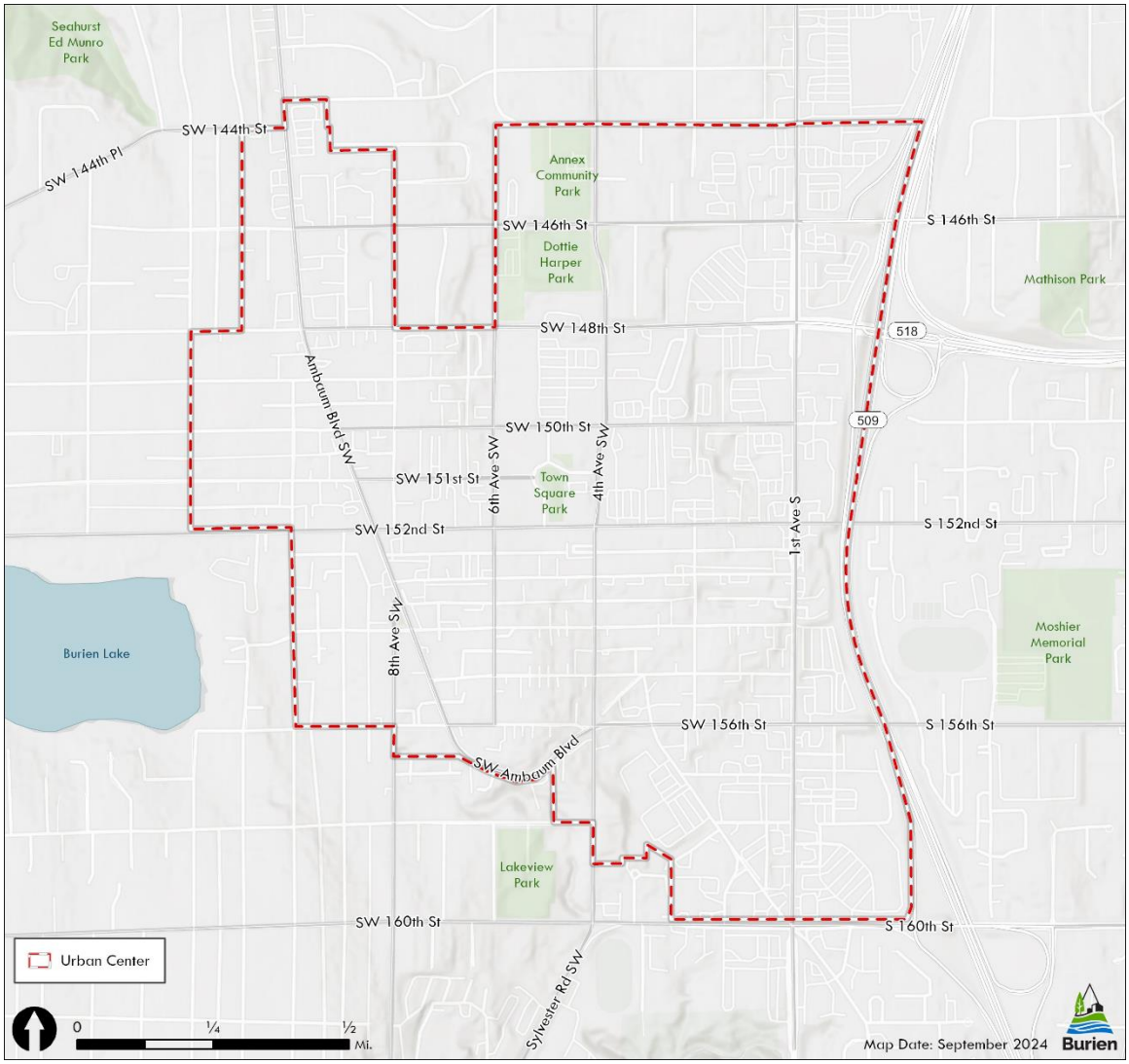
Exhibit 2-5. Land Use Designations

Name	Future Land Use Description
Downtown Urban Center	Purpose: This designation is intended for areas close to and within Burien's Urban Center, the most active place in Burien. It reinforces downtown as Burien's civic center with a focus on employment, an urban neighborhood, transit-orientation, arts and culture, and entertainment. Development will be pedestrian-oriented with focus on street level activity and design. Principal uses & intensity: Burien's most intense mix of commercial, office, residential, mixed use, and civic uses. Development will range from low-, mid-, and high-rise in scale. Active ground floor uses may be required along some streets and encouraged elsewhere. Approximate density: 60-200 units per acre.
Commercial/Mixed Use	Purpose: This designation promotes pedestrian-oriented commercial and mixed-use development in neighborhood centers near transit and/or amenities to provide services, employment, and housing opportunities for nearby residential areas. It is intended to foster centers of activity, reduce automobile trips, and encourage other travel modes. These high intensity areas make use of existing neighborhood anchors, such as groceries, parks, schools, and other business. Principal uses & intensity: A variety of commercial (including services, restaurants, groceries, offices, retail, light manufacturing, general commercial, etc.), mixed-use, residential, and civic uses. This designation also includes hospitals and medical centers. Intensities range from single-story to midrise development. Active ground floor uses may be required along neighborhood main streets and encouraged elsewhere. Approximate density: 40-100 units per acre. Apply a minimum density near transit station areas and transit corridors served by high-capacity or frequent transit.
Residential Medium	Purpose: This designation allows a mix of housing types, including multi-dwelling structures near transit, amenities, and employment centers. It creates a transition from higher intensity areas, such as mixed-use neighborhood centers, to lower intensity residential areas. Principal use & intensity: Primarily multi-story residential buildings, including low-rise and midrise apartments/condominiums, townhouses, and other building types. Some small commercial uses are permitted on the ground floor. Approximate density: 20-80 units per acre.
Residential Low 2	Purpose: This designation provides for moderate-scale multi-dwelling/middle housing development to expand housing options in neighborhoods, especially ownership options. Appropriate locations include areas somewhat close to transit or amenities or lots which have suitable characteristics for more intense middle housing types. Principal uses & intensity: Primarily moderate-scale middle housing types, including a mix of townhouses, multiplexes, courtyard apartments, and detached houses. New development should be harmonious with the scale and pattern of the surrounding neighborhood. Approximate density: 15-40 units per acre.

Name	Future Land Use Description
Residential Low 1	Purpose: This designation allows a low-scale mix of housing types to modestly expand housing choices throughout Burien. Principal uses & intensity: Primarily detached houses with some duplexes, cottage clusters, and other low-scale middle housing types. New development should be harmonious with the scale and pattern of the surrounding neighborhood. Approximate density: 8-20 units per acre.
Industrial	Purpose: This designation is intended for a wide range of employment-oriented, land-intensive uses, such as manufacturing, distribution, flex-tech, and auto sales, in areas with freight access and appropriate conditions for land-intensive uses. This designation is intended to make appropriate use of land impacted by air and noise pollution, such as the NERA. Development should be located and designed to minimize visual, traffic, noise, or other impacts on the surroundings areas. Principal uses & intensity: Primarily warehouses, workshops, light and heavy manufacturing and industrial facilities, processing and distribution, business park and flex-tech, research and development, general service, small office or flexible buildings, and auto sales.
Parks & schools	Purpose: This designation allows for recreational facilities and services that define and enhance the livability of surrounding residential areas and viability of nearby business areas. Principal uses & intensity: Parks, schools, community centers, trails, open spaces, and other public and quasi-public facilities and properties.

Sources: City of Burien; 2024.

Exhibit 2-6. Urban Center Boundary



Source: City of Burien, 2024

Goal 2.2 Plan for Burien's share of regional growth consistent with state and regional goals directing growth to urban areas.

Policy 2.2-1 Accommodate growth targets for the planning period ending in 2044 as shown in Exhibit 2-7. Growth Targets. Implement appropriate zoning regulations and develop infrastructure to create opportunities for housing and jobs in Burien.

Exhibit 2-7. Growth Targets

Target Type	Target Number
Jobs 2019-2044	4,770
Housing 2019-2044	7,500

Target Type	Target Number
Income Level 2019-2044	Breakdown
0-30% PSH*	759
0-30% Other	1,444
30-50%	524
50-80%	407
80-100%	574
100-120%	650
120%+	3,142
Emergency housing and shelter beds	1,443

*Permanent Supportive Housing

Policy 2.2-2 Provide sufficient land area and densities to meet Burien's projected needs for housing, employment and public facilities.

Policy 2.2-3 Zone sufficient buildable land, create adequate usable development capacity and allow for an appropriate mix of housing types to accommodate not less than Burien's projected share of King County population growth and housing targets by income band over the next 20 years. See Exhibit 2-7. Growth Targets and Exhibit 2-8 below.

Exhibit 2-8. Land Capacity Analysis - Land Use Plan at Midpoint and Optimal Densities

Land Use Designation	Implementing Zones	Acreage	Housing Capacity	Job Capacity
Commercial/Mixed Use	MU-1 MU-1 BP MU-2 MU-2 E MU-C SPA-2	465	1,620 - 2,321	1,288 - 1,418
Downtown Urban Center	MU-2 MU-2 CD MU-A MU-DT	267	2,751 - 3,759	970 - 1,127
Industrial	I	270	--	1,129
Parks, Schools, etc.	PRS	531	--	-
Residential Low 1	R2/R1	2,219	2,777 - 3,143	518 - 588
Residential Low 2	R3	762	1,614 - 1,627	309 - 311
Residential Medium	R4 R5	717	2,640 - 3,424	463 - 589
Grand Total		**5,230**	**11,402 - 14,274**	**4,677 - 5,162**

Source: Makers, 2024; BERK 2024.

Policy 2.2-4 Ensure that any rezoning results in an overall increase in residential capacity and/or employment targets and will contribute toward the City achieving its population,

housing, affordability, emergency shelter, and employment targets under the Growth Management Act and King County Planning Policies. Consider linking increases in capacity due to rezones to affordable housing incentives or inclusionary zoning.

Policy 2.2-5 Establish minimum density standards in targeted areas to discourage underdevelopment of land resulting in reduced capacity for housing and jobs.

Policy 2.2-6 Coordinate with surrounding jurisdictions to enhance the consistency of land use goals and policies, particularly at Burien's borders.

Downtown/Urban Center

Goal 2.3 **Plan for growth and implement City- and community-led strategies in the Burien Urban Center to ensure an Urban Center that is artistic, creative, and unique; diverse and resilient; and connected, green and healthy. See Exhibit 2-6. Urban Center Boundary.**

Land Use and Development

Policy 2.3-1 Accommodate the employment and housing density needed for a successful urban center.

Policy 2.3-2 Prepare the Urban Center for development readiness through specific guidelines and updated environmental review. Consistent with the City's stormwater management plan and regulations, incentivize Low Impact Development, roof gardens, and other green infrastructure tactics.

Urban Form

Policy 2.3-3 Designate different sub-districts to encourage and promote a diversity of uses, cultures, and activity.

Policy 2.3-4 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 activities.

Policy 2.3-5 Support upgrades and design continuity throughout the Urban Center.

Housing

Policy 2.3-6 Support the development of affordable housing within the Urban Center.

Policy 2.3-7 Minimize the amount of housing displacement created from development.

Policy 2.3-8 Encourage development and redevelopment of a wider variety of housing types.

Economic Development

Policy 2.3-9 Support small business retention and expansion.

Policy 2.3-10 Take steps to alleviate the risk of displacement of existing businesses.

Policy 2.3-11 Support employment growth by redeveloping key areas of the Urban Center.

Public Services

Policy 2.3-12 Plan for, prioritize, and implement infrastructure improvements in the Urban Center.

Policy 2.3-13 Implement community development initiatives in the Urban Center.

Multi-Modal Transportation

Policy 2.3-14 Strengthen parking management and reduce barriers for development infill.

Policy 2.3-15 Encourage multi-modal connections.

Policy 2.3-16 Reduce single occupancy vehicle trips in the Urban Center to 60%.

Policy 2.3-17 Coordinate with King County Metro for safe and efficient transit options.

Parks and Public Space

Policy 2.3-18 Add public spaces and "green" amenities near activity areas and housing while reducing impervious surfaces.

Policy 2.3-19 Apply the Adaptive Streets Model into lower volume streets.

Policy 2.3-20 Develop and implement a Downtown Clean and Safe Program to provide enhanced cleaning, safety, and services.

Policy 2.3-21 Examine developer requirements for higher-density housing/mix use to contribute to level of service for parks and recreation. Locate additional public space for recreation and social gathering in comfortable walking distance of dense housing and activity areas.

Policy 2.3-22 Increase green infrastructure (i.e., trees, pervious surfaces and stormwater gardens, vegetation) within the downtown/urban center through development requirements and city properties/ right-of-way.

Environment

Policy 2.3-23 Follow guidance of the City's Stormwater Management Program Plan (SWMP) to preserve, protect, and improve water resources.

Policy 2.3-24 Develop a sustainable design policy that incentive building retrofitting, LEED certification, and other energy saving techniques.

Policy 2.3-25 Pursue plans and programs to reduce Burien's impacts on climate change.

Arts and Culture

Policy 2.3-26 Develop an arts district within the Urban Center to incentivize, enhance, and showcase Burien's culture, and to support the arts.

Policy 2.3-27 Develop and support the growth of Burien's artistic and creative industries, creating a destination that serves the local community as well as the region. Attract and support the creative community of Burien, fostering local business, diverse opportunities and a unique lively and resilient economic future. To concentrate and amplify Burien's cultural heritage and foster a growing arts and entertainment community, to benefit the livelihoods of all residents and enhance Burien's identity and livability.

Additional Implementation

Policy 2.3-28 Develop Comprehensive Plan land use designations and accompanying zoning regulations and design standards to ensure consistency with the final vision articulated for the urban center.

Policy 2.3-29 Leverage local, regional, state, and federal agency funding for needed public facilities and services within Burien's urban center. Prioritize transit service and improvements as well as other transportation projects that will increase mobility to and from the center.

Policy 2.3-30 Periodically review development within the urban center to identify and resolve barriers to efficient and predictable permitting.

Policy 2.3-31 Support effective administration of policies, regulations, and strategies to achieve the goals and objectives and the vision of the Burien Urban Center Plan.

Neighborhood Centers

Goal 2.4 Provide a broad range of attractive and strategically located business and civic activity centers/nodes that serve the everyday needs of the surrounding neighborhoods within short trips.

Policy 2.4-1 Maintain and strengthen areas that serve as neighborhood focal points with services, amenities, employment, commerce, civic and public places, educational, cultural, and community connection opportunities. Recognize their roles in providing commercial and community services, acting as community gathering places, and helping establish unique neighborhood identities.

Policy 2.4-2 Support mixed residential and commercial development in centers in a manner that is compatible with nearby uses. Promote compact growth with opportunities to live near services and employment opportunities.

Policy 2.4-3 Foster centers as multimodal transportation hubs and optimize pedestrian and bicycle access from adjacent neighborhoods, reducing automobile trips and promoting non-motorized connections.

Policy 2.4-4 To support services and amenities within walking and rolling distance, allow home-based businesses and small-scale storefronts or eating establishments if they are compatible with residential uses.

Active Living

Goal 2.5 Support and enhance a greater mixing of residential and commercial uses, especially in neighborhood centers, to make it easier to choose active (i.e., non-vehicular) modes of transportation to meet every day needs.

Policy 2.5-1 Encourage and support the development of subarea or neighborhood plans to foster complete neighborhoods where daily needs can be met with short, comfortable trips. Supply the administrative support and personnel to support neighborhoods in their plan development process. Integrate planning for park and public space improvements with neighborhood plan development. Once adopted each plan should be periodically reviewed.

Policy 2.5-2 Maintain and update design standards as needed to ensure mixed-use and commercial development in neighborhoods employs appropriate human-oriented amenities and design elements (e.g., benches, canopies, bike parking) to encourage a sense of community, convey the impression of a neighborhood focal point, and promote non-motorized access.

Policy 2.5-3 Encourage the types of uses which attract people, such as active ground floor uses like restaurants and shops, to locate in neighborhood centers and use the sidewalk to create a welcoming human experience.

Goal 2.6 Integrate development patterns with transportation systems to support active living.

Policy 2.6-1 Provide multimodal and other non-motorized travel facilities consistent with Burien's Transportation Master Plan, giving priority to community pathways that connect public places, such as parks, recreation facilities, open spaces, downtown, schools, and neighborhood gathering spots.

See Transportation for additional policies to support multimodal travel and transit-oriented development.

Policy 2.6-2 Enhance walking/rolling/biking in neighborhoods by encouraging the development of a system of paths and trails linking neighborhoods with each other, open spaces, parks, activity centers, shopping, and employment centers.

Policy 2.6-3 Ensure that sidewalks, paths, through-block connections, and trails, are furnished, when appropriate and needed, with lighting, seating, landscaping, trash receptables, bike racks, railings, and all ages and abilities access to encourage people walking/rolling/biking. Amenities such as sculptures, planters shade producing vegetation, and water features should be provided to encourage human activity in focal points.

Policy 2.6-4 Encourage and, where appropriate, require multimodal connections through large blocks and to connect adjacent properties. Linkages should be located and designed to be obvious, inviting, and set up for the success of future connections.

Policy 2.6-5 Integrate appropriate street tree species and other vegetation in planting strips and other landscaped right of way areas. Prioritize linking these areas for human and wildlife use. Provide adequate rooting space to limit damage to street infrastructure.

Policy 2.6-6 Design streets to be visually appealing connections between different parts of the city for motorists, bicyclists, and pedestrians. Street design guidelines should incorporate elements in roadway design consistent with the Pedestrian and Bicycle Facilities Plan. These elements include collector lanes, wider sidewalks, separated sidewalks, planting strips, benches, curb line trees and pedestrian oriented streetlights.

Policy 2.6-7 New developments, including multifamily, commercial, retail, office, and industrial uses, should be designed to incorporate features that encourage alternative modes of travel, such as transit, biking, walking, and rolling.

Housing Opportunities

Goal 2.7 Provide for a range of housing choices that reinforce livable and sociable neighborhoods and meet the needs of existing and future Burien residents.

Policy 2.7-1 Diversify and expand housing types and choices beyond centers and arterials to meet the changing needs of the community.

Policy 2.7-2 Support home ownership opportunities by encouraging a variety of housing types and sizes for all income levels throughout Burien, such as duplexes, triplexes, townhouses, courtyard housing, cottage housing, and condominiums and considering affordable housing incentives or inclusionary zoning.

Policy 2.7-3 Provide for greater residential development in areas that are served by transit, commercial services, employment opportunities, and amenities.

Policy 2.7-4 Monitor long-range transit plans for light rail, and amend the Comprehensive Plan Land Use Plan, such as to consider best locations for transit-oriented development.

Policy 2.7-5 Revisit Boulevard Park land use designations and zoning as soon as 5-10 years from the Periodic Update adoption in 2024 to consider potential improvements in environmental impacts (e.g., air pollution, noise, other).

Jobs and Economy

Goal 2.8 Provide a broad range of employment-supportive areas that make efficient use of Burien's transportation and transit infrastructure and are compatible with nearby uses and conditions.

Policy 2.8-1 Provide areas for businesses that serve neighborhoods, the community, and the region, and minimize traffic congestion, visual, and other impacts on the surrounding residential areas.

Policy 2.8-2 Encourage concentrations of employment-focused land uses near high-capacity transit.

Policy 2.8-3 Monitor Burien's job centers and employment trends to consider land use changes, if needed, to maintain business vitality and job opportunities in Burien.

Policy 2.8-4 Facilitate economic development and provide flexibility for airport-compatible uses in the Northeast Redevelopment Area (NERA) identified on Exhibit 2-4.

Policy 2.8-5 Make best use of air and noise impacted land that is unhealthy for humans, especially in the Sea-Tac Airport flight path and near highways, by allowing employment uses where people can work in controlled environments or land uses that are not harmed by air and noise pollution.

Policy 2.8-6 Promote light industrial makers spaces and supporting services in the industrial areas along Des Moines Memorial Drive facing North SeaTac Park.

Policy 2.8-7 Monitor work-from-home and home-based business trends and allow and encourage jobs in neighborhoods when compatible with residential uses.

Community and Cultural Space

Goal 2.9 Preserve and develop inviting and distinctive gathering spaces to enhance and support Burien's culturally and racially diverse communities.

Policy 2.9-1 Identify priority locations to provide opportunities for small business/incubator spaces in existing buildings or through development. Recognize small business/incubators' power to serve as community gathering spaces.

Policy 2.9-2 Take proactive actions and identify priority areas to reduce or mitigate risk of displacement and closure of community-serving business when creating and amending land use plans and making infrastructure investments.

Policy 2.9-3 Preserve and expand the development of amenities, services, and facilities that are supportive of all families, such as parks, open space, community centers, and day cares.

Policy 2.9-4 Maintain and adopt development regulations that encourage usable public open space in mixed use and commercial areas.

Policy 2.9-5 Pursue strategic public-private partnerships with large developments to leverage high quality public space integrated with new development.

Policy 2.9-6 Encourage community co-creation/co-design of public spaces throughout Burien.

Policy 2.9-7 Recognize the value of arts and culture as a placemaking strategy to enhance unique neighborhood identity.

Discussion: Refer to Burien PROS plan for goals, strategies and action items related to parks, open space, community centers, and program expansion. The City should

What are the most important themes would you like to see addressed in Burien's long-range plans? (Visioning, Fall 2022)

Top Responses – *English Spoken at Home* (n= 100)

- Neighborhoods where it is easy to meet daily needs, e.g., 15 minute walk…
- Equitable investments in city infrastructure and services
- Access to parks, trails, and shorelines
- Prosperity and opportunity for jobs and businesses…
- Transportation connections by all modes…

Top Responses – *Spanish and Other Non-English (n=24)*

- Housing variety and affordability
- Prosperity and opportunity for jobs and businesses…
- Access to parks, trails, and shorelines
- Neighborhoods where it is easy to meet daily needs, e.g., 15 minute walk…
- Recognizing and supporting cultural customs, arts, and social institutions of Burien's diverse community

coordinate park planning, acquisition and development with other City projects and programs that implement the comprehensive plan.

Healthy Environment

Goal 2.10 Promote land use and developments that foster healthy environments to sustain and protect people, neighborhoods, wildlife, and natural environment.

Policy 2.10-1 Proactively steward natural systems and discourage development and land use decisions that adversely impact the natural environment.

Policy 2.10-2 Ensure that developments are sensitive to the built and natural environments, such as air and water quality, traffic congestion and noise, by providing impact management to maintain the quality of life in Burien.

Policy 2.10-3 Adopt development regulations that encourage the integration of parks, open space, and recreational amenities for all Burien residents, especially in high priority locations, such as near multifamily developments, and to enhance livability of Burien's neighborhoods.

Policy 2.10-4 Consider the appropriateness and compatibility of land uses and human activity. Facilitate a complementary mix of uses between industrial uses and residential and recreational use. Avoid conflicts between land uses through land use designation and separation, or mitigation measures such as vegetation buffer.

Policy 2.10-5 Coordinate park planning, acquisition and development with other City projects and programs that implement the comprehensive plan.

Noise and Air

Goal 2.11 Prevent community and environmental degradation by limiting air and noise impacts to safeguard the health and safety of Burien's residents as progress and change occur.

Policy 2.11-1 Discourage the introduction of noise levels or air pollution which are incompatible with current or planned land uses.

Policy 2.11-2 Encourage the reduction of incompatible noise levels and air pollution.

Policy 2.11-3 Discourage the introduction of new land uses into areas where existing noise levels and air pollution are incompatible with such land uses.

Policy 2.11-4 Work with other jurisdictions and agencies to encourage the reduction of noise and air pollution from Seattle-Tacoma International Airport and heavy and fast traffic corridors.

Policy 2.11-5 Work with the Port of Seattle and the Federal Aviation Administration to develop and implement airport operational procedures that will decrease adverse noise and air quality effects.

Policy 2.11-6 Where possible and most impactful, invest in appropriately designed infrastructure that mitigates air and noise impacts, such as street trees and vegetation.

Historic Preservation

Goal 2.12 Identify, protect, interpret, and celebrate Burien's historic, cultural, and archaeological resources.

Policy 2.12-1 Protect local historic and cultural resources through designation and incentives for their preservation.

Policy 2.12-2 Encourage building re-use to make use of embodied carbon and avoid waste.

Policy 2.12-3 Leverage economic development opportunities provided by Burien's historic resources.

Policy 2.12-4 Promote transparency and predictability in Burien's historic preservation and landmarking program.

Policy 2.12-5 Promote continued use, exhibition, and interpretation of historic and cultural resources to educate, foster civic pride, and build community.

Policy 2.12-6 Consider the potential impacts of development to culturally significant sites and tribal treaty fishing, hunting, and gathering grounds.

(1) Consult with tribes and agencies with expertise such as the Washington State Office of Archaeology and Historic Preservation and Washington Department of Fish and Wildlife, and federal services.

(2) Provide appropriate notices, application review, and conditions of approval to mitigate impacts.

(3) Require Inadvertent Human Remains Discovery Language recommended by DAHP to be added to permits as a condition of project approval.

Policy 2.12-7 Require developers to immediately stop work and notify the City, Washington State Office of Archaeology and Historic Preservation, and tribes with tribal treaty rights if any artifacts of possible historic, cultural, or archeological value are uncovered during excavation.

Land Use Plan Implementation

Goal 2.13 **Ensure that development is served by adequate levels of public facilities and services that are necessary for development.**

Policy 2.13-1 Prior to permit approval, new development must comply with any adopted levels of service for schools, water, fire protection, sewer, general government services, transportation, and parks. Allow development to occur, if adequate facilities are provided concurrently (as defined or funded and to be constructed within six years of development). (Amended Pol. PF 1.1)

Goal 2.14 **Implement the goals and policies of the land use plan through a variety of means and mechanisms which are coordinated and consistent.**

Policy 2.14-1 Ensure the Comprehensive Plan, development regulations, functional plans and budgets are mutually consistent and reinforce each other.

Policy 2.14-2 Prepare and maintain development regulations that are consistent with other City plans, activities, and development requirements.

Policy 2.14-3 Clearly write development regulations and avoid duplicative, uncoordinated, or unclear requirements.

Policy 2.14-4 Provide for different levels of permit review processes, including administrative, appeal and hearing processes, based on the proposed use and its degree of potential impacts on the community.

Policy 2.14-5 Ensure Burien's development regulations and zoning map are consistent with the future land use map (see Exhibit 2-4).

Implementation

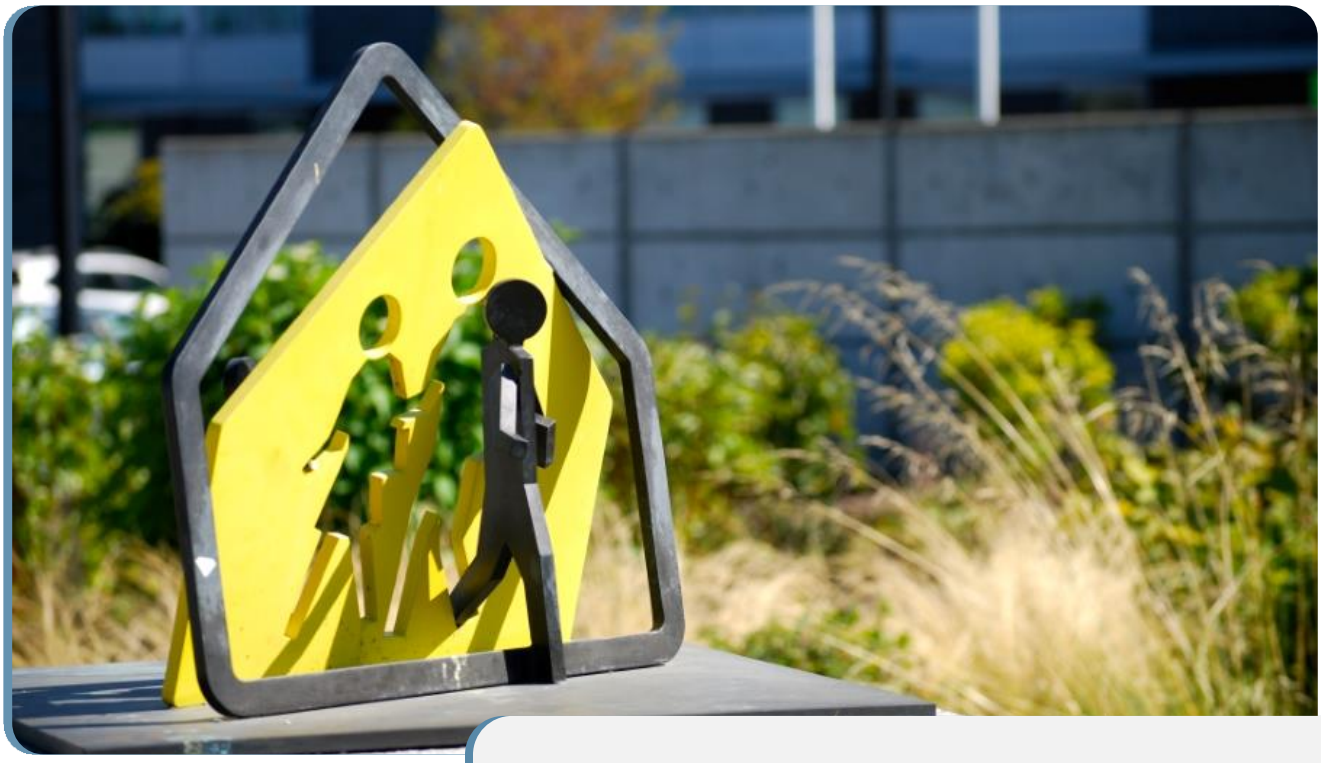
Below are proposed outcomes and metrics (Exhibit 2-9) to be refined and used to evaluate alternatives. Eventually these can be modified and included in this implementation section for the five-year progress report after the Comprehensive Plan is adopted.

Exhibit 2-9. Equity and Climate Resilience Outcomes and Metrics – Land Use Element

Outcomes	Metrics
▶ Land use patterns that promote healthy, active lifestyles with affordable and convenient places to live, work and play. ▶ Reduced hazard exposure for socially vulnerable.	▶ Acres zoned with development standards that would increase perviousness. ▶ At least 7 diverse uses present within ¼ mile of major transit stops.

Outcomes	Metrics
	▶ Demonstrate housing and job capacity to accommodate growth targets. ▶ Number of sensitive uses (i.e., schools, daycares, medical facilities) located in significant air pollution exposure areas. ▶ See parks and community health and well-being.

3 Transportation



What You Will Find in this Chapter

- Information about the transportation system.
- A description of the City's plan for meeting community transportation and mobility needs.
- Goals and policies that address travel options, connectivity, equity, and strategic funding.

Our Transportation Vision

People are able to get around Burien safely and comfortably by walking, biking, rolling, riding transit, or driving. Transportation assets including streets, sidewalks, bike facilities, and trails are well-maintained, connected, and vibrant community spaces that enrich public life, health, and the environment. Transportation decisions are made equitably to prioritize investments for those who have the least access. Make accessible improvements and enhance safe mobility of people with disabilities.

Introduction

The Transportation Element summarizes transportation system and trends based on the 2024 Transportation Master Plan (TMP) Update. Conditions and needs are also identified in the January 2024 Draft Environmental Impact Statement (Draft EIS) and Final EIS developed for the Burien 2044 Comprehensive Plan. Those documents should be reviewed for greater detail on the transportation system and the relationship to the land use alternatives shared in the Land Use Element. The TMP is hereby incorporated by reference, as amended, into the Burien 2044 Comprehensive Plan.

Conditions and Trends

Today's Conditions

Burien is a suburban city northwest of Sea-Tac Airport and south of Seattle. Regional connections are provided by two major north-south roadways, Ambaum Boulevard to the west and SR 509 to the east, and SR 518 which starts in downtown Burien and provides an east-west connection to I-5, I-405, and SR 99. The roadway network includes facilities for vehicles, transit, and some pedestrian and bicycle facilities. Regional transit connections are provided by King County Metro (KCM) and Sound Transit (ST), including two KCM RapidRide lines. Burien Transit Center is located in the Regional Growth Center. Based on 2021 American Community Survey 5-year estimates, commute mode share in Burien was 64% drive alone, 13% carpool, 9% public transportation, 11% work at home, 1% walk, and 1% other means.

The 2024 "City of Burien Transportation Master Plan" identifies the following high level summary of conditions and should be consulted for the full context:

- **Roadway Network:** City streets serve as the foundation of the transportation system, as roadways shape how residents and visitors experience Burien. The current network provides a high level of service for vehicles, but gaps exist for other methods for getting around, including walking, bicycling, and public transit. The city's roadway network consists of principal and minor arterials, collectors, and local streets. Much of the city is laid out on a grid system that is oriented north-south and east-west. However, some areas of the city are not laid out on a grid and lack connectivity due to topography and missing links in the multimodal transportation network. Burien is also bisected by the north-south SR 509 and by a portion of SR 518, which provides regional vehicular connections but restricts movement across the city.
- **Existing Vehicle Congestion:** The operational performance of intersections within Burien is measured using a standard methodology known as level of service (LOS). The 2012 TMP established acceptable levels of service grades for certain roadway contexts in Burien. The LOS standards set for vehicles are LOS D for designated vehicle priority roadways, LOS E for the Burien Regional Growth Center (RGC), and LOS C for all other roadway facilities. Overall, the city's automobile network is meeting most of its demand. Out of the 29 intersections analyzed, two locations are failing under existing conditions: 1st Avenue S & SW 128th Street, and S 112th Street & 8th Avenue S. In the RGC context, LOS E is considered acceptable to maintain a pedestrian scale. Both the intersection of 1st Avenue S and SW 148th Street and the intersection of 6th Avenue SW & SW 148th Street are operating at LOS E, which are acceptable within the RGC context, but may be an intersection to monitor over time. All other intersection locations analyzed are meeting current demand.
- **Transit Needs:** Transit service in Burien is provided by KCM and Sound Transit. The Burien Transit Center, located in the Burien Regional Growth Center (RGC), connects the city with regional destinations. Ambaum Boulevard and 1st Avenue S serve as the primary local transit corridors in the city, with additional bus service on arterials across the city. While regional transit service is robust, local access to transit is more limited, resulting in challenges for accessing regional service or running local errands via transit. The community has expressed a desire for more local connections as well as direct connections to the nearby Sea-Tac Airport.
- **Safety:** Corridors with the highest density of vehicular crashes are along Ambaum Boulevard SW, 1st Avenue SW, and SW 148th Street; vehicle-only collisions in Burien show a gradual decrease from 2017 to 2021. Crashes involving pedestrians are concentrated in the Burien Regional Growth Center (RGC) and along major corridors such as Ambaum Boulevard SW and 1st Avenue SW. The north section of 1st Avenue SW has portions where there are no sidewalks. Sixteen cyclists were involved in crashes on 1st Avenue SW, a corridor with no dedicated bike facilities. Driver inattention and failure to yield are concerns for pedestrians and bicyclists.
- **Freight and Truck Mobility:** A key user of Burien's transportation system is freight, which brings goods and services to Burien residents and supports Burien's vibrant businesses. Burien's truck routes include Ambaum Boulevard SW, 1st Avenue S, Des Moines Memorial Drive S, and Military Road S in the north-south direction, and S 112th Street, SW 116th Street, SW 128th Street, and SW 148th Street in the east-west direction.

Tomorrow's Projections

To meet the projected future growth targets and land use alternatives described in the Land Use Element, there is a potential need for improvements to the transportation system, described further in the 2024 TMP and the Burien 2044 Comprehensive Plan EIS:

- **Traffic Growth**: After applying the land use growth expected the overall traffic volume would increase by approximately 27%. Impacts were identified at four to six intersections.
- **Transit Operations**: Growth at a target level would create demand for transit. Under the future land use plan the additional multifamily residential capacity would provide further opportunities for transit-oriented development and transit ridership. Increased density in the Urban Center and beyond along 1st Avenue South would leverage capacity at Burien Transit Center. As transit trips increase, King County Metro (KCM) could consider potential service changes through its Biennial Budget and Capital Improvement Program, 10-Year Business Plan, and long-range Metro Connects plan.

The EIS identified four mitigation strategies, which include:

- Installing new signals at the following intersections: 8th Avenue S and S 112th Street, Des Moines Memorial Drive S and SR 518 off Ramp, and 8th Avenue S and S 112th Street
- Modifying intersection signal timing plans at 1st Avenue S and SW 148th Street.
- Adding a right turn pocket at 1st Ave S and SW 128th Street.
- Installing a roundabout at the intersection of 24th Avenue S and S 116th Street.

In addition to these improvements, the City has regulations meant to manage system capacity. The City manages a Commute Trip Reduction (CTR) program which applies to employers with 100 or more full-time employees at a single worksite.

In addition to the CTR program, the City could also consider other programmatic measures, such as Transportation System Management and Operations (TSMO), which can improve safety and provide flexibility to address changing conditions, and additional Transportation Demand Management (TDM) strategies, which can help reduce congestion by reducing demand for automobile travel and encouraging travel by other modes.

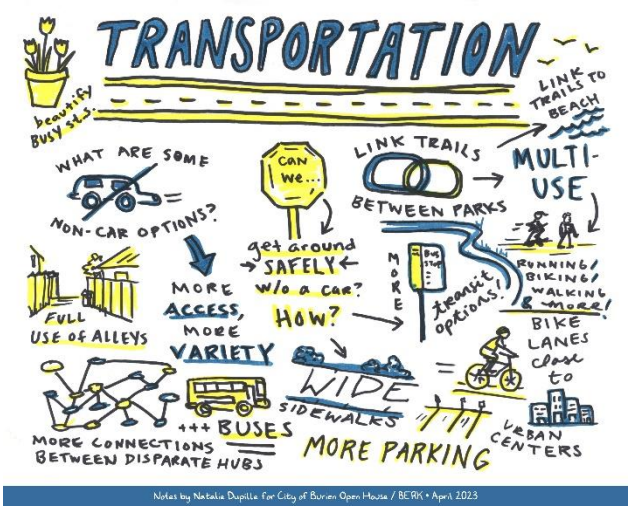
Challenges and Opportunities

To better understand the transportation challenges for getting around in Burien, the TMP project team conducted interviews and outreach with Burien residents, businesses, community organizations, and City staff. Several themes emerged, including the need for more sidewalks and bike lanes to provide a comprehensive network for people walking and rolling. Where bicycle and pedestrian facilities already exist, community members identified the need for maintenance, including litter removal and trimming vegetation, and improved lighting for safety and security. Other needs include curb ramps for ADA accessibility and secure bicycle parking.

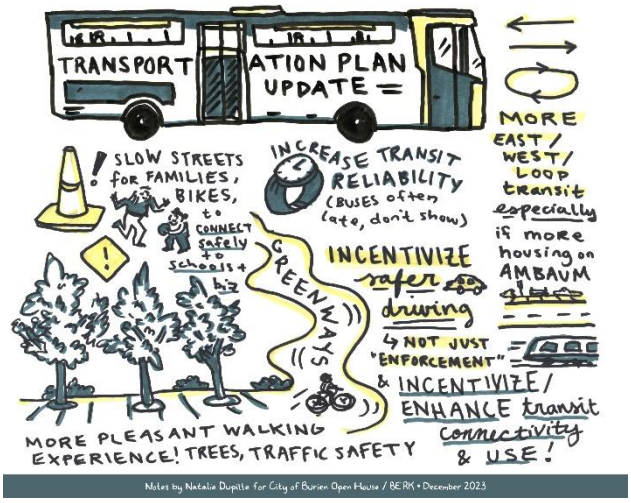
Safe facilities for all ages and abilities, especially children and seniors, was a frequent request. Community members expressed a desire for high-visibility crossings, bicycle and pedestrian facilities that are separated from traffic, and features such as street trees to create a more comfortable and pleasant environment. Traffic calming was a recurring theme and community members identified numerous locations where speeding vehicles create unsafe conditions for people walking and cycling. Areas of particular concern include streets around schools, connections between parks, 1st Avenue S, Military Road S, 21st Avenue SW, and SW 160th Street.

In downtown Burien, community members appreciated the pedestrian-friendly nature of the existing streets but expressed interest in improving multimodal access to downtown from surrounding areas, especially from the residential neighborhood directly to the south and Gregory Heights to the southwest. Community members indicated a concern with traffic entering Olde Burien at high speeds on SW 152nd Street from the west, a desire to strengthen pedestrian connections to downtown across 1st Avenue S from the east, and an interest in strengthening connections between Olde Burien and downtown Burien across Ambaum Boulevard. To the north of downtown, community members were interested in high-visibility crossings or signals, especially across SW 148th Street and SW 150th Street. 4th Avenue SW was identified as a location for bicycle and pedestrian improvements from the south, starting at the intersection of SW 160th Street.

Residents also expressed a desire to be able to travel to other local destinations, such as shopping centers, parks, schools, and the transit center, by foot, bicycle, or bus. Current barriers include speeding vehicles, unmarked crossings, and a lack of sidewalks or bike facilities. Several community members also expressed an interest in improved crossings to bus stops as well as additional local transit connections, such as a circulator shuttle, which would provide easy transit access to local destinations. Additionally, community members cited the barrier presented by the SR 509 freeway, especially in the northern part of the city.



April 2023 Open House



December 2023 Open House

Based on community input, the City has identified the following opportunities and challenges:

- Travel Options: Ensure that people can get around safely with or without a car.
- Connectivity: Connect land uses in a safe and accessible way.
- Economic Development: Foster Burien's vibrancy as a great place to live, work, and play.
- Equity: Prioritize investments for those who have the least access.
- Strategic Funding: Optimize our limited resources by leveraging funding opportunities, not overbuilding our system, and reducing ongoing maintenance and preservation costs.

Our Transportation Plan

The City hereby incorporates by reference its TMP Update into the Comprehensive Plan. It contains a comprehensive evaluation of current conditions, community preferences, modeling and system needs, funding capabilities, and goals and policies.

Goals and Policies

Goal 3.1 Connectivity – Connect land uses in a safe and accessible way.

Objective 3.1.1 Develop, maintain, and operate a balanced, safe, and efficient multimodal transportation system to serve all users and comply with the Regional Growth Strategy.

Objective 3.1.2 Multimodal Layered Network Concept - In planning roadway improvements, utilize the multimodal layer network, which designates specific streets as serving different user types, including local vehicle trips, through trips, freight, transit vehicles, bicycles, and pedestrians.

Policy 3.1-1 Use the City's adopted layered network concept when selecting streetscape features on all future road projects. To the extent feasible, the conceptual streetscapes and recommended features on each street type shall guide future improvement decisions.

Objective 3.1.3 Prioritize multimodal connections where feasible, including strong pedestrian linkages between the transit center/TOD with the Burien Regional Growth Center (RGC).

Policy 3.1-2 The adequate provision of facilities for people walking and rolling shall be as important a consideration as adequate streets in the City's review of development projects for transportation system impacts.

Policy 3.1-3 Provide a system of facilities, incentives, and services that fully support trip-making connections between residential areas, employment centers, shopping, recreational facilities, schools, public transit and other public services within the City for people walking and rolling. The City should develop a safe and convenient environment for walking and rolling by:

(1) Physically separating pedestrian and vehicle (including bicycles) traffic (this separation can include using traditional sidewalks);

(2) Encouraging separated internal pedestrian circulation systems in new or redeveloping commercial-retail districts;

(3) Providing Americans with Disabilities Act (ADA) approved wheelchair ramps and other aids to enhance safe mobility of people with disabilities; and

(4) Prioritize planting street trees in high pedestrian trafficked areas and neighborhoods where the right-of-way permits.

(5) Giving special considerations to opportunities for people walking and rolling in school, park, sports and commercial areas.

Policy 3.1-4 Prioritize sidewalk infrastructure development along the City's busiest streets and densest neighborhoods to maximize walking and rolling usage.

Objective 3.1.4 Evaluate Level of Service standards that encourage the development of a multimodal transportation system.

Policy 3.1-5 The City shall maintain and monitor transportation Level of Service (LOS) standards for Burien roadways, encompassing all modes of travel.

Policy 3.1-6 The City adopts the following Level-of-Service standards for vehicles: LOS standard D for designated vehicle priority roadways; LOS standard E for the Burien Regional Growth Center (RGC) streets; and LOS C for all other roadway facilities and services.

(1) The City will pursue the following actions along designated transit priority roadways: provide a high level of transit stop amenities, maintain adequate vehicle LOS, provide sidewalks and marked crosswalks at all major transit stops, and encourage transit agencies to provide all day service with minimum 15-minute peak/30-minute midday bus frequencies.

(2) The City will pursue the following actions on arterial streets: provide sidewalks and/or wide shoulders on both sides of all arterial and collector routes and provide adequate street crossings within 300-600 feet of identified activity areas, depending on demand.

(3) The City will pursue the following actions for designated bicycle priority streets: provide high-level bicycle treatments on roadway segments considering traffic volumes and speeds, adequate intersection treatments, and undertake actions to minimize stop

frequency for bicycles along these routes. For other streets with bikeways, provide appropriate bicycle treatments considering traffic volumes and speeds on designated streets, and adequate intersection treatments.

Policy 3.1-7 As mandated by state law, the City of Burien adopts an LOS of "D" for SR 509 and SR 518 (highways of statewide significance) and an LOS of "E/mitigated" for the east/west connecting segment of SR 509 from 1st Avenue South to 8th Avenue South or Burien City Limits (highway of regional significance), or whichever LOS is currently adopted by the Washington State Department of Transportation.

Policy 3.1-8 In evaluating street facilities' level of service and mitigating potential impacts, consider all the operations of all modes.

Objective 3.1.5 Maximize the function of the local circulation system, while recognizing the need for accommodation of through-traffic.

Policy 3.1-9 Control the location and spacing of driveways and the design of parking lots to avoid conflicts between vehicles and people walking and rolling, while optimizing traffic flow, especially along principal arterials.

Policy 3.1-10 Emphasize the use of local residential streets for active transportation and residential travel, and improvements should enhance safety for people walking, rolling, and accessing vehicles.

Policy 3.1-11 Develop street standards that promote safety, multimodal transportation, community character, cost efficiency, coordination with adjacent and planned land uses, and that recognize the balance between local and through travel as well as natural landscape features, topography, drainage, and utility needs.

Objective 3.1.6 Design and maintain designated truck routes to accommodate truck freight traffic and promote safe, sustainable, and efficient goods movement.

Policy 3.1-12 Evaluate and strive to mitigate conflicts between active transportation modes and freight mobility during the planning and execution of transportation improvement projects along designated truck routes.

Policy 3.1-13 Coordinate the allocation of curb space designations based on how development will change demand for the curb in the Burien Regional Growth Center (RGC) and Olde Town.

Policy 3.1-14 Protect the mobility and reliability of T-1 and T-2 Freight and Goods Transportation System (FGTS) routes; design all other streets to accommodate only first/last mile freight movements through utilizing engineering standards that are based on smaller design vehicles.

Objective 3.1.7 Leverage intelligent transportation system (ITS) technologies and infrastructure to optimize the flow of people and goods, enhancing transportation efficiency and fostering economic growth.

Policy 3.1-15 Intelligent Transportation Systems (ITS) will be managed and maintained to be secure, reliable, and effective.

Policy 3.1-16 Prepare for changes in transportation technologies and mobility patterns.

Objective 3.1.8 Address safety issues in an organized, prioritized manner.

Policy 3.1-17 Conduct an annual review of collisions and crash locations in Burien, and place a high priority on those locations with relatively higher numbers of vehicle or pedestrian/bicycle collisions.

Policy 3.1-18 Develop a Local Road Safety Plan to identify systemic safety conditions in Burien, develop a list of action items to improve safety, pursue grant funding for safety projects, and regularly update the plan.

Policy 3.1-19 The City will integrate the Safe System Approach into roadway design standards and related policies, and project development processes and be consistent with industry best practice.

Policy 3.1-20 Roadway design shall consider safety and multi-modal level of service standards to meet both transportation level of service goals and safety goals to the greatest extent feasible. However, safety of active transportation users shall be prioritized over vehicle level of service standards.

Policy 3.1-21 Safety countermeasures will be incorporated into roadways as recommended by the Federal Highway Administration and as appropriate to City roadways as funding allows to potentially reduce roadway fatalities and serious injuries.

Objective 3.1.9 Place high priority on the access needs of public safety vehicles.

Policy 3.1-22 Maintain and improve convenient access for emergency vehicles.

Policy 3.1-23 Maintain the transportation system to support entities providing emergency response services.

Policy 3.1-24 Prioritize emergency vehicle routes and access to hospitals and trauma care centers.

Policy 3.1-25 Actions will be taken, as applicable, after crashes involving serious injury or fatality, to reduce or eliminate the possibility of repeat crashes at the location due to malfunctioning or failing traffic control devices.

Policy 3.1-26 Coordinate transportation improvements and plans with the Burien Fire Department and Burien Police Services.

Objective 3.1.10 Promote a transportation system that minimizes impacts on natural drainage patterns and protects water quality.

Policy 3.1-27 Explore street improvement standards that incorporate surface water management strategies such as the minimization of impervious surfaces and landscaping that works to reduce runoff, consistent with the City's Stormwater Management Plan.

Objective 3.1.11 Ensure that transportation facilities and services are sited, designed and buffered to fit in with their surroundings, including screening of noise, community characteristic light and glare impacts.

Policy 3.1-28 Plan and implement the transportation system improvements utilizing urban street design principles in recognition of the link between mobility with urban design, safety, economic development, equity, and community health.

Goal 3.2 Travel Options – Ensure that people can get around safely with or without a car.

Policy 3.2-1 Consider mobility options (transit use, high-occupancy vehicles, demand management actions, access to transit and nonmotorized transportation modes, consistent with Commute Trip Reduction Act requirements) in relation to level of service standards and to relieve congestion.

Objective 3.2.1 Support a transit system that serves the local and regional needs of Burien and comply with the Regional Growth Strategy that supports population growth near high-capacity transit.

Policy 3.2-2 Promote the adoption of commute trip reduction programs by employers in job centers, encouraging the implementation of strategies like telework, flexible work hours, compressed work week schedules, and other scheduling options to diminish peak hour commute trips for employees.

Policy 3.2-3 Coordinate with transit service providers to ensure transit stops are safe, accessible by people with special mobility needs, attractive, and well-maintained.

Policy 3.2-4 Promote the expansion of convenient fixed-route and dial-a-ride transit service, specifically east-west routes connecting Burien with east side cities and routes to central locations.

Policy 3.2-5 Work to improve transit system efficiency by incorporating transit-supportive design features into its capital projects and road standards. Examples of transit-supportive design features include signal prioritization and stop-in-lane roadway designs. (Amended, Ord. 497,2008)

Policy 3.2-6 Support enhanced local and regional transit service and facilities that provide frequent and reliable service between Burien, downtown Seattle, Sea-Tac Airport, employment centers and other designated centers or transit hubs.

Policy 3.2-7 Work with the Port of Seattle and Sea-Tac Airport to plan for compatible uses near Sea-Tac Airport and to optimize the region's aviation system in a manner that minimizes health, air quality, and noise.

Policy 3.2-8 Review existing and planned uses near Seattle-Tacoma International Airport through development actions and review regulations periodically to continue to discourage incompatible uses near the airport.

Policy 3.2-9 Insure that uses surrounding the Seattle-Tacoma Internation Airport are compatible with the operations of the Airport as development occurs.

Policy 3.2-10

Policy 3.2-11 Make transit a more convenient, appealing, and viable option for all trips where community members desire to use it and create safe, easily accessible first and last mile connections to transit through implementation of the Transportation Master Plan.

Policy 3.2-12 Monitor the level and quality of transit service in the City, and advocate for more frequent service and associated capital improvements to increase transit reliability as appropriate.

Policy 3.2-13 Work with transportation providers to develop a safe, reliable, and effective multi-modal transportation system to address overall mobility and accessibility. Maximize the people-carrying capacity of the surface transportation system.

Policy 3.2-14 Support and encourage the development of additional high-capacity transit service in Burien.

Policy 3.2-15 Continue to install and support the installation of transit-supportive infrastructure.

Objective 3.2.2 In coordination with King County METRO, promote the development of the Burien Transit Center as a Transit Oriented Development (TOD) with uses that support Burien's vision for the Burien Regional Growth Center (RGC) and Town Square.

Policy 3.2-16 Promote transit-oriented development through land use decisions, support for increased transit service, and emphasis on facilities for people walking and bicycling.

Policy 3.2-17 Promote livable neighborhoods near high-capacity transit through land use patterns, transit service, and transportation access.

Policy 3.2-18 Encourage development that is supportive of transit, and advocate for expansion and addition of new frequent bus routes in areas with transit-supportive densities and uses.

Policy 3.2-19 Prioritize the development and maintenance of a pedestrian oriented commercial area corresponding to Old Burien and the Burien Regional Growth Center

(RGC) area. The goals and policies of the land use and community character elements establish the character of development in these areas.

Objective 3.2.3 Explore the feasibility of Burien Regional Growth Center (RGC) transit connections.

Policy 3.2-20 Partner to ensure provisions of first/last mile services, such as microtransit, flex-services, and other mobility options that connect people between transit and destinations.

Objective 3.2.4 Coordinate with the Washington Department of Transportation regarding the development of an integrated system of High-Occupancy Vehicle (HOV) improvements on SR-509, SR518, and I-5.

Policy 3.2-21 Coordinate with state and regional agencies to ensure continued mobility on state routes (including SR 509, SR 518, and I-5), including improvements needed to achieve the adopted level of service standards for these facilities.

Objective 3.2.5 Work with state, regional and local jurisdictions to develop land use strategies that promote dense development patterns in proximity to high-capacity transit corridors and stations.

Policy 3.2-22 Coordinate new development and redevelopment with transportation projects as mandated by the Growth Management Act (GMA).

Objective 3.2.6 Create a safe and convenient environment for walking and bicycling integrated with roads and other transportation facilities.

Policy 3.2-23 Encourage pedestrian walk lights, pedestrian leading intervals, limiting right turn on red, and bicycle activated signal detection at traffic control signals.

Policy 3.2-24 Work with the Highline School District to implement safe routes to school, to assure that safety and crash prevention for pedestrian and bicycle travel to school receives the highest consideration. The safest routes to school should include transportation facilities that:

(1) Provide pedestrian pathways on streets connecting to, or within, the school zone, and pedestrian facilities that are physically separated from vehicle and bicycle traffic;

(2) Locate appropriate signs to alert motorists entering school zones;

(3) Install adequate lighting along roadways and pathways;

(4) Use appropriate traffic-calming devices in school zones;

(5) Establish crosswalks in areas of good sign visibility, lighting and proximity to connecting modes; and

(6) Promote safe and convenient pedestrian and non-motorized access to bus transportation.

Policy 3.2-25 Encourage bicycle and pedestrian travel within the City by:

(1) Providing and promoting the development of pedestrian and bicycle paths between neighborhoods and other activity centers, such as schools, parks, transit and Burien Regional Growth Center (RGC);

(2) Enforcing development standards pertaining to building setbacks, location of parking, parking standards, as well as amenities for people walking and bicycling.

(3) Encouraging the location of bicycle racks at appropriate destination points, such as outside of commercial businesses, City Hall, parks, schools, and transit facilities;

(4) Minimizing potential conflicts between pedestrian, bicycle and automobile traffic by providing signage at intersections of trails and paths with roadways; and

(5) Accommodating bicycles and pedestrians safely in the management and design of the City street network.

Policy 3.2-26 Require new development and redevelopment to incorporate pedestrian supportive measures such as:

(1) Providing secure and attractive pedestrian spaces;

(2) Providing adequate sidewalks, bikeways, pathways and crosswalks;

(3) Minimizing walking distances between buildings and street, sidewalks and transit stops;

(4) Clustering buildings near each other, near streets, sidewalks and transit stops;

(5) Preserving the connectivity of the pedestrian, bicycle and street system;

(6) Reducing vehicle speeds, walkway crossing distances and improving visual character of neighborhood streets (through measures such as reduced street widths); and

(7) Designing transit access into large developments, considering bus lanes, stops and shelters as part of the project.

Where the pedestrian facilities are required and additional facilities are needed to complete a system of facilities, actual construction of the required pedestrian facilities may be delayed through agreement that they would be constructed along with adjacent facilities at a later date.

Policy 3.2-27 Design and manage the street network to improve the attractiveness of existing street corridors to pedestrians, and shall incorporate high standards of design when developing new streets, including sidewalk construction where appropriate. Implement

landscaping measures to enhance the walking experience. To the extent feasible without impairing street capacity, safety, or structural integrity, preserve existing trees along street rights-of-way.

Policy 3.2-28 Optimize the ability of pedestrians to travel on arterial and non-arterial roadways in residential areas and emphasize personal safety and connectivity to other activity areas. Pedestrian facilities should be:

(1) Required along arterials, where there is a need for enhanced pedestrian safety because of the larger traffic volumes and higher densities of development;

(2) Encouraged along roadways serving multifamily areas, and encouraged to link these areas to other activity centers and pedestrian oriented areas within the City;

(3) Encouraged along roadways within a one-half mile radius of schools, to provide safe pedestrian connections to residential areas for children.

Policy 3.2-29 Whenever the City contemplates reconstruction or major maintenance work on a City street not having sidewalks, fully explore the ability to provide sidewalks and implement them if consistent with the plan. This may include the identification of potential funding sources; aggressive promotion of a LID to finance the sidewalk portion of the work; and the consideration of sidewalks as an "alternate" in construction bid documents. Install sidewalks on both sides abutting multifamily and commercial development and where planned single-family residential densities are greater than five units per acre.

Policy 3.2-30 Plan and construct pedestrian crossings consistent with the City's adopted crosswalk policy. These guidelines provide guidance on the appropriate types of crossing treatments to install based on roadway characteristics like vehicle volumes, speeds, and the number of lanes. The guidelines also include design suggestions for selecting pedestrian-oriented geometric roadway treatments, signing and striping of pedestrian crossings, and beacon and signal treatments.

Objective 3.2.7 Establish coordinated parking strategies that achieve the City's overall goals for economic activity, transportation and circulation, existing and future land use, and Burien Regional Growth Center (RGC) design.

Policy 3.2-31 Require that property owners be responsible for providing adequate parking and for managing parking demand on-site to avoid spillover parking on neighboring properties or streets.

Policy 3.2-32 Reduce the impact of parking lots in the Burien Regional Growth Center (RGC) by encouraging the redevelopment of parking lots where excess parking exists for current and future uses, discouraging the development of new parking lots adjacent to existing parking lots, and incorporating landscaping, defined edges, and safe connected pedestrian circulation within lots and between lots and streets, storefronts, and transit.

Policy 3.2-33 Explore the feasibility of parking management programs, shared parking strategies, and/or subsidized ORCA cards programming as new low-income housing units are being developed; addressing the transportation needs as development occurs, not after units are built.

Policy 3.2-34 Explore the potential for joint use of public parking facilities with the private sector and shared parking agreements for commercial, residential, and visitor use.

Policy 3.2-35 Explore strategies to effectively manage curbside space for a variety of uses such as ride-share, buses, pedestrians, freight delivery, commerce, and other needs.

Goal 3.3 Equity – Prioritize investments for those who have the least access.

Objective 3.3.1 Establish an equitable transportation system that ensures effective mobility for all city users, encompassing pedestrians, cyclists, individuals using wheelchairs or other mobility devices, seniors, youth, individuals with low incomes, and residents of diverse ages and abilities.

Policy 3.3-1 Develop a traffic calming policy to slow speeding vehicles in neighborhoods

Policy 3.3-2 Provide accessible and affordable transportation for all, especially historically underserved populations, to enable equitable distribution of transportation resources, benefits, costs, programs and services.

Policy 3.3-3 Develop new data collection focused on capturing individual and household travel cost, travel time, trips not taken, access to different travel options, and access to key resources across different demographic groups to better inform more equitable decision making.

Policy 3.3-4 As feasible, partner with community organizations and/or community members to develop and tailor language access strategies that work for a particular limited/non-English speaking community.

Policy 3.3-5 Explore how to prioritize investments in underserved communities experiencing significant levels of traffic-related air pollution.

Objective 3.3.2 Ensure that transportation plans and policies support active living, healthful food access and safe use of the transportation system, including access to schools for all users including people walking, bicycling, persons who use a wheelchair or other ambulation devices, seniors, youth, people with low incomes, and residents of all ages and abilities.

Policy 3.3-6 Emphasize on active living and healthful food access components when considering transportation project funding priorities.

Objective 3.3.3 Provide a transportation system that balances transportation services and needs with environmental considerations, greenhouse gas emission reduction goals, and the protection of distinct natural features.

Policy 3.3-7 Support current federal, state and regional policies aimed at reducing vehicle-related air pollution, including transportation demand strategies.

Policy 3.3-8 Work to reduce vehicle miles traveled (VMT) and transportation-related greenhouse gas emissions in line with the level needed to meet emission reduction goals in the Climate Action Plan.

Policy 3.3-9 Encourage employers to establish and maintain a commute trip reduction program that supports and promotes reducing the number of single occupant vehicle commute trips by encouraging alternative modes of transportation such as riding the bus, vanpool and carpool, biking to work, working from home, or a compressed workweek.

Policy 3.3-10 Continue to implement the City's Commute Trip Reduction Plan as well as evaluate, implement, and advocate for other parking management and transportation demand management strategies that support the goal of reducing VMT.

Policy 3.3-11 Create a safer and more enjoyable travel experience as well as reduce air pollution and ambient temperatures by increasing tree plantings along public right of way and planting tree species that will be more resilient to climate impacts.

Objective 3.3.4 Support a transportation system that encourages energy conservation via the promotion of roadway connectivity, construction of alternative fuel vehicle infrastructure, use of alternative transportation modes, development that minimizes reliance on vehicles, and street improvement standards.

Policy 3.3-12 Reduce the impact of the City's transportation system on the environment through expanded zero-emission vehicle use and active transportation options and identify opportunities to increase electric vehicle charging infrastructure when planning and designing transportation projects and facilities, on City rights-of-way or adjacent property(s), or through other transportation policies and programs.

Policy 3.3-13 Emphasize transportation investments that provide and encourage alternatives to single occupancy vehicle travel and increase travel options, especially to and from Burien Regional Growth Center (RGC).

Policy 3.3-14 Plan, design, and construct transportation projects and facilities to avoid or minimize negative environmental impacts and to increase climate resiliency to the maximum extent feasible.

Policy 3.3-15 Use Low Impact Development (LID) techniques, except when determined to be infeasible. Explore opportunities to expand the use of natural stormwater treatment in the right-of-way through partnerships with public and private property owners. Leverage

green stormwater infrastructure (GSI) to expand and connect pedestrian/bicycle path networks for alternative transportation routes, including connections from the Lake to Sound Trail.

Policy 3.3-16 Modify design standards for the transportation system as needed to ensure that future land use development and transportation improvements increase city-wide resilience to climate change.

Objective 3.3.5 Develop a resilient transportation system (e.g., roadway, transit, walking, and bicycling) that protects against major disruptions, natural disasters and climate change by developing recovery strategies and by coordinating disaster response plans.

Policy 3.3-17 Identify opportunities to increase climate resilience when planning and designing transportation projects and facilities. Include features that improve surface water management, reduce urban heat island effects, and equitably increase services to the extent possible - especially in areas with identified climate impacts.

Policy 3.3-18 Enhance the pedestrian walking environment and build a more climate-resilient environment near Three Tree Point, along SW 172nd Street.

Policy 3.3-19 Implement maintenance and operation projects to ensure the resiliency of the transportation network.

Policy 3.3-20 Develop transportation projects, programs, and investment strategies that comply with state and federal guidelines and are consistent with best practices for air quality, water quality and other environmental impacts.

Policy 3.3-21 Optimize land use patterns and transportation systems to minimize air pollution and greenhouse gas emissions, consistent with the priorities of the King County Cities Climate Collaboration.

Policy 3.3-22 Coordinate land use and transportation plans and programs with other public and private stakeholders to encourage parking management, vehicle technology innovation, shifts toward electric and other cleaner, more energy-efficient vehicles and fuels, integration of smart vehicle technology with intelligent transportation systems, and greater use of mobility options that promote climate resiliency and/or reduce VMT.

Goal 3.4 Economic Development – Make Burien an inviting place to live, work, and play.

Objective 3.4.1 Provide a roadway network that serves the travel needs of Burien residents, businesses, visitors, through-traffic, and freight transport.

Policy 3.4-1 Promote efficient use of existing rights-of-way through use of signal timing, parking management, improved intersections, and emerging technology.

Policy 3.4-2 Maintain a system of roadways that form an interconnected network for vehicular circulation.

Policy 3.4-3 Minimize bypass traffic and safety impacts on neighborhood streets.

Policy 3.4-4 Work with residents and local businesses to reduce speeds and cut-through traffic on non-arterial streets with techniques that include education, enforcement, and traffic calming.

Policy 3.4-5 Consider the economic development and community benefit implications in the planning and design of transportation projects.

Policy 3.4-6 Incorporate street trees and plantings in transportation facility planning and design to enhance community vitality, placemaking, traffic calming, and economic development.

Policy 3.4-7 Plan and implement the transportation system utilizing urban street design principles in recognition of the link between urban design, safety, economic development, community health, and transportation system design in the planning and implementation of transportation projects.

Policy 3.4-8 Consider the effects transportation projects have on the public realm, particularly the impacts on public perception, placemaking and use.

Policy 3.4-9 Establish residential streetscape patterns that foster more opportunities for healthy living and community interaction.

Policy 3.4-10 Facilitate the construction of curbside spaces for electric vehicle charging stations where on-street parking is allowed.

Policy 3.4-11 Collaborate with local businesses to encourage or incentivize off-peak truck deliveries, particularly along busy corridors.

Policy 3.4-12 Promote emerging technology and innovative approaches to local deliveries, including cargo bikes, delivery drones, sidewalk autonomous delivery robots (SADRs), and microhubs.

Objective 3.4.2 Ensure adequate parking in commercial areas that supports economic growth and is consistent with design and pedestrian circulation goals.

Policy 3.4-13 Continue to implement and maintain short-term on-street parking limitations in the Burien Regional Growth Center (RGC) to allow access to businesses (e.g., 2-hour limits) as well as reduce traffic speed and provide a buffer between traffic and pedestrians.

Policy 3.4-14 Promote shared parking, carpool use, and bicycle/pedestrian/transit use by allowing developers reductions in on-site parking requirements if such measures are used.

Policy 3.4-15 Implement parking strategies that maximize the ability for the greatest number of people to use the Burien Regional Growth Center (RGC) and accommodate "person trips" as opposed to "vehicle trips."

Policy 3.4-16 Establish and maintain a consistent parking enforcement program. A successful parking enforcement program is consistent and should be coupled with an education program that includes the use of maps to direct patrons to available parking.

Policy 3.4-17 Develop and install clear, user-friendly way-finding signage to direct the public to parking facilities.

Policy 3.4-18 Make City-owned remote parking lots available to the general public.

Policy 3.4-19 Consider a residential parking permit program for areas adjacent the Burien Regional Growth Center (RGC) to avoid and minimize spill-over parking demand generated by nearby commercial land uses.

Policy 3.4-20 Where feasible, bus stops should be located in areas that do not conflict with public on-street parking or the ability to provide on-street parking in the future.

Objective 3.4.3 Use the transportation network to help implement a comprehensive system of parks and open spaces that responds to the recreational, cultural, environmental and aesthetic needs and desires of the City's residents.

Policy 3.4-21 Recognize the important recreational and transportation roles played by local and regional trail systems.

Policy 3.4-22 Support the development of a system of community paths and neighborhood trails that promote pedestrian movement and link the City's major activity center, such as parks, schools, open spaces, recreation facilities, neighborhoods and the Burien Regional Growth Center (RGC).

Policy 3.4-23 The vacation or sale of street ends, other public right of ways and tax title properties that abut shoreline areas shall be prohibited except as provided for in RCW 35.79.035 (Streets-Vacation). The City should protect these areas for public access and public viewpoints.

Goal 3.5 Strategic Funding – Optimize limited funding and reduce ongoing maintenance and preservation costs.

Policy 3.5-1 Prepare a six-year financial Transportation Capital Improvement Program and update it annually. The Transportation Capital Improvement Program shall include cost estimates and estimated project timing.

Policy 3.5-2 Allocate resources in the Transportation Capital Improvement Program according to the following ranked priorities: (1) safety and public health, (2) preservation and maintenance of existing facilities, (3) growth-supportive improvements, (4) new road construction.

Objective 3.5.1 Pursue the development of financial mechanisms that ensure new development contributes to the mitigation of transportation impacts related to growth.

Policy 3.5-3 Require new development to mitigate transportation impacts:

(1) For impacts to the broader citywide transportation network, these impacts should be mitigated through the payment of impact fees.

(2) For site-specific impacts, developments should pay the full cost of implementing transportation improvements that address these impacts.

Where possible, impacts may be mitigated through active transportation facility improvements, increased or enhanced public transportation service, ride-sharing programs, demand management, or other transportation systems management strategies funded by the development.

Policy 3.5-4 Require that new development must be responsible for street improvements adjacent to and internal to the development (e.g., through environmental review).

Policy 3.5-5 Assess a transportation impact fee for all new development which is related to and proportionate to the impact caused by new development and is applied to growth related transportation system improvements as articulated in the project list. The City shall provide an annual report for the impact fee account outlining monies collected, earned or received and system improvements that were financed by impact fees.

Objective 3.5.2 Provide funding mechanisms that allow neighborhoods to rebuild their existing roadways to roadway standards.

Objective 3.5.3 Implement demand management measures that relieve congestion and safety concerns on Burien roadways.

Policy 3.5-6 Coordinate with the County and neighboring jurisdictions to implement concurrency strategies and provide for mitigation of shared traffic impacts through street improvements, signal improvements, intelligent transportation systems improvements, transit system improvements, or transportation demand management strategies.

Objective 3.5.4 Emphasize investments in facilities and services that support compact, pedestrian- and transit-oriented densities, alternative travel options, along connecting corridors.

Policy 3.5-7 Implement cost-effective, short-term enhancements like pedestrian and bicycle signage and markings to designate routes in situations where funding for high-cost capital improvements is unavailable.

Policy 3.5-8 Adopt a transportation concurrency program that advances construction of multimodal transportation facilities in Burien.

Policy 3.5-9 Maintain the road system in a safe and usable form for all modes of travel (e.g., pavement maintenance, cleaning up litter, and removing vegetation) and to the extent

possible ensure that maintenance and operation of the existing and proposed transportation network is included in transportation planning.

Objective 3.5.5 Assure that transportation improvements are concurrent with development to maintain the City's LOS standards (i.e., concurrency).

Policy 3.5-10 If transportation improvements needed to maintain adopted LOS standards are not able to be funded:

(1) Phase development consistent with the land use plan until such time that adequate resources can be identified to provide adequate transportation improvements; or

(2) Reassess the City's land use plan to reduce the travel demand placed on the system to the degree necessary to meet adopted transportation LOS standards; or

(3) Reassess the City's adopted LOS standards to reflect service levels that can be maintained given known financial resources.

(4) Reassess vehicle trip generation following investments in active transportation facility improvements, increased or enhanced public transportation service, ride-sharing programs, demand management, or other transportation systems management strategies funded by the development.

Policy 3.5-11 Consider funded pursuant to Policy TR 1.4.3 only when:

(1) Incorporated into the adopted City budget, or

(2) Upon grant agreement, or

(3) Upon developer agreement, or

(4) Upon a legally enforceable mechanism, such as a local improvement district.

Objective 3.5.6 Transportation funding should integrate technology, such as Intelligent Transportation Systems (ITS), aimed at enhancing the efficiency of the existing system, rather than emphasizing new capital improvements.

Goal 3.6 Coordinate with the City's Comprehensive Plan Vision.

Objective 3.6.1 Ensure that transportation plans and policies are consistent with other Burien plans and policies as well as the plans and policies of other jurisdictions, and promote coordination of joint transportation projects or projects with positive impacts on the Burien transportation system.

Policy 3.6-1 Continue to coordinate with the State regarding the SR 518 Route Development Plan, the SR 509 extension to Interstate 5, and level of service on state routes.

Policy 3.6-2 Coordinate with local jurisdictions, King County and the State to program and construct improvements that will maintain LOS standards on Burien roadways and state routes within Burien.

Policy 3.6-3 Coordinate transportation operations, planning and improvements with the State, Region, County, neighboring jurisdictions and other transportation planning agencies to ensure the city's interests are well represented in state and regional planning strategies, policies and projects and to identify strategies to maximize benefits with available financial resources.

Objective 3.6.2 Pursue the coordination and development of joint projects with adjacent jurisdictions, the state, transit providers and the Port of Seattle, particularly where such partnerships will increase the likelihood of obtaining funding or enhance the livability of the community.

Policy 3.6-4 Continue to coordinate with local jurisdictions, King County and the State regarding pedestrian and bicycle route linkages.

Policy 3.6-5 Coordinate with the City of SeaTac and the Port of Seattle regarding roadway improvements related to land use changes in the Northeast Redevelopment Area (NERA) including Des Moines Memorial Drive and 8th Avenue South.

Policy 3.6-6 Support efforts at the local, regional, state, and federal level to increase funding for the transportation system.

Policy 3.6-7 Coordinate planning efforts with the Port of Seattle to minimize health, air quality, and noise impacts to surrounding communities, including historically marginalized communities.

Objective 3.6.3 The City shall coordinate with King County METRO, Sound Transit and other transit service providers to promote and enhance transit use for those living, working and traveling within or to/from Burien.

Policy 3.6-8 Coordinate with transit service providers during development of transit plan updates, to ensure that local transit routes provide convenient and efficient service to public services, community centers, parks, medical facilities, schools, day care and after school programs and commercial centers.

Policy 3.6-9 Partner with transit service providers to prioritize transit to improve speed and reliability along frequent transit routes, provide access for people walking, biking and rolling to transit (one-half mile for walking/rolling and three miles for biking), and accommodate additional bus layover to support growth in service.

Policy 3.6-10 Coordinate with the Puget Sound Regional Council, Puget Sound Clean Air Agency, Washington State Department of Transportation, transit agencies and other

jurisdictions to develop transportation control measures and air quality programs when warranted.

Implementation

The TMP is the primary implementation mechanism for the Transportation Element as well as the City's standards and specifications and municipal code sections regarding concurrency and adequacy of facilities.

To assist the City in meeting its five-year progress report due in 2029 per RCW 36.70A.130 (9), the City will set goals for VMT reduction.

4 Housing



What You Will Find in this Chapter

- Information about Burien's community and housing affordability.
- A description of the City's plan for housing for all incomes and types, permanent supportive housing, and emergency housing and shelters.
- Goals and policies for the preservation, improvement, and development of housing for all economic segments of the community, and anti-displacement policies.

Our Housing Vision

All types of homes are affordable, abundant, safe and accessible to all Burien residents—now and in the future—regardless of income, race, family structure, household size, personal ability, or life stage.

Introduction

This Element addresses housing variety and affordability for the whole community in Burien. As Seattle area housing prices skyrocketed over 20 years, Burien became known as a place for affordable housing. Burien also became more diverse and vibrant culturally and economically. Now, Burien is facing its own housing challenges – maintaining naturally occurring affordable housing, improving rental housing quality, reducing racial disparities in homeownership, and moderating displacement pressures, while creating more housing opportunities such as middle housing in low-density neighborhoods and denser mixed-use housing along transit routes. Burien also faces a need for more emergency and permanent supportive housing for unhoused community members.

Housing Terms

- Middle Housing: buildings that are compatible in scale, form, and character with single-family houses and contain two or more attached, stacked, or clustered homes including duplexes, triplexes, fourplexes, fiveplexes, sixplexes, townhouses, stacked flats, courtyard apartments, and cottage housing.
- Emergency Housing: Temporary indoor accommodations for individuals or families who are homeless or at imminent risk of becoming homeless.
- Emergency Shelter: A facility that provides a temporary shelter for individuals or families who are currently homeless.
- Permanent Supportive Housing: A subsidized, leased housing with no limit on length of stay paired with voluntary services to help residents, who were homeless or at risk of homelessness, retain their housing and be a successful tenant.

Consistent with RCW 36.70A.070, key components of this element include:

- An Inventory of Housing Needs, including permanent supportive and emergency housing.
- Evaluation of Land Capacity to Meet Needs.
- Review of Burien's Housing and Jobs Balance.
- Racially Disparate Impacts and Measures to Undo Impacts.
- Displacement Risk and Anti-Displacement Measures.
- Adequate Provisions for Needs and Removal of Barriers.

Conditions and Trends

Burien's housing conditions and needs are detailed in a Housing Needs Assessment (2021), Burien Community Profile (2022), and a Housing Policy Evaluation of Racially Disparate Impacts (2023) included in Appendix B. Conditions and trends are summarized below.

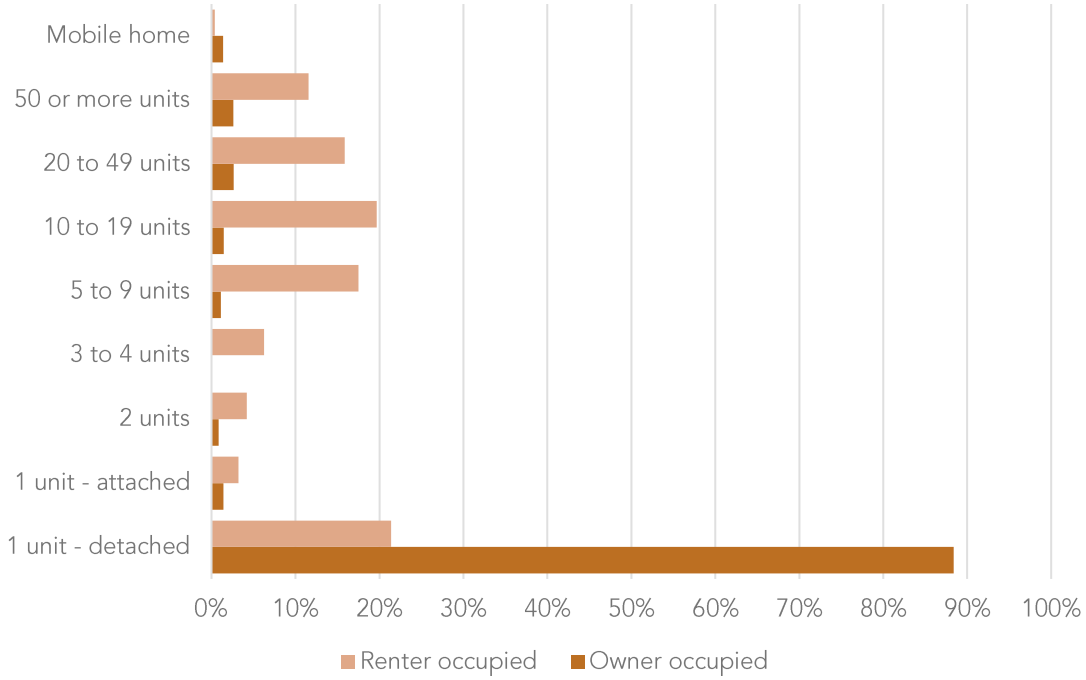
Today's Conditions

Housing Stock

There are about 19,235 dwellings in Burien as of 2020; see Exhibit 4-1. Burien's housing stock is predominantly a mix of single-family homes (61% of units) and multifamily buildings (34% of units), with a small number of duplexes, multiplexes, or other middle housing types. See Exhibit 4-2. Middle Housing.

Overall, a little over half (55%) of households live in ownership housing while 45% live in rental housing. Most owners live in detached housing, and most renters live in either detached homes or buildings with 10-19 units. There are few mobile homes.

Exhibit 4-1. Housing Types by Owner or Renter (2020)



Source: US Census 2020.

Exhibit 4-2. Middle Housing



Source: Makers, 2023.

Demographics

Burien has over 52,121 residents as of 2020. The city has grown by 10% over the 2012-2022 period, with an average annual growth rate of 1.1%, lower than King County's overall average annual growth rate of 1.7%. Compared to the county, Burien has a larger share of its population that speaks a language other than English at home, a higher share of persons of color, and a greater number of households in poverty, and a greater population with a disability. See Exhibit 4-3.

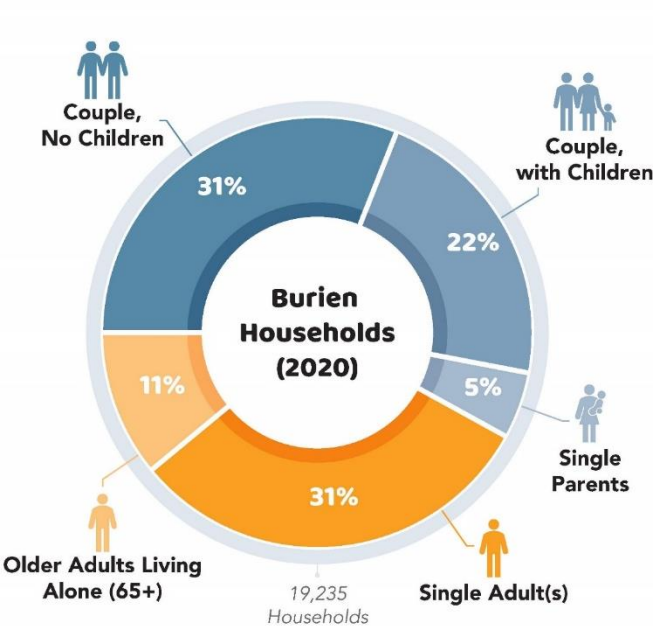
Exhibit 4-3. Demographic Summary – City of Burien 2020

Population:	Average Age (Years):	Language Other than English:	Housing Ownership Rates:	Poverty:	Persons of Color:	Population with a Disability
•Burien - 52,121* •King County - 2,195, 502	•Burien - 38.1 •King County - 37.0	•Burien - 34.6% •King County - 27.8%	•Burien - 55% •King County - 56.5%	•Burien - 12.20% •King County - 7.6%	•Burien - 52.1% •King County - 46.6%	•13.4% •9.8% in King County

Note: Reported in ACS as 52,121 whereas Decennial Census shows 52,066.
Source: US Census Quick Facts, 2020

Burien has an average age slightly higher than the county. During the 2010-20 period, Burien has seen a higher concentration of households in their 30s, typical family-building ages. There was a corresponding increase in children. Burien has also seen an increase in adults in their 60s and 70s. Overall, the average household size has increased 4% over the past decade, to 2.59. Yet, Burien has a high share of households with single persons (31%) and couples with no children (31%). See Exhibit 4-4.

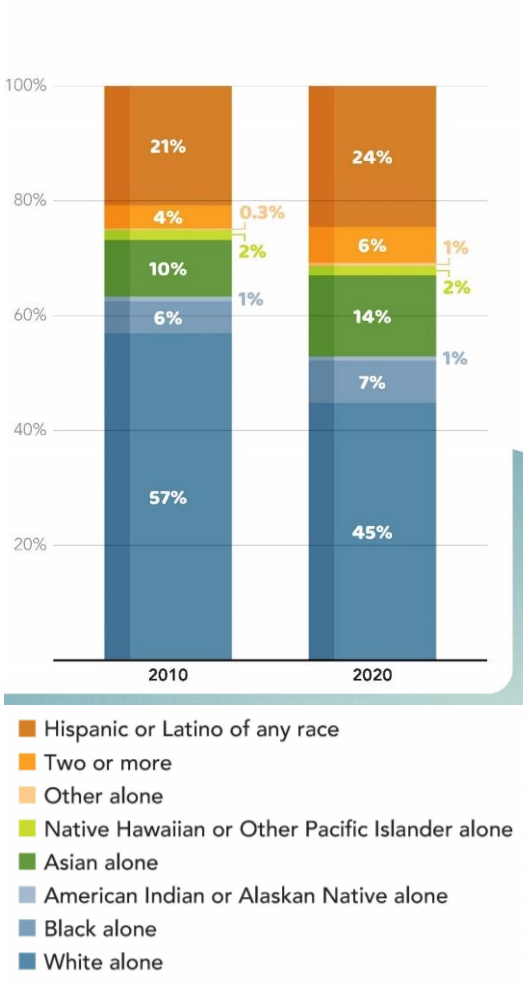
Exhibit 4-4. Household Compositions – Burien 2020



Note: Households shown with children are those where parents live with their own children (by birth, marriage, or adoption). Estimates indicate a total of 32% of households include peoples aged under 18.
Sources: American Community Survey 2020 5-year estimates, Tables B11005 and B11007; BERK 2022.

From 2010 to 2020 there was a shift where no single racial or ethnic group comprises more than 50% of the population. See Exhibit 4-5.

Exhibit 4-5. Burien Race in 2010 and 2020



Sources: Census, 2020; BERK 2022.

Racial Disparities

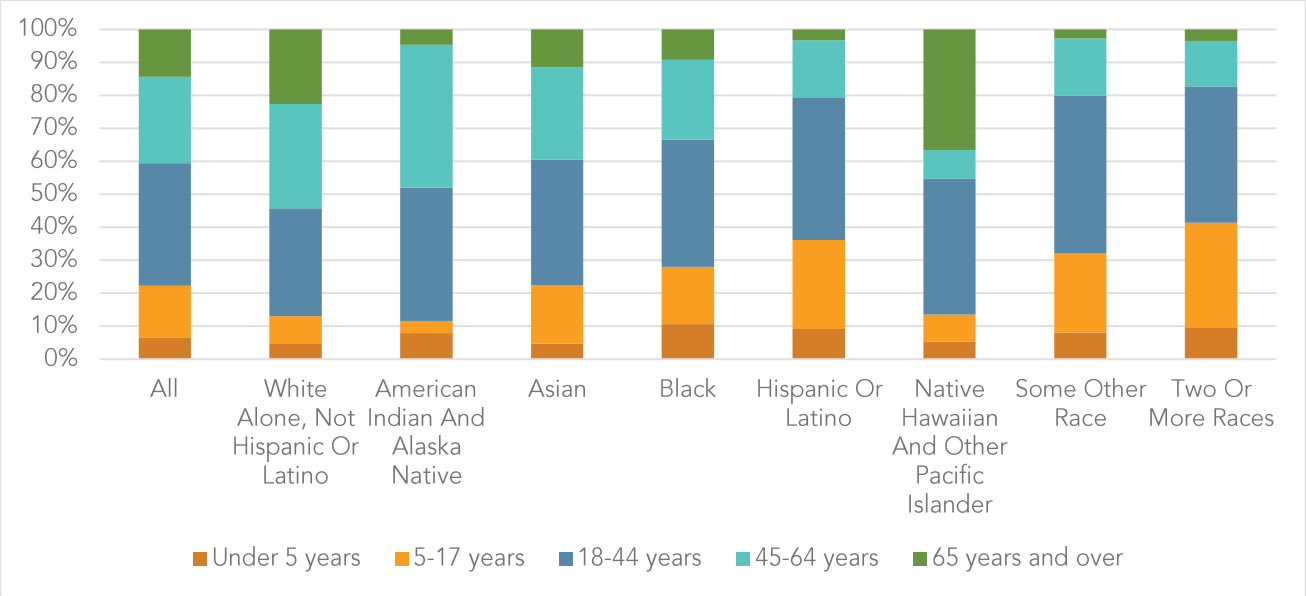
- Homeownership rates are higher for White and Asian persons and lower among Hispanic, Black, and other races and ethnicities.
- Poverty rates are higher for non-White households.
- Homeownership and rental costs are increasing for all households and cost burdens are higher for non-White households.
- Non-White workers are more likely to commute by carpool or bus especially immigrants and Black residents.
- Evictions have increased and affect predominantly non-White households such as in the Inglesea neighborhood.

Common Conditions all Races

- Most households of all races are within a 10-minute walk of a school or park, not accounting for size or quality.
- People who commute out of Burien are similar in age and incomes to those who commute in.

As of 2020, the population in the city is largely 18-44 years old. See Exhibit 4-6. Populations with more children include Hispanic, Black, and Asian families. Populations with greater older adults 65 years and over include White and Native Hawaiian/Pacific Islander. Households with more children often need dwellings with greater bedrooms or close access to parks and schools, and households with older adults that are empty nesters may need housing that is smaller or on a single floor level.

Exhibit 4-6. Burien Age and Race/Ethnicity 2020



Source: B01001 A-I, ACS 5-Year 2020

Housing Affordability

The "suburbanization of poverty" has been a regional trend, and populations in need of affordable housing moved south out of Seattle over the past two decades. Burien became a refuge for affordable "close in" housing. A result has been a more diverse and vibrant Burien, which has an especially higher share of Hispanic and Latino residents compared to the county as well as other pockets with higher shares of Black and Asian residents.

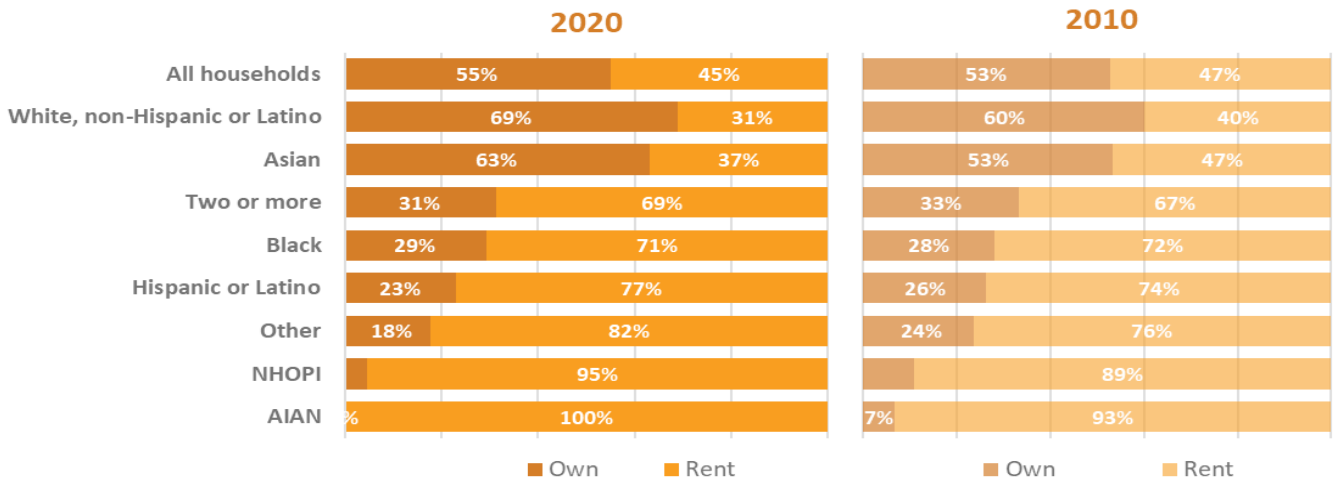
Smaller single family lots in north and central Burien have seen more affordable homeownership opportunities and are the most racially diverse areas. Concentrated areas of non-White populations are found in denser multifamily neighborhoods around corridors and high schools. On the west side of the community there are lower density single-family neighborhoods; these homes are newer and have views of Puget Sound or Lake Burien. It is a more expensive area and less diverse racially.

Costs to buy or rent homes have risen across the state, including Burien. While all households are impacted, communities of color spend more of their income on housing, tend to live in lower quality housing, and own fewer homes. Homeownership rates are higher for White and Asian persons and lower among Hispanic, Black, and other races and ethnicities. See Exhibit 4-7.

Housing Stories & Strategies, Spring 2023

Own a business in Burien but live outside: Pandemia Aumento los costos de vivienda, y ahora vivo en Pacific, a 45 minutos de manejo por que vivo compartiendo la renta. [Pandemic Increase in housing costs, and now I live in the Pacific, a 45-minute drive away because I live

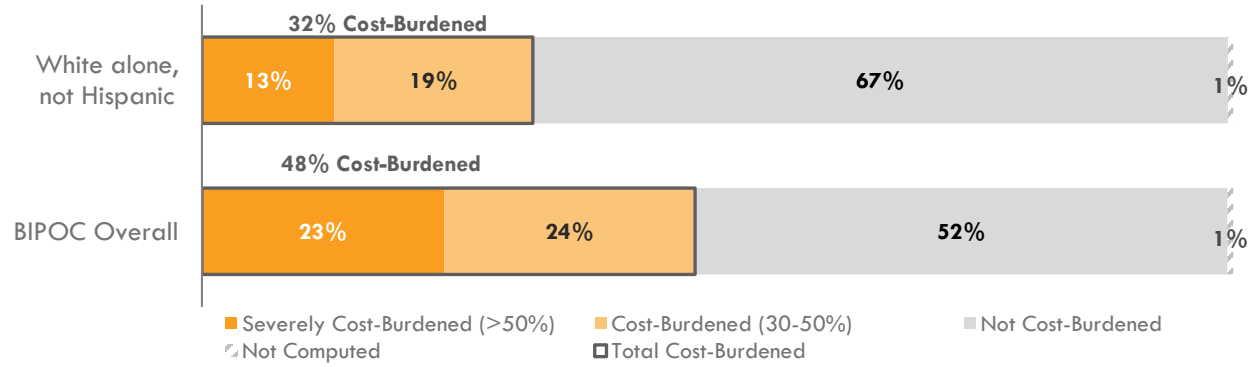
Exhibit 4-7. Homeownership Rates in Burien, by Race and Ethnicity, 2010 & 2020.



Notes: AIAN – American Indian and Alaskan Native, NHOPI – Native Hawaiian or Pacific Islander. For this disaggregation, NHOPI and AIAN categories have very high margins of error. These estimates should be considered reflective of trends rather than exact calculations.
Sources: American Community Survey 2020 5-year estimates, Table B25003A-I; BERK 2022.

Whether renter or owner, more than half of BIPOC households are cost-burdened and one third of white households are cost-burdened. Some are severely burdened spending 50% or more of their income on housing. See Exhibit 4-8.

Exhibit 4-8. Cost-Burden - Owner and Renter



Source: HUD CHAS (based on ACS 2014-2018 5-year estimates); AMI = HUD Area Median Family Income; BIPOC = Black, Indigenous, People of Color BERK 2023

Housing Stories & Strategies, June 2023

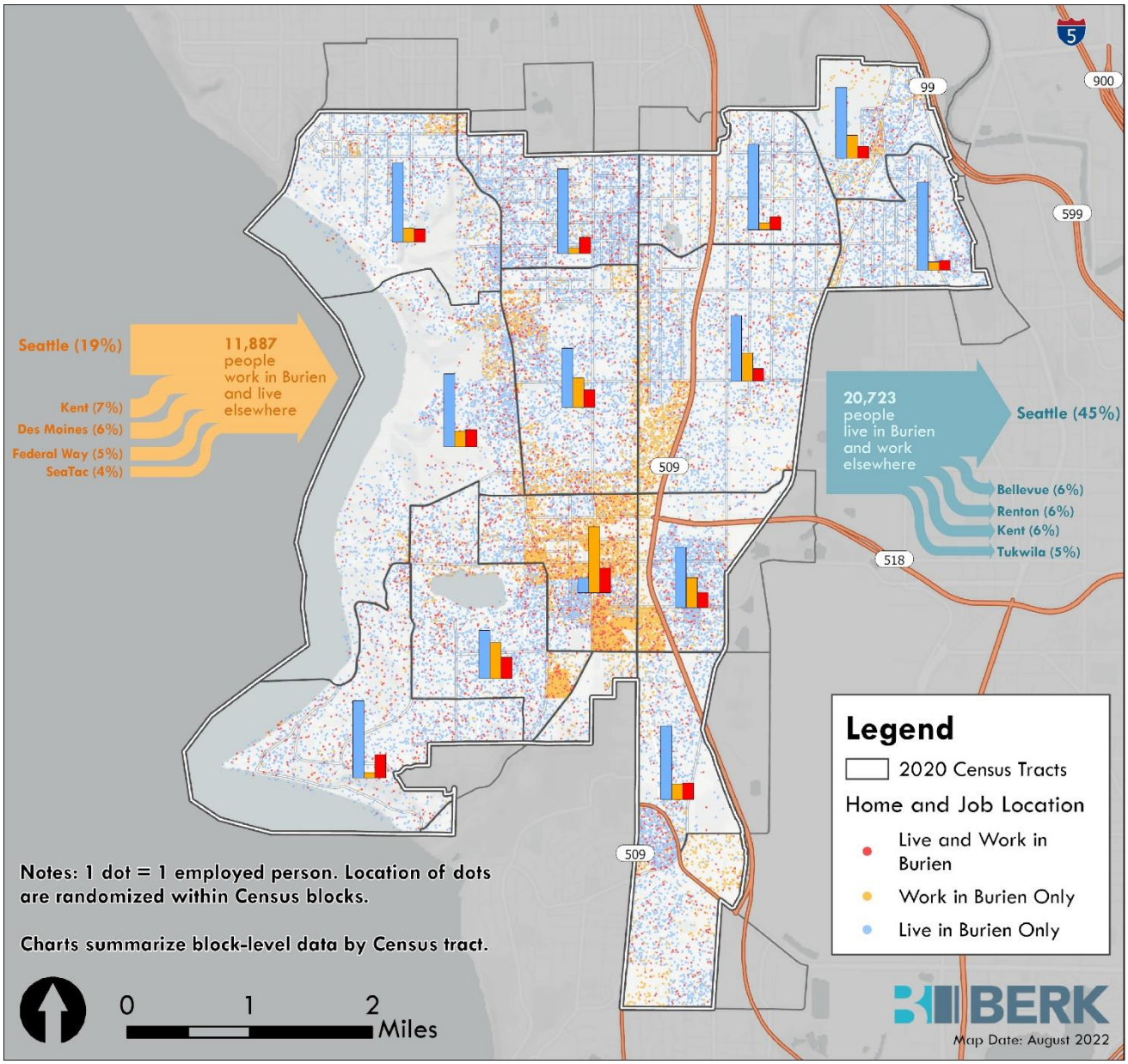
I rent my house, but too expensive to buy a property here in Burien. We need new houses with affordable prices.	*I own a modest house in a great neighborhood. I'm disappointed that so much new construction is unaffordable and not aligned with the existing home size.*	*Burien needs housing that can accommodate multi-generational families. Encouraging developments of studios or micro-housing is not taking consideration of families that care for elders, or have small children. …*

Jobs and Housing

Commute Patterns

Most who commute into Burien come from Seattle or other South King County communities. Most who commute outside of Burien for work go to Seattle or other South King County communities with some going to Bellevue. See Exhibit 4-9.

Exhibit 4-9. Job Inflow and Outflow Locations in Burien, 2019 (All Primary Jobs)



Sources: Longitudinal Employer-Household Dynamics, Origin-Destination Employment Statistics, 2019; BERK 2022.

Generally, Burien is a community where residents are similar in age to those who only work in Burien. Those who only live in Burien tend to have higher incomes than those who only work in Burien. Those who live and work in Burien tend to be moderate or higher in income.

Jobs-Housing Balance

A jobs-housing ratio compares the number of jobs in relation to the number of housing units, and measures how close jobs are to housing, especially affordable housing. A comparison of jobs to housing shows a ratio of 0.65 (12,486 ÷ 19,235 = 0.649). This is half the regional ratio of 1.35 in 2019 (PSRC 2022).

Units within a Half-Mile Walkshed

Locating more housing choices and improving multimodal and park access can "prioritize communities that are transit-dependent and disproportionately impacted by climate change and other stressors" per the Climate Action Plan adopted by the City in 2021.

The Future Land Use Plan (Exhibit 2-4) provides for new capacity near frequent transit. See Exhibit 4-10.

Exhibit 4-10. Housing within a Half-Mile Walkshed of High-Capacity or Frequent Transit Service

Land Use Designation	Future Land Use Plan Midpoint	Future Land Use Plan High
Downtown Urban Center	2,396	3,311
Commercial/Mixed Use	575	824
Residential Low	454	489
Residential Medium	1,360	1,816
Sum Units in ½ Mile	**4,786**	**6,440**
Total Capacity	**11,402**	**14,274**
Share in 1/2 mile	42%	45%
Target	7,500	7,500
Share in 1/2 mile	64%	85%

Source: BERK 2024.

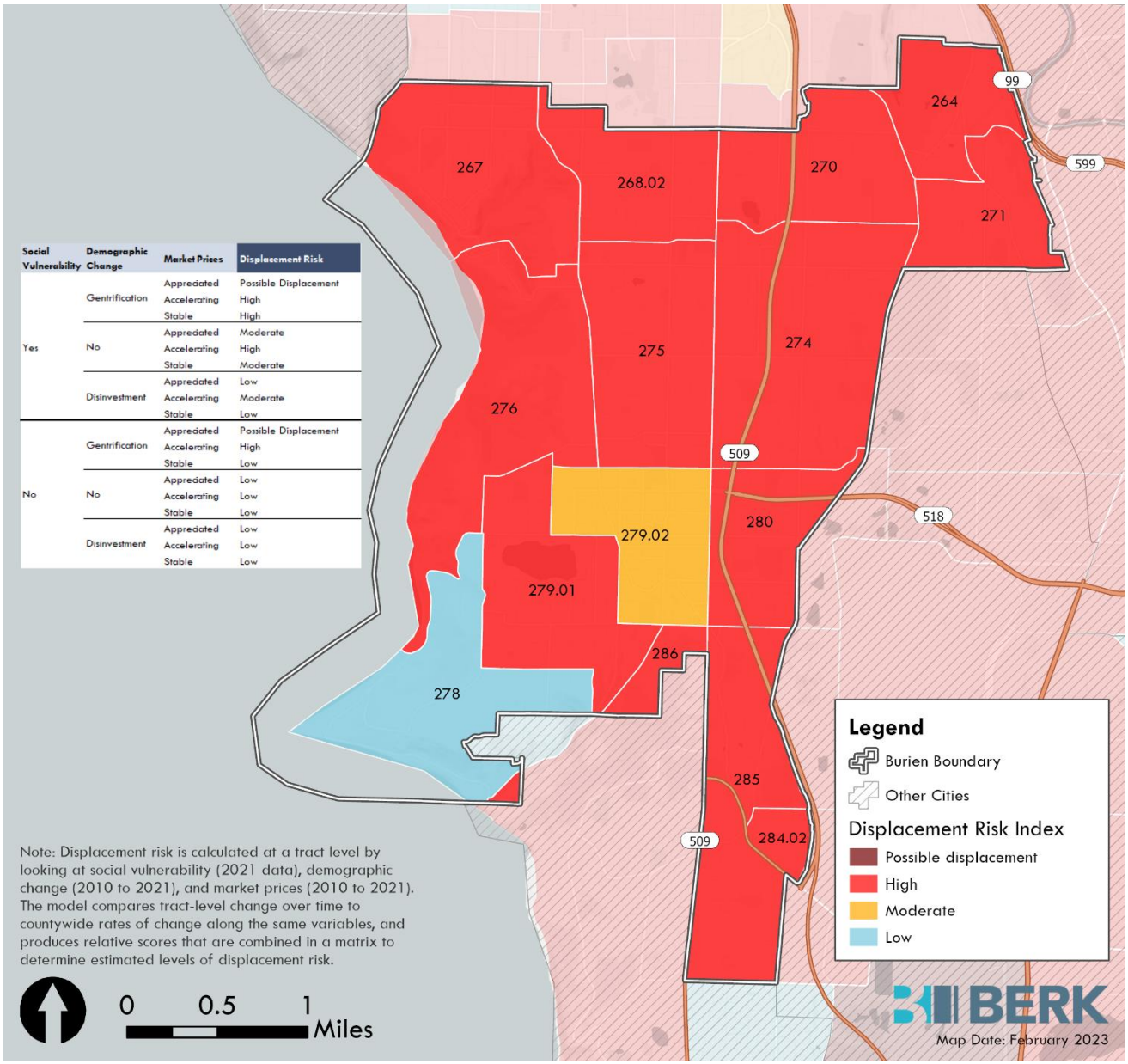
As shown below in Exhibit 4-13, all but two income-restricted housing developments are within a ½ mile of transit.

Affordable Housing and Potential for Displacement

While Burien has been affordable in the recent past, most areas of the city are at risk of housing displacement – nearly all census tracts show social vulnerability (increasing share of low income, renter, and BIPOC households), gentrification, and rising housing prices. The Displacement Risk is considered high, moderate, or low depending on whether there is social vulnerability, potential for

demographic change, and appreciating or accelerating prices. Most of Burien is considered at risk except in Downtown and Three Tree Point. See Exhibit 4-11.

Exhibit 4-11. Displacement Risk 2020: Social Vulnerability, Demographic Change, Market Prices



Source: BERK 2023.

Naturally occurring affordable housing (affordable but not subsidized) is at risk of redevelopment in the next 10 and 20 years. Evictions, both before and after the pandemic, are relatively high in some block groups such as where older multifamily developments are found (e.g., near Ambaum).

Naturally occurring affordable housing includes multiplexes and apartments often found in Ambaum Boulevard, Beverly Park, Boulevard Park, Downtown, Sunnydale, and Manhattan neighborhoods, which generally have a diverse range of residents. See Exhibit 4-12.

Exhibit 4-12. Naturally Occurring Affordable Housing (NOAH) – Surveyed and Predicted

Unit Type	Predicted NOAH *Parcels* meeting income of 60% AMI + with at least 50% Probability	Predicted NOAH *Parcels* meeting income of 50% AMI + with All Probabilities	Surveyed* NOAH: Dwelling Units		
			50% AMI	60% AMI	80% AMI
Four-Plex	43	62			
Apartment	111	157	73	314	1589
Apartment (Mixed Use)	5	7			
Duplex	2	4			
Single Family (C/I Zone)	1	1			
Single Family (Res Use/Zone)	0	1			
Townhouse Plat	0	1			
Triplex	2	4			
	165	**237**	**73**	**314**	**2,132**

* Surveyed units have been confirmed with regard to the number of units and incomes served (area median income [AMI]). Predicted NOAH are parcels that have characteristics similar to the surveyed properties with verified units.
Source: King County, BERK 2023

Income-restricted housing is listed below (Exhibit 4-13). Based on the National Housing Preservation Database, of Burien's over 1,000 subsidized housing units, more than half are owned privately and have covenants that are scheduled to expire in the next five years. These units are located at two developments:

- Seahurst Village Apartments: 543 Units, expiration in 2023. Status unknown as of 2024.
- Veranda Green, 147 studio, 1-bedroom, and 2-bedroom units located adjacent to the Rainier Golf and Country Club in northeast Burien. Advertised as income restricted.

The loss of the affordability covenants on these housing developments could displace many residents. Other affordable housing covenants would expire in the 2030s and 2050s.

Recent state laws promote 50-year affordability covenants when incentives are authorized. (RCW 36.70A.540)

Exhibit 4-13. Income-Restricted and Subsidized Housing in Burien

Location	Location	Number Units and Bedroom Size	Tenant	Half mile to Transit
KCHA				
Boulevard Manor	Boulevard Park	70 units – 1 bedrooms	Ages 62+People with disabilities	Yes
Burien Park	Downtown	102 units – 1 bedrooms	Ages 62+People with disabilities	Yes
Munro Manor	Sunnydale	60 units – 1 bedrooms	Ages 62+People with disabilities	Yes
Yardley Arms	Evansville	67 units – 1 bedrooms	Ages 62+People with disabilities	Yes
KCHA Other Rental				
Arbor Heights	Salmon Creek	97 units – 1 , 2 , 3 bedrooms	Families, Ages 55+People with disabilities	Yes
Woodridge Park	Boulevard Park	143 — 1-bedroom 58 — 2-bedroom & 1-bath	All ages, accepts Section 8 vouchers	Yes
Federal/ State Funded				
Burien Haus Apts.	Downtown	34 units (33 affordable) – 1 bedroom	Elderly, Persons with Disabilities, 30% AMI	
Burien Veterans House	Evansville	6 units	0-30% AMI Income-Restricted Units	Yes
Cedarstone Apts	Inglesea	30 units (28 affordable)	Special Needs	Yes
Franciscan Apartments	Lake Burien	38 units – 1 bedroom	Elderly, Persons with Disabilities	Yes
Independence Bridge	Downtown	50 units (48 affordable)	Youth/Young Adult Housing	No
Lake Apartments	Downtown	24 units (22 affordable)	0-30% AMI Income-Restricted Units	Yes
LARC @ Burien	Boulevard Park	160 units	Elderly, Persons with Disabilities, 51-80% AMI	Yes
Vintage at Burien	Highline	101 (99 affordable)	People age 62+People with disabilities	Yes
The Willows	Shorewood	30 units	Special Needs	Yes
National Housing Preservation Database				
Veranda Green*	Boulevard Park	147 studio, 1-bedroom, and 2-bedroom units	Income Restricted	No

*Identified as an income restricted complex at website.
Source: (King County Housing Authority 2023), WSHFC, 2023, PolicyMap, 2020

Homeless Shelters and Permanent Supportive Housing

It is estimated that up 100-200 unhoused people live in Burien Patrick 2023). There are currently has two shelters within city limits: a family shelter (Mary's Place) that can serve up to 219 family members and a women-only shelter (Hospitality House) that can serve up to nine single women. Since 2019, Highline United Methodist Church has opened and operated a severe weather shelter during times of extreme weather and can sleep up to 50 people. While there are some beds for

individuals and families, there are not designated spaces for single men, youth, or couples to find shelter. The beds that are available are continually full and shelters have to turn people away because they are over capacity. The need far exceeds the available resources.

Several community organizations, including Transform Burien, provide regular meals, health care, and other essential needs to people experiencing homelessness. Seattle Union Gospel Mission and local churches also provide services.

As of 2023, Downtown Emergency Services Center (DESC) is building permanent supportive housing for adults with disabilities in Downtown Burien; there will be 95 tenants and 20 staff.

Tomorrow's Projections

The Growth Management Act (GMA) requires that King County and its cities allocate a fair share of housing over a 20-year period through Countywide Planning Policies. Burien is required to address housing targets at all income levels. See Exhibit 4-14.

Exhibit 4-14. Housing Targets with Income Bands and Emergency Housing: 2019-2044

Target Type	Target: Net Increase 2019-2044
0-30% Permanent Supportive Housing	759
0-30% Other	1,444
30-50%	524
50-80%	407
80-100%	574
100-120%	650
120%+	3,142
Housing 2019-2044	7,500
Emergency housing and shelter beds	1,433

Source: King County, Countywide Planning Policies, 2023.

The growth allocations flow from multicounty planning policies in VISION 2050 that sets a regional framework for centers and the role each community plays. Burien is a Core City with a designated regional growth center in Downtown. The VISION 2050 Regional Growth Strategy envisions a major role for these cities to accommodate growth while providing a significant share of the region's housing.

To meet the targets, the City would need greater annual productions of units by income band than seen 2019-2023 (base year of targets to present). See Exhibit 4-15.

Exhibit 4-15. Housing Targets Needs and Opportunities

Target Type	Annual Production Needed	Completed or In-progress 1/2019-6/2023	Additional Opportunities	Production Pace is on Track?
0-30% Permanent Supportive Housing	30	DESC: 95		No
0-30% Other	60		Mary's Place 2026: Part of 89 Units	No
30-50%	20			No
50-80%	20	Habitat for Humanity: 40 EcoTHRIVE: 27	Mary's Place 2026: Part of 89 Units	Yes
80-100%	20			Unknown
100-120%	30			Unknown
120%+	130			Unknown
Total Housing	300	Issued permits 2019-2023: ▶ ADUs: 30 ▶ Single-Family: 65 ▶ Townhouse: 40 ▶ Multiplex: 12 ▶ Multifamily: 150 ▶ Mixed Use Multifamily: 230 ▶ Permanent Supportive Housing: 95 ▶ Demolitions: 7 Total: 615*		No
Emergency housing and shelter beds	60		Mary's Place 2026: 200 family members	No

*OFM 4/2019 to 4/2023 identifies approximately 562 units.
Source: City of Burien, BERK, 2023.

The Future Land Use Plan (Exhibit 2-4) would have capacity to create the units needed, provided densities are either midpoint or with high-rise in a part of the Greater Downtown for the designations based on market potential and not at minimum levels. See Exhibit 4-16.

Exhibit 4-16. Capacity by Income Band: Land Use Plan Scenarios

Scenario/Income Level	Capacity (Prelim)	Needed Units	Needs Met?
Future Land Use Plan	Highrise Densities		
0-80%	4,679	3,134	Yes
80-120%	6,408	1,224	Yes

Scenario/Income Level	Capacity (Prelim)	Needed Units	Needs Met?
120%+	3,188	3,142	Yes
Future Land Use Plan	Midpoint Densities		
0-80%	3,587	3,134	Yes
80-120%	4,501	1,224	Yes
120%+	3,313	3,142	Yes

Source: BERK, 2023.

Challenges and Opportunities

Based on a review of Burien's Comprehensive Plan during the periodic review, the following housing challenges and opportunities were identified:

- **Create Opportunities for More Housing Supply:** Create opportunities to meet Burien's new housing targets by income band and special needs to meet Burien's regional obligations. Currently, the pace of production is not on track to meet the needs.
- **Accommodate Middle Housing:** Add missing middle housing allowances to single family zones. The City has a start with its 2019 Accessory Dwelling Unit allowances but will need to address recent legislation (HB 1110 and HB 1337) regarding the number and type of units allowed and removal of barriers in regulations.
- **Increase Flexibility and Opportunity for Multifamily and Mixed Use Housing:** Currently, the City allows mixed use development on the same site, and has a tiered set of densities unlikely to produce the types and densities needed to meet needs at all income levels. A policy consideration is to allow stand-alone residential if meeting criteria (e.g., transition use; part of horizonal mixed use block, or other). Where focused, multifamily and mixed use housing should support transit use and provide access to parks and services.
- **Address Homelessness:** Provide opportunities for temporary and permanent shelters, emergency housing, and permanent supportive housing. The City has deployed its limited local resources but has a need to address requirements under case law.[4] A number of nonprofit organizations and county and state agencies are partners in addressing homelessness.
- **Protect Against Displacement:** Naturally occurring affordable housing (affordable but not subsidized) is at risk of redevelopment in the next 10 and 20 years. Evictions are relatively high in some block groups such as where older multifamily developments are found (e.g., near Ambaum).
- **Remove Policy and Code Barriers:** Adjusting housing types and densities in single-family zones is needed to reflect recent accessory dwelling unit and middle housing requirements in state legislation. Also, a review of policies and codes showed that current mixed use dwelling unit allowances (density and format) and development standards could impede development (conflicting heights in Urban Center, parking near high-frequency transit, alleys, and middle housing).

[4] See: https://www.burienwa.gov/residents/resident_resources/human_services/homelessness_response.

Our Housing Plan

Engagement with community-based organizations, businesses, and the broader community identified several housing themes:

- Escalating housing costs are a common concern. Burien is at risk of losing residents due to lack of affordable, quality housing, both ownership and rental.
- Improving existing housing (e.g., play areas, parking, unit maintenance) is important.
- Housing solutions for Burien should include middle housing to improve housing choices and help with affordable homeownership.
- Criteria for middle housing should address location, design, open space, landscaping, parking, access, infrastructure, and more. There is also a desire not to overburden the permitting process.
- Burien should place more density at intersections and in the Urban Center for improved design and walkability. There is a concern about rezones and what that means for existing residents.
- Burien should focus on housing opportunities for the workforce, multigenerational families, and more.

Burien's Housing Plan is based on its Housing Action Plan (2021) hereby incorporated by reference. The Housing Action Plan includes these themes:

- Increase affordable housing and prevent displacement.
- Increase both market-rate and affordable housing production in Downtown Burien.
- Support TOD and investments in transit corridors.
- Increase housing options and housing choice (i.e., middle housing).



April 2023 Open House



April 2023 Open House Continued

Goals and Policies

Goal 4.1 Promote housing preservation and improvement in Burien.

Housing Stock Conservation and Improvement

Policy 4.1-1 Place a high priority on conserving and improving Burien's existing housing stock through:

- Code enforcement
- Appropriate zoning
- Supporting the maintenance, soundproofing, weatherization, rehabilitation, and long-term preservation of existing housing, especially for low and moderate-income citizens
- Protecting naturally occurring affordable housing and housing with long-term affordability covenants
- Discouraging conversion to inappropriate nonresidential uses

Policy 4.1-2 Avoid unnecessary barriers to the renovation and improvement of homes in established neighborhoods built to past standards when applying Burien's standards and regulations for residential areas.

Policy 4.1-3 Give special attention to improving the quality of low-income neighborhoods and seek to implement programs which encourage rehabilitation of deteriorating structures, infrastructure, green infrastructure, and facilities in such neighborhoods.

Expand Ownership and Rental Housing

Policy 4.1-4 Advocate for additional funding at County, Federal, State, and other levels to expand programs that facilitate home ownership by low- and moderate-income families, and provide assistance for repair, rehabilitation, energy efficiency, and weatherization.

Policy 4.1-5 Compile and make available housing and housing agency services information to:

- assist both low- and moderate-income families in finding adequate housing; and
- to assist both nonprofit and for-profit developers in locating affordable housing.

Examples include but are not limited to: Renting in Burien Handbook, Rental Housing Inspection Program, Notice of Intent to Sell requirements, Affordable Housing Demonstration Program, and others.

Policy 4.1-6 Enhance Burien's Rental Housing Policy to establish, update, or strengthen tenant protections and resources.

Conserve and Expand Income-Restricted Housing

Policy 4.1-7 Ensure that affordable housing created or preserved using local public resources or by regulation retains its affordability over time, for at least 50 years. Promote retention of affordability for properties with expiring covenants with county, state, or federal funds and city incentives.

Policy 4.1-8 In coordination with other local and regional agencies, support and plan for income-restricted housing opportunities in Burien using available federal, state, and county resources.

Policy 4.1-9 Coordinate with local housing authorities to use project-based rental subsidies with incentive/ inclusionary housing units to achieve deeper affordability.

Policy 4.1-10 Consistent with the Land Use Element promote transit-oriented development in the Urban Center and major corridors with access to frequent transit, including income-restricted affordable housing. Prioritize conservation of existing income-restricted housing in proximity to transit.

Goal 4.2 Create capacity, incentives, and requirements for housing development to meet the needs of all economic segments in Burien.

Promote Range of Housing Types

Policy 4.2-1 Through Burien's plans and regulations, facilitate home ownership and rental opportunities for all economic segments of the community.

Policy 4.2-2 Provide opportunities through the Future Land Use Plan and zoning districts for an economically diversified housing supply, including extremely low, very low, low, moderate, and upper income levels, to serve a broad range of community needs consistent with Exhibit 4-14. Housing Targets with Income Bands and Emergency Housing: 2019-2044.

Policy 4.2-3 Consider established housing targets when evaluating land use designation changes.

Policy 4.2-4 Encourage new and innovative housing types that meet the evolving needs of Burien households, and expand housing choices in all neighborhoods to meet the goals set under RCW 36.70A.020(4). These housing types include but are not limited to: single-family dwelling units; moderate density housing; mixed use and multifamily dwelling units; accessory dwelling units; cottage housing; pre-fabricated homes such as manufactured,

modular, and mobile homes; multi-generational housing; co-housing; and clustered housing or clustered services.

Policy 4.2-5 Implement strategies for affordable housing including but not limited to:

- allowing quality designed prefabricated housing within single-family neighborhoods.
- facilitating the construction of multi-family developments in downtown and in commercial nodes which are in close proximity to services and facilities.
- allowing accessory dwelling units and middle housing opportunities in predominantly single-family detached housing districts.
- allowing middle housing in low density residential neighborhoods.
- encouraging and allowing mixed use developments within identified commercial nodes.

Policy 4.2-6 Promote units that accommodate large households and/or multiple bedrooms. Provide a range of affordable housing types meeting different household characteristics of families, seniors, and others including affordable artist housing.

Policy 4.2-7 Offer incentives for affordable housing in proximity to job centers such as the Urban Center, Creative District, corridors with access to frequent transit like Ambaum Boulevard, and medical centers.

Affordable Housing Incentives

Policy 4.2-8 Encourage the development of affordable housing through incentives including height bonuses.

Policy 4.2-9 Allow an increased density bonus for affordable housing located on property owned by a religious organization.

Policy 4.2-10 Implement Burien's Demonstration Housing Program to test innovative residential designs that would encourage affordable housing production. The pilot program should test alternative development standards that increase the diversity of housing types and levels of affordability. Consider results of the demonstration program to create changes to Burien's development regulations to support the community's housing needs

Policy 4.2-11 Update the City's multifamily tax exemption program.

(1) Update the MFTE program in the Downtown Urban Center and expand it to other designated corridors and multifamily zones across the city such as those with existing or future frequent transit areas.

(2) In MFTE provisions, encourage housing suitable and affordable for households with special needs, low-, very low-, and extremely low-incomes.

Policy 4.2-12 Develop an inclusionary housing program to support more higher density housing when feasible in the marketplace.

Policy 4.2-13 Provide standards that result in healthy, quality housing and amenities, while avoiding undue contributions to housing costs. Provide objectives and standards for site plans, landscaping, and buildings. Consider:

- Access to pedestrian, bicycle, and transit facilities
- Right size parking quantity and effective management
- Onsite and offsite recreation facilities
- Use of alleys for effective unit densities, design, and circulation

Policy 4.2-14 Consider disposition of suitable City-owned property for affordable housing development. See also Policy 4.2-24.

Development Regulations Evaluation

Policy 4.2-15 Periodically evaluate the performance of residential zoning designations and adjust development standards to increase efficient use of land.

Policy 4.2-16 Periodically evaluate City development standards and regulations for effects on housing costs, and, where appropriate, modify development regulations that unnecessarily add to housing costs.

Policy 4.2-17 Remove barriers to development of affordable and market rate housing. Use creative SEPA tools such as exemption thresholds, infill and mixed-use exemptions, or planned actions to encourage housing and streamline permitting. Ensure that City fees and permitting time are set at reasonable levels so they do not adversely affect the cost of housing.

Policy 4.2-18 Measure the effectiveness of policies and regulations in meeting the housing needs of Burien residents through the Housing Element implementation strategies and tracking of metrics.

- Track Affordable Market Rate Units
- Monitor Regulated Affordable Housing Properties
- Monitor Neighborhoods at Highest Risk for Displacement and Act with Caution when Proposing Land Use Changes

Sustainability and Amenities

Policy 4.2-19 Encourage aging in place through community services supporting home-based care, transportation, home safety features. Provide incentives or remove regulatory barriers to encourage home safety and weatherization efforts.

Policy 4.2-20 Implement universal design principles to ensure that buildings and public spaces are accessible to people with or without disabilities.

Policy 4.2-21 Encourage new housing options to be built sustainably and ensure that those sustainable housing options are affordable to all economic segments. Periodically research new building technology and alternatives which allow developers to build in more efficient ways, incorporate new materials, and other techniques.

Extremely Low Income Housing

Policy 4.2-22 Prioritize and meet the needs of extremely low-income households earning 0-30% of the area median income (AMI)

Policy 4.2-23 Coordinate resources and support the development of housing meant for extremely low-income households through the South King Housing and Homelessness Partners (SKHHP) and other interagency partnerships.

Policy 4.2-24 Support the use of surplus publicly-owned lands for housing where it is suitable, particularly for 0-30 percent AMI housing development available for long-term lease or purchase at a reduced cost for extremely low-income housing.

Goal 4.3 Provide moderate density housing options in low density single-family districts.

Policy 4.3-1 Promote the development of accessory dwelling units (ADUs) within new and existing single-family developments to provide additional housing choices for all economic income levels, multi-generational households, and smaller households in residential neighborhoods. Regulations should:

- Allow two ADUs on lots in single-family detached housing districts, attached and detached.
- Allow ADU/DADU conversions to existing structures on site.
- Allow for condominium ownership opportunities.
- Apply standards consistent with state laws regarding height, parking, impact fees and others.
- Apply airport noise and critical area regulations similar to standards for the principal unit.

- Consider incentives for new housing developments that include a percentage of ADUs as part of the new construction, as well as explore opportunities to promote ADU construction in existing homes.

Policy 4.3-2 Enable and encourage development of middle housing serving those with low or moderate incomes. This includes multi-unit or clustered residential buildings that provide relatively smaller or alternatives to single family housing such as accessory dwelling units, duplexes, triplexes, fourplexes, cottage clusters, townhouses, courtyard apartments, and small apartments, cohousing, or shared housing options. (

Goal 4.4 Enhance opportunities for multifamily and mixed-use housing with amenities.

Policy 4.4-1 Provide opportunities in the Future Land Use Plan and zoning districts to build multi-family residential uses near and within designated commercial nodes and within its urban center, subject to development and design standards.

Policy 4.4-2 Consolidate commercial and mixed use designations and allow horizontal and vertical mixed use development in commercial and mixed use zones.

Policy 4.4-3 Modify development standards to support transit-oriented development such as along the Ambaum Boulevard Corridor, 1st Avenue S, and other corridors with transit access.

Policy 4.4-4 Provide a scaled transition between the core of the mixed-use development and surrounding single-family areas.

Goal 4.5 Direct resources and work with partners to provide opportunities for emergency shelters, emergency housing, transitional housing and permanent supportive housing

Policy 4.5-1 Allow permanent supportive housing in the Urban Center and other districts; support the availability of transit and tailored services to meet health and behavioural health needs of the community. See also Policy 4.5-2.

Policy 4.5-2 Support the development of permanent supportive housing affordable to those earning 0-30% AMI through measures to support access to properties and reduced costs:

(1) mitigating environmental concerns for compromised properties with proposed permanent supportive housing (PSH) projects;

(2) creating a unique dwelling type for PSH coupled with cost reduction strategies for this housing type;

(3) reducing permit fees for PSH projects;

(4) streamlining design and permit review for PSH projects;

(5) increasing buildable height and/or floor area ratio for PSH; and

(6) reducing or removing cost requirements such as vehicular parking requirements for PSH.

Policy 4.5-3 Work in partnership with other public entities, nonprofits, and religious organizations to facilitate development of permanent supportive housing, transitional housing, emergency shelters, and emergency housing and meet targets for permanent supportive housing units and emegency beds per Policy 4.2-2. Consider temporary encampments and tiny homes as well as permanent structures on public, religious, nonprofit, and other private lands to meet needs.

Policy 4.5-4 Identify and close gaps in emergency housing access regarding age, gender, and household size and type. Allow emergency housing and shelters in all zones that allow hotels. Ensure appropriate development and operation standards that meet building and fire codes and other provisions of state law.

Discussion, the PROS Plan includes a strategy to continue to implement a coordinated response with public service providers to assist people experiencing homelessness within parks and recreation facilities and connect them to available resources within the community.

Goal 4.6 Undo impacts of policies and regulations on racial disparities and exclusion in housing and promote equitable housing ownership and rental housing opportunities.

Policy 4.6-1 Implement policies that increase affordable homeownership opportunities and projects that promote access to opportunity and wealth-building opportunities for Black, Indigenous, and People of Color communities. Address changes to exclusionary zoning, promote a range of housing types, offer incentives, and amend regulations per Goal 4.2, Goal 4.3, and Goal 4.4 and associated policies.

Policy 4.6-2 Explore and expand upon a range of homeowner assistance programs.

Policy 4.6-3 When plans and investments are expected to create neighborhood change, limit the involuntary displacement of those who are under-served and under-represented. Use public investments and programs, and coordinate with nonprofit housing organizations (such as land trusts and housing providers) to create permanently-affordable housing and to mitigate the impacts of market pressures that cause involuntary displacement.

Policy 4.6-4 Ensure equal access to housing for all people, without regard to special need, race, creed, color, national origin, religion, sex, family status, or disability honorably discharged veteran or military status, sexual orientation, or the presence of any sensory, mental, or physical disability or the use of a trained dog guide or service animal by a person with a disability, participation in Section 8 voucher program or other similar government housing subsidy programs.

Policy 4.6-5 Implement non-discriminatory zoning regulations for group homes that is consistent with the Federal Fair Housing Act, enabling different classes of group homes to be permitted in appropriate residential neighborhoods.

Policy 4.6-6 Encourage the dispersal of special needs and senior housing throughout the city. Some clustering of special needs and senior housing may be appropriate if proximity to public transportation, medical facilities, or other essential services is necessary.

Policy 4.6-7 Require appropriate anti-displacement measures to recognize existing naturally occurring affordable housing. Carefully apply land use designation and zoning changes consistent with the Housing Element. See also Goal 4.7 and policies.

Policy 4.6-8 Support partnerships and dedicated resources for meeting housing needs in Burien and eliminating racial and other disparities in access to housing and neighborhoods of choice.

Policy 4.6-9 Use the Comprehensive Plan Values and Equity Element policies to develop or implement housing policies and strategies.

Policy 4.6-10 Encourage mixed income developments through incentive programs. .

Goal 4.7 Reduce displacement pressures in the application of zoning regulations.

Policy 4.7-1 Prioritize zoning changes allowing increased densities in areas with relatively low risk of displacement and within proximity to designated centers, corridors with frequent service transit, and transit stations.

Policy 4.7-2 Pursue and adopt strategies and regulations where needed which will address minimizing and mitigating the negative impacts of short-term rentals such as increased home and rental costs, displacement of long term rental housing stock, traffic and parking concerns, and public health and safety impacts.

Policy 4.7-3 Recognize that existing mobile home parks in the city provide an important affordable housing choice for low-income residents. Protect residents from mobile home park closures without adequate relocation plans.

Policy 4.7-4 Ensure that sufficient relocation plans are in place prior to closure of any housing that serves low-income residents.

Policy 4.7-5 Consider development of an ordinance consistent with RCW 59.18.440 and WAC 365-196-835, requiring developers, public funds, or a combination of the two, to provide relocation funds for displaced tenants. Tenants at or below 50% of the county median income, adjusted for family size, qualify for available funds. Resident relocation assistance as a result of public action is required per RCW 8.26.

Policy 4.7-6 Facilitate and support community land trusts that work for commercial and residential affordability. These private, nonprofit organizations can acquire and hold land

and provide long-term affordable access to land and housing for community residents. These organizations can also facilitate mixed use space and stabilize or attract businesses that serve persons of color (e.g., business incubator spaces; retain local businesses and organizations).

Policy 4.7-7 Prioritize housing or human services support or business location assistance to those who can show that they were forced to move due to displacement that occurred to make way for new development or infrastructure. Give preference to residents of income-restricted housing, first-time homeowners (e.g. down payment assistance), or business owners who can demonstrate that they have been victims of displacement.

Policy 4.7-8 In exchange for density or height bonuses or other incentives, seek community benefit agreements specifying public benefits that the residential, commercial, or mixed use development will provide, along with the responsibilities of each party. Such agreements can support affordable housing, affordable commercial space, community gathering spaces and other public amenities.

Policy 4.7-9 Encourage residential and neighborhood design to provide housing in walkable distances to services.

Policy 4.7-10 Promote rehabilitation of existing housing to extend its useful life. Provide resources and regulations that promote energy efficiency and healthy indoor air quality. Encourage use of salvage materials.

Implementation

Key actions to achieving the Housing Element include ongoing implementation of the Housing Action Plan recommendations, and regular review of the zoning and development regulations to identify and remove barriers to make adequate housing opportunities for all economic segments. Partnerships with other entities like SKHHP, as well as others identified under the Human Services Element.

GMA requires an implementation progress report detailing the progress Burien has achieved in implementing its Comprehensive Plan five years after the review and revision. Key elements in the monitoring progress report include:

- The implementation of previously adopted changes to the housing element and any effect those changes have had on housing affordability and availability within the jurisdiction;
- Permit processing timelines; and
- Progress toward implementing any actions required to achieve reductions to meet greenhouse gas reduction and vehicle miles traveled requirements as provided for in any element of the comprehensive plan under RCW 36.70A.070.

As part of the Comprehensive Plan Update the following outcomes and metrics (Exhibit 4-17) have been developed to include in a monitoring report.

Exhibit 4-17. Housing Element Equity Metrics

Outcomes	Metrics
▶ Increase middle housing for affordable homeownership and rentals.	▶ Plan Development: Minimum 75% of single-family zones modified to allow for middle housing. (Middle Housing Grant 30%; HB 1110 75%) ▶ Plan Monitoring: Eligible lots for middle housing and number of middle housing units permitted and constructed compared to single family units.
▶ Creation of middle-income housing. ▶ Increased homeownership opportunities BIPOC households.	▶ Market sales or rental prices for new housing and affordability to households at or less than 120% of AMI. ▶ Racial disparity in households who own homes.
▶ Minimize displacement of low-income households/units. ▶ Retain naturally occurring affordable housing.	▶ Number of naturally occurring affordable housing units retained. ▶ Ratio of short-term rental properties to permanent year-round housing.
▶ Increased capacity to supply housing affordable to the population. ▶ Availability of emergency shelters, emergency housing, and permanent supportive housing.	▶ Annual production of housing units at or below 80% of AMI compared to target. ▶ Annual production of emergency beds and permanent supportive housing compared to target. ▶ Per capita resources (city) devoted to affordable, emergency, and permanent supportive housing.
▶ Access to amenities and services.	▶ Achieved density at least 12 du/acre within 3/4 mile of major transit stop, commercial services, and/or park. ▶ Access to services to residents in affordable housing.

5 Human Services



What You Will Find in this Chapter

- Information about human services needs in Burien.
- A description of the City's role in the regional human services delivery system.
- Goals and policies that direct the City's Human Services General Fund and other city investments.

Our Human Services Vision

Burien will support, fund, and advocate for human service agencies and programs working to better the lives of our residents and their families. These efforts, with particular emphasis on initiatives that are responsive to and accessible by communities who have faced significant barriers, are essential to the growth and vitality of our city.

Introduction

Human Services enable individuals and families to meet basic human needs (physical, economic, and social) and offer a continuum of support including intervention, prevention, and enhancement. In order to address the needs of community members, Burien has identified the following community conditions of well-being important to thriving in the community:

- Attain secure, affordable housing,
- Be safe from violence and healthy physically, mentally, and emotionally,
- Have living wage jobs,
- Be ready for school, experience school success, and have positive connection to their community, and
- Feel a sense of community and belonging.

This Human Services Element shares Conditions and Trends, a plan for Human Services, Goals and Policies, and Implementation actions.

Conditions & Trends

Current Conditions

Demographic Trends

The City of Burien's population continues to grow and diversify. See Exhibit 5-1. Average household size continues to shrink but there are more single-person households and more 3-person and 4-or-more person households than previous years. As noted in the Housing Element, the city has seen an increase in families and older adults.

About 34.7% of residents over age five speak a language other than English at home in 2020 compared to 28% in 2010 and 20% in 2000. Increasing numbers of immigrants from Asia and Latin America, and families in poverty make up a large share of Burien's population. Regions of birth include Latin America (41.7%), Asia (34.9%), Africa (16.1%), Europe (4.3%), North America (1.8%) and Oceania (1.2%). Latinx and Asians are Burien's fastest growing community groups.

Over one third of Burien residents speak a language other than English ~~and~~ at home, and nearly 20% speak English less than very well. The language spoken at home for Burien-area students includes many languages, particularly Spanish, Vietnamese, and Somali. Other languages identified include Amharic, Cambodian, Arabic, Punjabi, Tigrinya, and Tagalog. This list is limited to students within the Highline School District, but likely reflects trends of the larger population.

Exhibit 5-1. Burien Community Demographics

Demographic Factors	2000 Census	2010 census	2020 census/ACS
Population	31,744	33,313	52,121
Percent Persons of Color	28.5%	36.7%	52.4%
Percent of population that are foreign born	15.2%	21.7%	24.9%
Median age	38.8	38.1	38.1
Percent of population age 65 and over	14.0%	12.1%	14.4%
Household median income (in 2021 inflation adjusted dollars)	$65,424	$64,612	$79,797 (2021)
Percent of individuals with incomes below poverty line	9.3%	14.2%	11.7% (2021)
Average household size	--	3.04	2.66

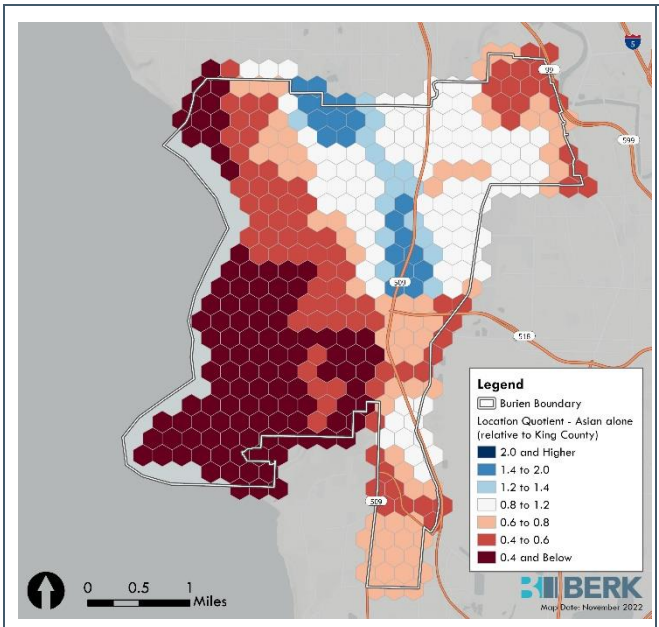
Source: US Census Bureau

As noted in the Housing Element, Burien has an especially higher share of Hispanic and Latino residents compared to the county as well as other pockets with higher shares of Black and Asian residents. Maps in **Exhibit 5-2** illustrate the locations in Burien that have a higher share of non-White populations.

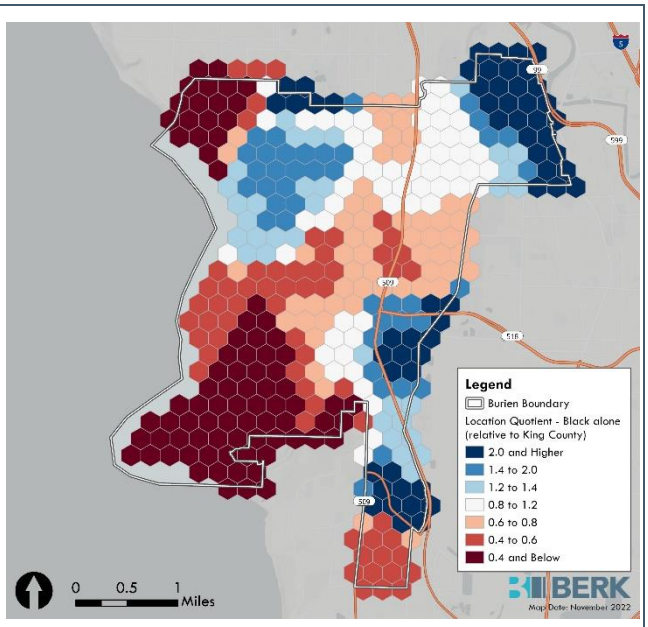
Burien's need for human services has grown while the diversification of Burien's population has increased the complexity of meeting that need.

Exhibit 5-2. Concentrations of Race in Burien – Relative to King County

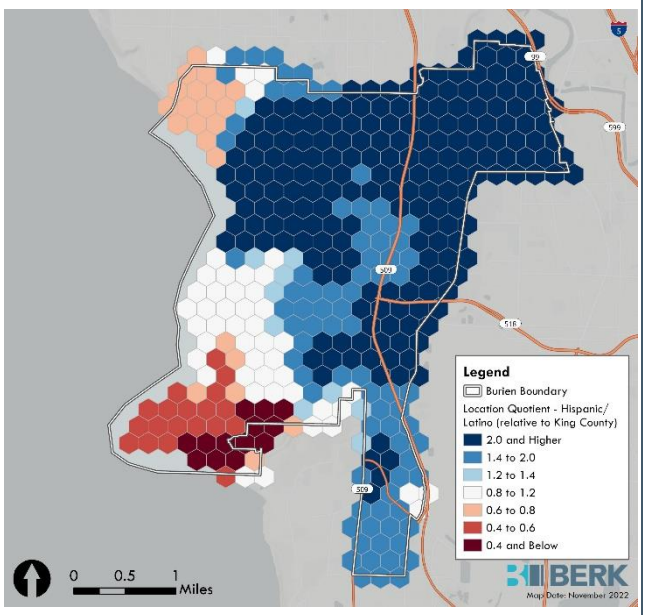
Blue Greater than County, Red less than County



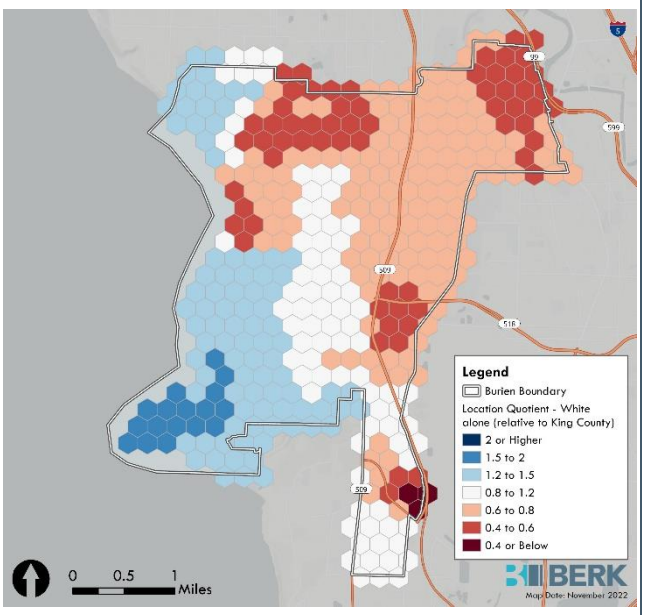
Asian Alone



Black Alone



Hispanic/Latino



White Alone

Source: US Census 2020, BERK 2023.

Workers and Incomes

Most who commute into the City of Burien come from Seattle or other South King County communities. Most who commute outside of Burien for work go to Seattle or other South King

County communities with some going to Bellevue. Those who only live in Burien and work elsewhere tend to have higher incomes than those who only work in Burien. Those who live and work in Burien tend to be moderate or higher in income. See Exhibit 5-3.

Exhibit 5-3. Job Inflow/Outflow Income Characteristics in Burien, 2019 (All Primary Jobs).

		Monthly Income of Workers		
	Total Workers	$1,250 or less	$1,251 - $3,333	$3,334 or more
Live in Burien	20,723	10.7%	27.8%	61.5%
Work in Burien	11,887	14.7%	31.8%	53.5%
Live and work in Burien	3,358	18.5%	36.3%	45.1%

Sources: Longitudinal Employer-Household Dynamics, Origin-Destination Employment Statistics, 2019; BERK 2022.

A monthly income of workers at $1,250 (or $15,000 per year) would be very low income. Assuming a household size of two, an annual household income of $40,000 would qualify for a Section 8 vouchers to help people with low incomes rent homes on the private market.[5]

Many jobs do not pay enough for residents to provide for their basic needs without assistance. As a result, social service agencies are experiencing a greater volume of requests.

Homelessness

Housing costs are rising across the state and region as noted in the Housing Element. With rising housing costs, the state and region have seen a rise in homelessness, including in Burien. Homelessness is difficult to measure accurately. Across King County about 10,767 households were estimated to have experienced homelessness and receive services through the homeless response system in King County as of April 30, 2023.[6] Burien may have 100-200 unhoused persons. (Patrick 2023) See also a more complete discussion of shelters and permanent supportive housing in the Housing Element.

What does it mean?

- Burien has seen an Increase in families and older adults.
- Burien's community is rich with cultural, racial, and linguistic diversity.
- The median household income in Burien is lower than in King County overall.
- Housing costs are rising, and employment opportunities with livable wages have not kept pace in Burien.

[5] See: https://www.kcha.org/housing/subsidized/eligibility.
[6] See: https://kcrha.org/data-overview/.

▶ As Burien's population continues to grow and become more diverse, the task of meeting human services needs will become more complex. Service providers will need to respond to the needs of a wider variety of age groups, income levels, cultural backgrounds, and lifestyles.

Projections

The increasing diversity of Burien's population points to a need for deeper analyses of the interconnectedness between traditional human services and other city services. For example, as the number of foreign-born residents increases, the need for culturally sensitive programs and in-language support systems increases. Persons of color, including foreign-born, are more likely to see barriers in attaining affordable housing.

Housing affordability is impacted by land use decisions. Transportation priorities and investments impact mobility and access. With the rising cost of living throughout the state, county, and in Burien, the ramifications of the growing number of residents who earn lower-incomes must be considered, with perhaps the city placing a greater emphasis on encouraging job creation. For example, the percentage of families in Burien living below the federal poverty level rose sharply between 2000 and 2010 and is beginning to level as of 2021. Increasing access to opportunity for all Burien residents will be critical for a vibrant and caring community.

Challenges

To create a community in which all members have the ability to meet their basic physical, economic, and social needs, and the opportunity to enhance their quality of life, the City must be future-focused and creative in planning for the provision of human services. Changing population demographics and economic realities present challenges as well as opportunities to maximize resources, improve access to services, and provide smart stewardship of funds.

Increasing Demand for Services

According to Census data, Burien's foreign-born population and overall population have increased in recent years. As a result, social service agencies are experiencing a greater volume of requests.

Funding

As funding from federal, state, and county sources becomes increasingly constrained, there is an urgent need for the formation of robust partnerships with non-profits, other government entities, private organizations, faith communities, philanthropic organizations, and interested community members to leverage resources for the greatest benefit.

Complexity of Service Provision

Human services are provided by a complex network of small and large organizations providing varied services according to their individual missions. It is a challenge to bring together these varied perspectives and approaches to addressing human service needs. Burien has the opportunity to align efforts through a collective impact model in which human services providers support common goals.

Access to Services

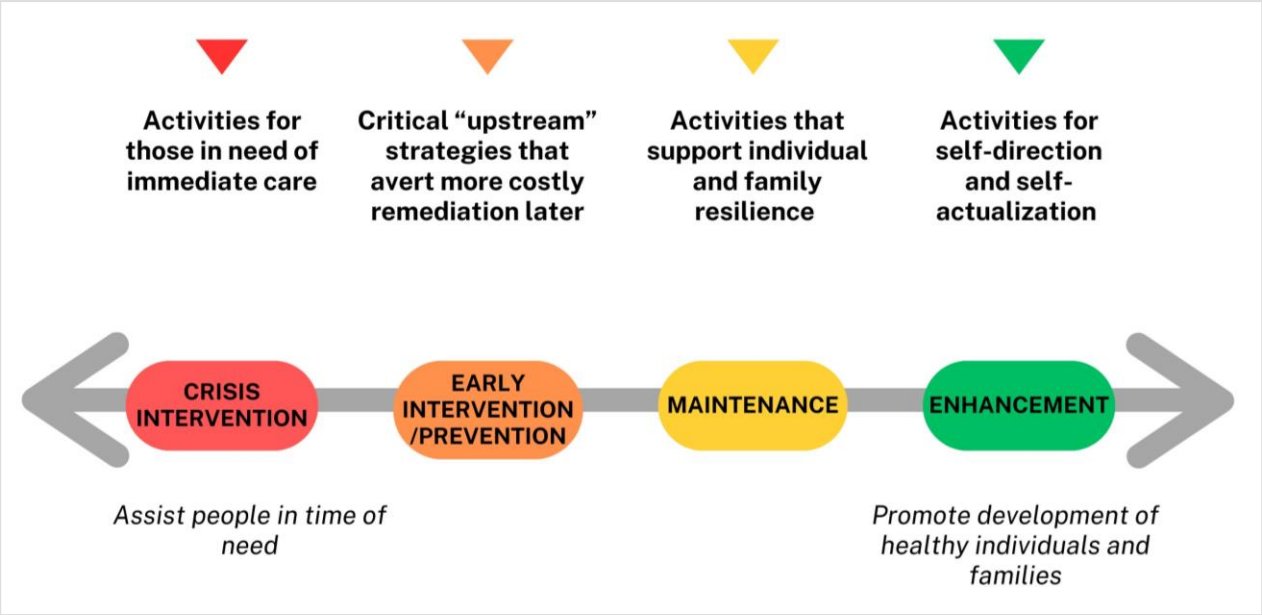
It is vital residents are able to access services when they need them. Residents may experience barriers to services due to geographic location, eligibility criteria, income, transportation, lack of information, language, past involvement with the criminal legal system, gender identity or sexual orientation, or limited mobility. The increasing diversity of Burien residents makes providing culturally competent and accessible human services more complex. A service that is successful for one group of individuals will not always be as successful for another group due to differences in age, needs, or language. Opportunities exist to address many access challenges through improved planning and coordination both within and beyond the city.

Marginalized communities – including persons of color, immigrants, non-English speakers, persons that identify as lesbian, gay, bisexual, transgender, queer, intersex, and asexual (LGBTQIA), persons experiencing homelessness, and others – may be underserved, and at greater risk for poverty, food insecurity, unstable housing, barriers to health care, discrimination in housing/healthcare/employment, or subject to abuse or assault .

Human Services Continuum

It is an ongoing challenge to provide services for serious crisis-oriented issues that need attention in the present while also making strategic investments in prevention and early intervention services. The "human services continuum" model that is already in place seeks to strike an appropriate balance. See Exhibit 5-4. Prevention and early intervention services are critical "upstream" strategies that avert more costly remediation later. Maintenance includes activities that support individual and family resilience (e.g. health care, child care). Enhancement activities promote the development of healthy individuals and families, such as activities for self-direction and self-actualization.

Exhibit 5-4. Human Services Continuum



Source: City of Burien, BERK 2023.

Our Human Services Plan

Burien's Role

The City is uniquely positioned to provide leadership and influence community awareness, decision making, and allocation of resources for human services through:

- Planning - assessing and anticipating needs and developing appropriate policy and program responses.
- Facilitating - convening and engaging the community in problem-solving to develop and improve services.
- Funding - disbursing Community Development Block Grant and General Fund dollars to support a network of services which respond to community needs.
- Advising - promoting awareness of needs and resources through effective marketing and public relations.

The City of Burien recognizes that although the private human services network is the major provider of human services in the community, decisions and actions by federal and state agencies, local government, school districts, and other governmental entities also impact delivery of and access to services. The city views governmental cooperation and partnership with the private sector as critical to solving local and regional human service issues.

While all city departments are engaged in meeting human service needs; The Human Services Commission advises the City Council. It is responsible for providing advice and recommendations related to human services issues using lenses of equity and social determinants of health. Duties and responsibilities of the Human Services Commission include:

- Identify and assess the human services needs in the city.
- Recommend priorities and approaches to address human services needs within the city.
- Review human services funding requests submitted to the City and make funding allocation recommendations.
- Review performance of human services agencies and programs that are funded by the City.

The Commission listens to community concerns, assesses current service needs, forecasts future needs, and makes recommendations to the council on allocation of the city's human services and Community Development Block Grant funding.

Framework for Services

In fulfilling the City's role as a planner, facilitator, funder, and advisor of the community's human services, Burien's Human Services Division is guided by a framework – the Framework for Strengthening Families.

On August 6, 2018, the Burien City Council acknowledged that every child deserves the protection and support of both family and community. Healthy and safe families raise healthy and safe adults and adopted a holistic framework to support this vision. See **Exhibit 5-5**. By focusing on families, Burien is building a better future for our kids and our community. The vision is to ensure children, young adults, and families are healthy, safe, and thriving.

Exhibit 5-5. City of Burien's Framework for Strengthening Families



Source: City of Burien,2018.

The first step in the framework is to gather community feedback on what is working and not working with current services and identifying whether there are barriers to accessing existing services.

The City may learn that there are gaps in the services the City funds, lack of access to services, too few providers, or culturally inappropriate service provisions. Through conversations Burien can mobilize community strengths, formal resources, and informal supports to improve quality of life and achieve positive results for children and families. The framework organizes current services into a set of categories based on the Best Starts for Kids protective factors.

Burien's Strategies

The City has identified desired outcomes or "results" and strategies to create conditions of well-being in Burien. Strategies may change periodically to achieve the results. Burien considers the provision of services through the lens of equity and social determinants of health.[7]

Result: Have secure, affordable housing.

Strategies:

- Help residents improve their housing situation (moving along the continuum from unhoused to temporary housing to long-term housing to permanent housing)
- Provide low-barrier services that keep residents housed. (Examples: rental assistance, minor home repair, eviction avoidance, housing navigation help, placement services.)

Result: Be healthy physically, mentally, and emotionally and safe from violence.

Strategies:

- Provide services that address all aspects of physical or behavioral health needs with a restorative focus (includes medical, dental, and counseling programs.)
- Provide services and programs that reduce violence in all forms – physical, sexual, and emotional.
- Provide access and education that improves food security.
- Support programs that promote harm reduction, self-determination, and healthy relationships.

Result: Have living wage jobs.

Strategies:

- Provide pathways or opportunities to improve work skills and job status.
- Offer services and programs that remove barriers to obtaining and sustaining living wage jobs. (includes childcare services, assistance with clearing criminal history, skill-building, etc.)

[7] The Centers for Disease Control considers social determinants of health as: poverty, unequal access to health care, lack of education, stigma, and racism which are underlying, contributing factors of health inequities.

Result: Be ready for school, experience school success, and have positive connection to their community.

Strategies:

- Provide high-quality early childhood education to resident children.
- Provide services and support to parents and education staff of pre-school and school-age children.
- Address the needs of at-risk youth, especially those who are in foster care, LGBTQ, BIPOC, homeless, chronically out of school, speak a primary language other than English, or whose families face barriers related to their immigration or refugee status.
- Provide before-, during-, and after-school programs that help youth be successful in school.

Result: Feel a sense of community and belonging.

Strategies:

- Provide safe spaces for community to gather.
- Work with people in their own environments and provide a mechanism for community feedback.
- Offer programming that builds inclusion, community connections, and common bonds.

What Success Looks Like

- Human service agencies align efforts and increase the collective impact of services provided in Burien.
- Culturally appropriate services are available to Burien's diverse population.
- Those who need services are able to access them.
- A continuum of human services are available at every level from early intervention to crisis response.

Goals & Policies

Goal 5.1 **Create a community in which each and every member has the ability to meet their basic physical, economic, and social needs, and the opportunity to enhance their quality of life.**

Policy 5.1-1 Encourage efficient use of public and private resources and develop a broad base of community support.

Policy 5.1-2 Identify opportunities and develop strategies that are preventive in their approach to human services needs.

Policy 5.1-3 Allocate funds and other resources across the continuum of human service needs by soliciting proposals from nonprofit agencies for services benefiting low- and moderate-income residents.

Policy 5.1-4 Maintain the city's role as a human services planner and facilitator by engaging service providers and community organizations in dialogue regarding the functioning of the present service systems, emerging needs, and the building of a complete system of services.

Policy 5.1-5 Consider the human services impacts of proposed legislation prior to formal adoption.

Policy 5.1-6 Make Burien a welcoming, safe, and just community marked by fairness and equity provided to those disproportionately affected by poverty, discrimination, and victimization.

Policy 5.1-7 Use City Regulatory Powers to protect individuals' rights and advance community health and human service objectives.

Policy 5.1-8 Encourage culturally competent and accessible service delivery that respects the dignity of individuals and families, and fosters self-determination and self-sufficiency.

Policy 5.1-9 Support and actively coordinate with local, regional, and national efforts that address local human services needs to ensure local programs complement programs provided at the county, state, and federal level.

Policy 5.1-10 Encourage partnerships among public and private institutions, schools, human services providers, city parks and recreation, and others to collectively address needs of children and families.

Policy 5.1-11 Support agencies locating human services facilities in Burien and, where appropriate, encourage efficiencies through agency co-location and collaboration.

Policy 5.1-12 Provide leadership and work in partnership with community agencies to encourage and promote the development and expansion of the supply of affordable, accessible, and quality services which meet the diverse needs of the community in all areas of the city.

Policy 5.1-13 Encourage services that support Burien's workforce in maintaining or advancing their employment opportunities.

Policy 5.1-14 Support an intentional local community response to homelessness with housing and supportive services provided to families, youth, and single adults.

Policy Connections

The availability of human services requires a citywide approach to ensure equitable access. Policies in other elements of the Comprehensive Plan help to provide a coordinated approach to human services in Burien.

- The Equity Element includes policies that ensure service distribution and allocation based on need to those most at risk.
- The Land Use and Transportation Elements include policies on developing an environment that supports equitable access to human services.
- The Housing Element provides Specific policies on the provision of affordable housing.
- The Economic Development Element addresses economic opportunity and quality education for all.

Other Elements provide policies that will improve overall quality of life for those living in and relocating to Burien in the coming years. While policies in these elements are less explicitly connected to these Human Services policies, there are obvious connections to environmental sustainability, parks and open space, and community health and well-being that can help the Human Services Commission achieve its stated policy goals.

Implementation

The Comprehensive Plan is implemented through numerous actions, including day-to-day operations, capital investments, and review of new development projects. Relevant plans and funding sources used to implement the Human Services Element include allocation of general fund and federal community development block grant funds to non-profit agencies. These agencies support Burien residents by providing human services.

Burien participates in several regional human services bodies. Interagency partnerships bring shared resources and voices to achieve more impact to regional challenges, and include but are not limited to the following:

King County Regional Homelessness Authority (KCRHA). King County and the City of Seattle formed an interlocal agreement to create the King County Regional Homelessness Authority. The agency is intended to unify and coordinate policy, funding, and services for people experiencing homelessness across all of King County. As of 2023, the KCRHA is creating a five-year plan on strategies to dramatically reduce unsheltered homelessness. City staff helped with the honing and implementation of the South King County Sub-regional Implementation Plan.

South King Housing and Homelessness Partners (SKHHP). SKHHP is a joint board formed by an interlocal agreement between the jurisdictions of Auburn, Burien, Covington, Des Moines, Federal Way, Kent, Maple Valley, Normandy Park, Renton, Tukwila, and King County. Through SKHHP, South King County jurisdictions take a coordinated and comprehensive approach to increasing housing stability and producing and preserving quality affordable housing in South King County.

King County Department of Community and Human Services. The King County Department of Community and Human Services (DCHS) manages a range of programs and services to help the county's most vulnerable residents while working to strengthen communities. The programs and divisions include: Adult Services; Behavioral Health and Recovery; Children, Youth and Young Adults; Developmental Disabilities and Early Childhood; Housing, Homelessness and Community Development; King County Veterans Program.

South King County Homelessness Action Committee. This Committee keeps South King County homeless services providers and City Human Services staff in touch with one another to share resources with service providers, receive updates and announcements of new or future projects and available funding, coordinate efforts to end homelessness, and advocate on behalf of the needs vs. available services in South King County.

South King County Human Services Planners. Human Services staff from South King County cities work collaboratively on funding, monitoring agencies, grants and outcomes, and on regional efforts and partnerships to advocate for the needs of residents ensuring that the voice of South King County is represented and heard.

This work very often involves strategizing to coordinate social services and response efforts with multiple city departments and/or service providers.

Regional Gun Violence Initiative. The Regional Gun Violence Program takes a public health approach to address gun violence in King County. The program collaborates with community leaders, local and state agencies, and national subject matter experts to coordinate and align community violence intervention efforts, partner across systems, and build capacity to sustain lasting community-led solutions to end gun violence.

CCYJ – LINC. Center for Youth Justice: CYJ brings together schools, law enforcement, policymakers, social service providers, and other organizations to form a Steering Committee that informs policy changes that impact gang/group involved youth, collects data, and develops an innovative, coordinated approach to address gang/group-involvement countywide. Through a coordinated team of service providers, LINC is intervening with young people and reengaging them in secondary education; connecting them to counselling, treatment services, and employment opportunities; and reducing gang/group involvement.

Performance Metrics

Every five years, Burien would provide a report on its progress implementing the Comprehensive Plan (RCW 36.70A.130(9). Per the Growth Management Act, a focus would be on housing affordability and availability, permitting, and reductions in greenhouse gas emissions and vehicle miles traveled. With the interconnection of housing and human services, the City could consider developing performance metrics for human services. As well there is an opportunity to consider metrics that could inform the City's budgeting process. See **Exhibit 5-6**.

Exhibit 5-6. Potential Human Services Performance Metrics

Outcome/Result	Potential Performance Metrics
Result: Have secure, affordable housing.	Per Housing Element ▶ Annual production of housing units at or below 80% of AMI compared to target. ▶ Annual production of emergency beds and permanent supportive housing compared to target. ▶ Per capita resources (City) devoted to affordable, emergency, and permanent supportive housing. Other Possibilities: ▶ Rental assistance, weatherization/repair, and housing navigation referrals. ▶ Number of eviction warrant filings (King County Bar)
Result: Be healthy physically, mentally, and emotionally and safe from violence.	Examples: ▶ Population with Access to Preventive Health Services (Seattle-King County Public Health, City Profile Data). ▶ Assistance connecting individuals to services or providers to lower barriers to mental health, substance use disorder services, and violence and harm reduction. ▶ Referrals to access and education services regarding food security.
Result: Have living wage jobs.	Examples: ▶ Full-time workers earning less than a livable wage. (National Equity Atlas, $15/hour) ▶ Participation in skills training programs of targeted population. ▶ Job application completion support. ▶ See access to childcare below.
Result: Be ready for school, experience school success, and have positive connection to their community.	Examples: ▶ Youth participation rates in K-12 sports and arts programs, sills, and job training, etc. ▶ Childcare program waitlists or availability (https://childcaredeserts.org/). ▶ Participation rates in early childhood education programs available to resident children. ▶ Participation in Youth Support Resources.
Result: Feel a sense of community and belonging.	Examples: ▶ Number and diversity of businesses, cultural spaces, and parks/gathering places in key neighborhood centers. ▶ Housing in areas that also offer economic and social opportunities.

6 Economic Development



What You Will Find in this Chapter

- Information about economic conditions and trends.
- A description of the City's plan for retaining and growing economic opportunities.
- Goals and policies that address economic growth, vitality, and a high quality of life.

Our Economic Development Vision

Burien's economic development landscape is welcoming and inclusive, supporting entrepreneurs and business owners as they start, build, and grow their companies. Burien's diverse businesses provide a well-balanced jobs market (including a full range of wages and skills), ample access to culturally relevant goods and services, and provide a strong revenue base for a growing city.

Introduction

The City of Burien's economic development program actively recruits and retains businesses, attracts new development, promotes the city to visitors, and works with local and regional partners to increase Burien's quality of life. Burien has a history of successful proactive economic development. The city is known for its walkable downtown, events, restaurants with international food, and a new arts and cultural district Downtown and in Boulevard Park.

At the same time, parcelization and ownership patterns and limited redevelopable land supply, height limitations, infrastructure costs, and other factors have made economic development more challenging.

Background

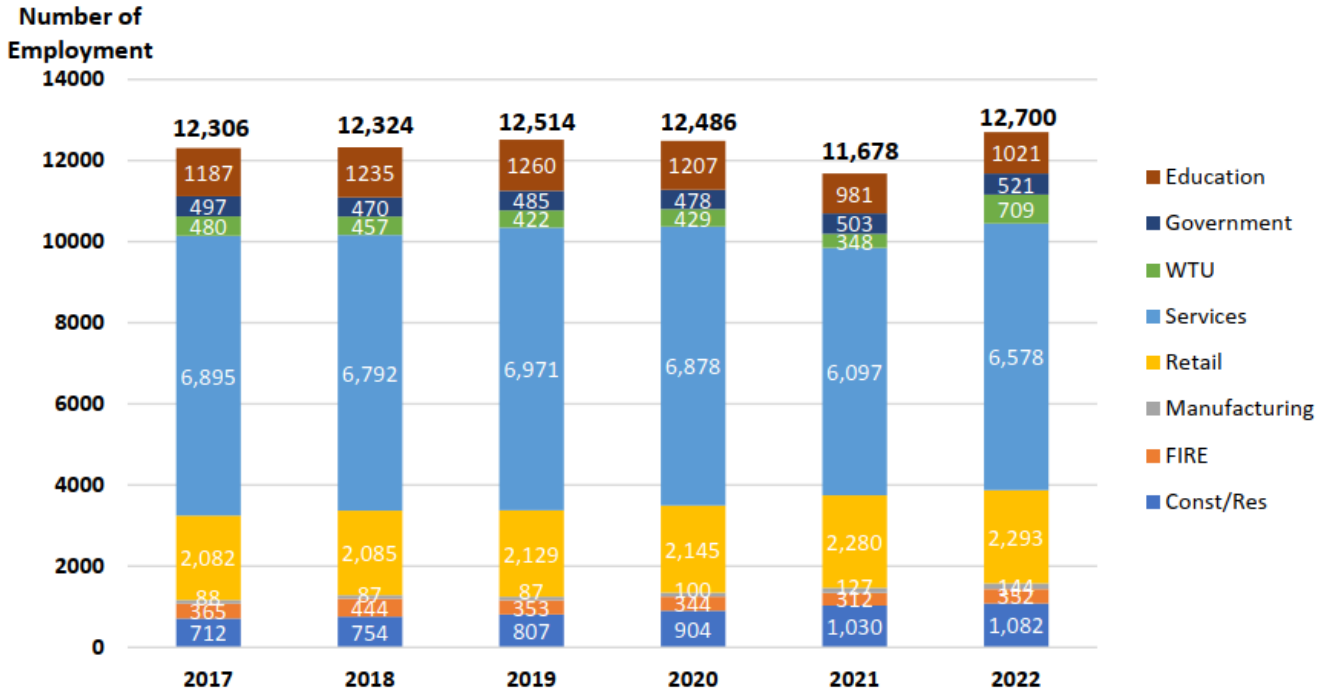
Burien has a total of 11,678 jobs, with the services sector accounting for over half of total employment with 6,097 jobs. Burien employment growth has been steady since 2014, with no significant increase or decrease until 2021 when Burien saw the greatest decrease in employment growth, netting a negative 6.55%. See **Exhibit 6-1**.

Prior to the pandemic, the city was experiencing modest employment growth. Burien experienced a significant drop in employment from 2020 to 2021, largely in the services sector and likely directly related to pandemic driven layoffs or shutdowns. Between 2020-2021, sectors such as education and services lost additional employment, 2% and 3% respectively, although retail, construction, and resources sectors have seen growth of over 2%. Monitoring the pace of recovery is important as new job data becomes available.

The drop in employment means it will be difficult for Burien to achieve growth targets. However, it is likely that the jobs could re-occupy existing spaces, or new spaces.

Retail rental rates had been growing steadily since 2017 but have remained relatively level since 2020. The retail vacancy rate in Burien has been in general decline since 2017. The office vacancy rate in Burien has started to increase from 2017 to 2019 but showed a steady decline in 2020.

Exhibit 6-1. Burien Covered Employment Percentage, 2017-2022.

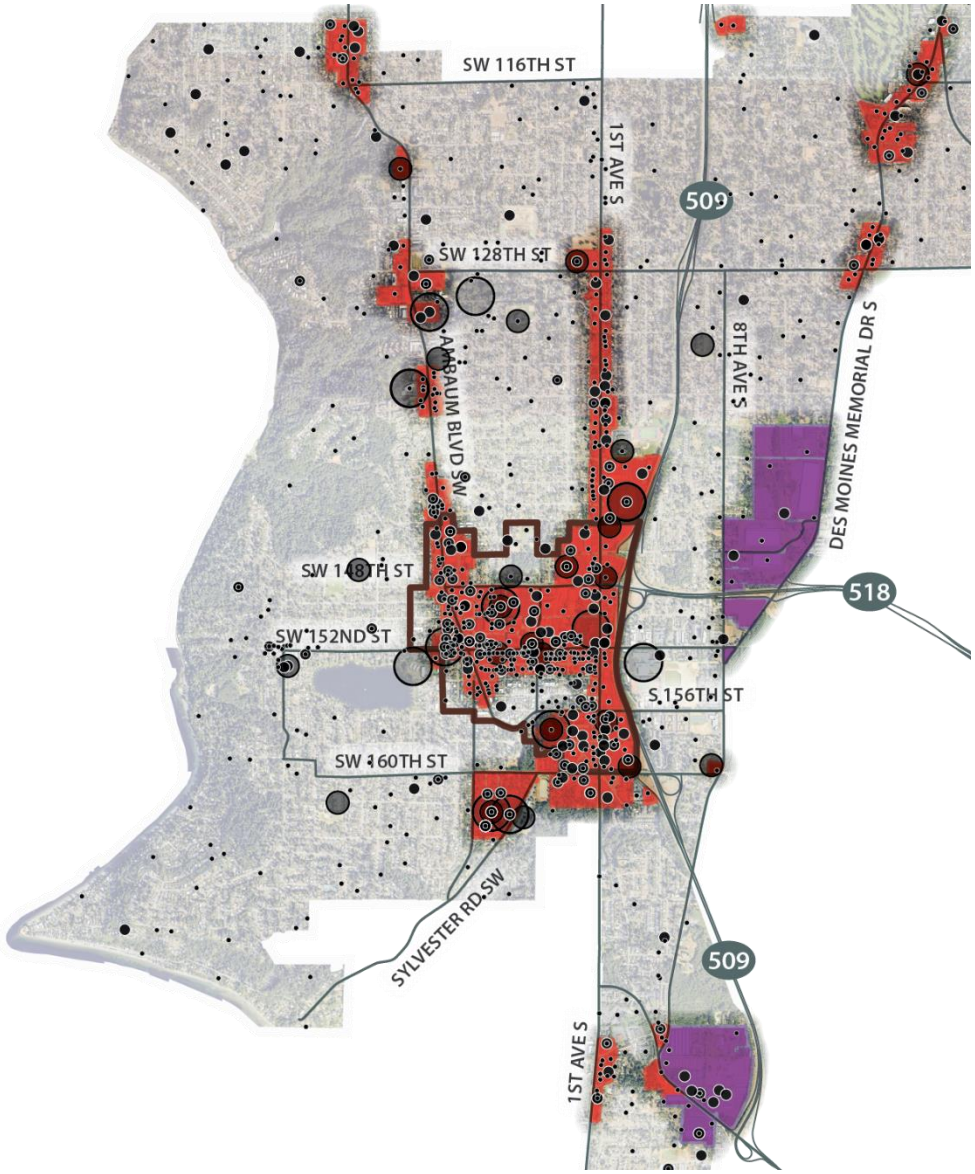


Sources: ACS, 2021; Heartland, 2022.

Burien's economic development is primarily found in the city's commercial and industrial zones. These zones permit a range of commercial and mixed uses over a range of intensities specific to the nature of each zone. Exhibit 6-2 shows areas in Burien zoned for commercial and industrial zones with employment density.

Most job density is in the Urban Center and along corridors, and less so in industrial areas. Industrial zones are less dense from a business and employment density. In the commercial zones business and employment densities are significantly higher. Jobs in residential areas tend to be education but there are also services and health care such as assisted living and day care. Additionally, construction, professional services, and other services represent a quarter of the employment in residential areas, as many of these businesses can be run out of a person's home.

Exhibit 6-2. Employees and Relationship to Commercial (Red) and Industrial (Purple) Zones



Source: Heartland, 2023.

- Urban Center zones have the highest densities of employment (employees per acre).
- The Office zone supports the most employment and has the second highest employment density of the zones in the study area. Health care, and educational services are among the strongest employment drivers in this zone.
- The Community Commercial zones support the second highest amount of employment, but also represent the largest zone at over two times the area as the office zone.

Conditions and Trends

Today's Conditions and Tomorrow's Projections

Based on an Economic Profile (Heartland 2023), recent economic conditions show modest growth in some job sectors. There is also demand for commercial space though rent growth is low and building space additions limited. Similarly, there is modest growth in housing and population.

- Burien's population is growing at a slower rate than surrounding cities including SeaTac, Des Moines, and Tukwila.
- The availability of land for housing is a potential factor influencing housing supply in recent times. Although Burien is gearing up for the expansion of Bus Rapid Transit (BRT) called RapidRide along the Ambaum Corridor, it has not shown the same developmental impact as seen with the TOD around light rail stations.
- Most jobs are centered around the Urban Center and the Medical Center where there are cluster of retail strips, medical offices, and schools. There have been minor additions to building spaces overall.
- Prior to the pandemic, Burien was experiencing modest employment growth. There was a significant drop in employment from 2020 to 2021, largely in the services sector and likely directly related to pandemic-driven layoffs and shutdowns. Monitoring the pace of recovery is important as new job data becomes available.
- The City has a target to add opportunities to create 4,770 jobs between 2019 and 2044.

Challenges and Opportunities

Locations that show the most opportunity for economic growth include areas already serve as high-density, high-property-tax revenue generating areas and have more development opportunities:

- The zones with the highest employment densities also generate the highest taxable property values for the city. This includes the Urban Center, Gateway with SR 518 and 1st Avenue S, and other Commercial Corridor locations.
- Given their size and the existing taxable asset base, these represent opportunity areas for the City to focus resources to incentivize additional development. The most developable area is found in the Urban Center and 1st Avenue S Corridor. See Exhibit 6-3.

Wall of Ideas, Spring 2023

How can we keep the existing buildings south of the main downtown area for now (likely cheaper rent than in a brand new building) but activate the parking lot area to make it more pedestrian friendly, business incubator space, etc.? Some redevelopment will be beneficial and happen but it is important to think about the affordability of retail spaces and what businesses can afford to operate there.

Near term opportunities for development, based on developer interest include:

- Urban Center, west of Town Center
- 1st Avenue S at S 128th Street and S 136th St
- 1st Ave S between S 140th St and S 144th St

Mid- or long-term redevelopment opportunities could include the following:

- Gateway area, which is not likely to change in the near term due to existing uses and leases.
- Retail south side of SW 152nd St with walkable retail uses with ongoing value, though zoning allows intensification and buildings appear past their economic life.
- Five Corners, which includes largely built out road frontages, but has lack of public amenities and walkability.

Exhibit 6-3. Development Propensity in Urban Center and First Avenue Corridor



Source: Heartland, 2023.

The City desires to attract mixed use and commercial development, e.g., hotel, to meet community needs in the near and long-term areas. Based on developer interviews, some barriers and strategies to improve feasibility are noted in Exhibit 6-4.

Exhibit 6-4. Mixed Use and Hotel Attraction Strategies

Mixed Use and Multifamily	Hotel
▶ Infrastructure Investments: City could help expedite utility processes (e.g., power) ▶ Adjusted Development Standards: Increased height limits. Careful ground-floor retail requirements. ▶ Incentives: Retain and extend Multifamily Tax Exemption program.	▶ Target Sites: Identify specific development sites to generate interest. ▶ Target hotel brands: Target hotel franchise marketing departments ▶ Expedite permitting. ▶ Infrastructure and off-site utilities, such as stormwater and sidewalks: City can facilitate solutions.

Source: Heartland 2023.

Burien's greatest opportunities for employment and economic activity are in the commercial areas as noted above.

There is also a desire for living wage jobs in the Northeast Industrial Area (NERA) though it has produced a low density of jobs to date. Burien's industrial zones have sizeable non-industrial uses such as mini-storage. Some opportunities for light industrial and makers spaces could include areas north of NERA studied in the 1990s. Depending on business mix, this area could produce a higher employment density than observed in the past.

Exhibit 6-5. Economic Development Notes – December 2023 Open House



Our Economic Development Plan

The City's Economic Development Action Plan adopted in June 2024 identified four primary goals to pursue economic actions in its updated plan. These four goals include:

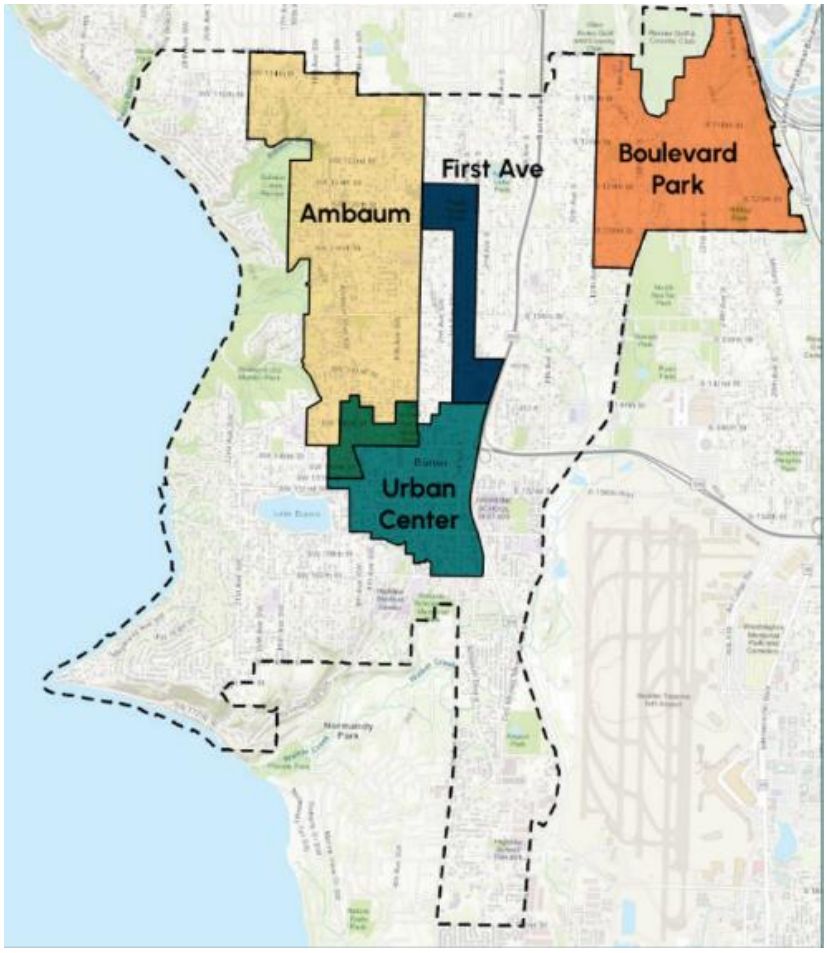
- **Solidify Burien's position as an arts and tourism destination:** Established as a Creative District by the Washington State Arts Commission, Burien has a strong arts and culture community, with

numerous opportunities and groups involved in the visual and performing arts. Specific polices should focus on development of its creative economy and coordinated efforts among the City's arts and cultural groups, community-led Burien Creative Arts District, and the Burien's Film Office. These efforts, combined with its close proximity to the Seattle-Tacoma International Airport, could help the City reach its full potential as an arts and tourism destination.

- **Support vitality and redevelopment of Burien's commercial corridors:** To build on recent work for place-based strategies, the City should create a distinct vision for commercial district like Ambaum and Boulevard Park, as well as its central Downtown business area and 1st Avenue South. Methods include nurturing entrepreneurship, strategic investment to attract businesses, applying new tools and approaches to attract investment, and enhancing the quality of public spaces to promote distinct commercial districts.
- **Build upon existing small business assistance programs to support Burien's diverse business base:** The City has a strong sense of entrepreneurship and supportive small business community. Policies should focus on supporting businesses at all stages and increasing access to opportunities for collaboration. Actions include facilitating access to resources, providing multilingual support, expanding existing programs, actively promoting local businesses, and pursuing targeted commercial anti-displacement work.
- **Support the community's workforce by acting as a convener:** The City can take an intentional approach to support the growth of local businesses and create more equitable pathways to economic stability by connecting partners with resources, advocating for state and federal initiatives, attracting new employers who offer living-wage jobs, amplifying existing apprenticeship programs, and identifying a comprehensive vision for the City's workforce.

The City has four subareas – Urban Center, Ambaum Corridor, Boulevard Park, and First Avenue – identified as vibrant neighborhoods and commercial districts. See **Exhibit 6-6**. With consideration of unique characteristics and conditions of each subarea, Burien can apply specific visions and place-based strategies to celebrate and strengthen these areas for economic growth.

Exhibit 6-6. Burien Subareas



Source: City of Burien Economic Development Action Plan, 2024.

Roles for the City to achieve desired areas of redevelopment and economic opportunity include:

- **Align residential zoning regulations with market demand**. Policies supporting residential growth and that make Burien an attractive place for residents, creates growth in the population base, and will likely increase demand for employment.
- Given the downward trend in inventory for single-family homes and townhouses, it is important for the City to **align existing and proposed zoning regulations with housing product types** that are in line with current and projected market demand. This will help ensure that the housing supply meets the needs of potential buyers and developers.
- **Assess job recovery rate and plan for future growth:** Burien has experienced significant job losses during the pandemic while also having a significant job growth target. It is crucial to understand the current rate of job recovery and allocate capacity for future job growth.
- **Focus on commercial development in strategic zones:** Although the vacancy rate for office and retail sectors has decreased, commercial rent growth has been stagnant. The City should concentrate its policy efforts in zones that are better positioned to attract additional commercial development. **Prioritize development in zones with existing assets:** Focus policies that

support development in areas with existing assets, such as the Downtown Commercial, Community Commercial, and Commercial Residential zones. *(See Land Use Element where these zones would likely change names but continue to be mixed use.)* These zones offer the highest proportion of development opportunities in the study area.

- Consider increasing the maximum allowable building height in these zones, particularly for mixed-use developments, as this can help maximize their potential and facilitate denser urban growth.
- **Utilize City owned land assets as development incentives:** Explore ways in which the City can utilize its existing land assets, particularly vacant or underutilized land, as incentives for development. By leveraging its land holdings, the City can encourage private developers to invest in these areas, stimulating economic activity and addressing the need for additional housing and commercial spaces.

Goals and Policies

Goal 6.1 Adopt and maintain a forward-looking economic development strategy.

Policy 6.1-1 Sponsor an ongoing community dialogue that focuses on the future of Burien's economic and business vitality, longevity, and a shared responsibility for attaining the community's vision and the city's place in the broader region

Policy 6.1-2 Adopt an ambitious and courageous vision centered on community values and pursue it to completion.

Policy 6.1-3 Stimulate and secure investment in key economic development projects. The City should explore use of real estate excise tax or explore suitable locations for Tax Increment Financing (TIF) Districtsas a financing mechanism.

Policy 6.1-4 Employ proactive measures to attract development such as land assembly, incentives, and outreach to developers and landowners.

Policy 6.1-5 Implement and build upon the Burien brand. Use a variety of media to market Burien's strengths and competitive advantages as a business location to attract private investment and entrepreneurship.

Policy 6.1-6 Prepare for technological and sustainability innovations that affect Burien's urban design and economy including but not limited to:

(1) Transportation: Providing an electric vehicle charging station and parking strategy consistent with the Climate Action Plan. Anticipating advances in transportation such as driverless cars, as well as information and communication technology to improve transportation and emegency management.

(2) Residences: Aging in place strategies for Burien residents where technology in homes can lengthen independence.

(3) Businesses and Education: Supporting skill building and training to address digital transformation in businesses and employment in Burien.

(4) Power: Promoting reliable and resilient energy sources such as distributed and renewable power (see also the Climate and Resilience element).

Goal 6.2 Maintain and cultivate Burien's unique "livability," where everyone wants to live, work, and play.

Policy 6.2-1 Favor development projects that support diverse housing options, quality transportation, increased office space, and general business growth.

Policy 6.2-2 Support a high quality transportation system by making it convenient to travel from, to and through Burien.

Policy 6.2-3 Engage and plan for an inclusive mix of people and activities.

Policy 6.2-4 Explore creative solutions to increasing housing supply that offers a mix of housing products at a range of costs that encourages mixed income neighborhoods.

Policy 6.2-5 Prioritize public safety and police services. Examine ways to increase public safety and perceptions of public safety in Burien.

Policy 6.2-6 Plan for inclusive amenities and services to meet the needs of new and current residents such as business and human services, multimodal transportation connections, parks and recreation, cultural events, and others. Expand family-friendly amenities across Burien's commercial corridors, and advocate for affordable and available childcare businesses in Burien.

Policy 6.2-7 Increase mobility by supporting public transport, bicycle and pedestrian infrastructure, parking, and wayfinding. Prioritize communities most at risk for mobility-related deaths and serious injuries.

Policy 6.2-8 Support programs that increase community health such as public safety, wellness, infrastructure, sanitation, cooling and heating centers, parks, and other infrastructure.

Goal 6.3 Diversify the economy and promote economic vitality and employment throughout the city.

Policy 6.3-1 Continue to promote the development of downtown Burien as a dynamic commercial core for the Highline area and other downtown related policies.

Policy 6.3-2 Develop the Northeast Redevelopment Area as an industrial, office, and retail area.

Policy 6.3-3 Place a high priority on business retention and new business recruitment. Explore options to create an anti-displacement strategy for local businesses.

Policy 6.3-4 Encourage a pedestrian-oriented, mixed-use downtown of restaurants, retail shops, artisan crafts, and cultural amenities that celebrate Burien's cultural communities.

Policy 6.3-5 Encourage and support locally owned businesses that complement the integrity and character of Burien and serve the community's needs.

Policy 6.3-6 Solidify Burien's position as an arts and tourism destination by supporting tourism, hotels, conference space, a performing arts center, bed and breakfast businesses, and cultural events to attract visitors to all parts of Burien.

Policy 6.3-7 Prioritize development in zones with existing amenities and assets. Prioritize locations in commercial and mixed-use areas. Provide targeted support for corridor retail and incentivize commercial development. Provide quality and flexible development standards, surplus sites, shared infrastructure improvements, or incentives.

Policy 6.3-8 Create opportunities for low-cost retail space. Consider reducing business space requirements in commercial and mixed use developments and reducing parking requirements to provide locations for business relocation and business attraction. Setting average or maximum sizes of new ground floor spaces can provide sizes of spaces more affordable for small businesses. Reducing parking standards for businesses smaller than 3,000 square feet can also reduce the construction costs for new development.

Policy 6.3-9 Consider the formation of a public development authorities or other mechanism for supporting businesses (RCW 35.21.730-.759).

Goal 6.4 Use Economic Clusters as a strategy for focused economic growth.

Policy 6.4-1 Promote Burien as a medical service and wellness center through the Burien Wellness Cluster events, and other marketing in order to help grow this important Burien employment sector.

Policy 6.4-2 Work with the private sector and educational system to identify the educational skills needed to fill locally created well-paying jobs in health care. Engage local high school students to pursue a healthcare education and career.

Policy 6.4-3 Identify and work with other economic clusters to attract living and thriving wage jobs to Burien. These could include airport-related industries or businesses that rely on airport travel for the operation of their business. Attract new employers offering living-wage jobs by facilitating development opportunities.

Policy 6.4-4 Partner with the Highline School District (especially Puget Sound Skills Center) and local private schools on funding measures (including potential development impact fees), capital facilities, and programs to encourage the best possible education for Burien residents. Ensure that the funding measures are equitably distributed across the different

schools in Burien. Work with the State and other Partners to create generational wealth-building opportunities.

Policy 6.4-5 Increase resident and employee participation in programs offered by Highline College and other area higher education and skill training opportunities. Increase awareness on the Running Start program with Burien's youth. Convene local and regional workforce programs.

Goal 6.5 Maximize Burien's advantages from its proximity to the airport.

Policy 6.5-1 Attract travelers through partnerships to Burien businesses. Increase transportation to and from the Airport.

Policy 6.5-2 Work with the Port of Seattle to ensure Port-owned assets within Burien provide direct economic and community benefits and that property is developed to the highest and best use for that property. (For example, land in the Northeast Redevelopment Area.)

Policy 6.5-3 Take advantage of Port funding opportunities to support community programs and capitalize on Port networks and related industries for business and development attraction.

Goal 6.6 Promote clean, sustainable, environmentally friendly businesses and jobs.

Policy 6.6-1 Adopt an environmental sustainability standard with an identifiable set of metrics.

Policy 6.6-2 In the City's branding, marketing, and communication efforts, leverage and build on the City's support of sustainability and a healthy environment.

Policy 6.6-3 Incentivize green building, transit-oriented development, and low impact development techniques.

Goal 6.7 Promote art, aesthetic design, and cultural events as central to businesses and job retention, job creation, and quality of life.

Policy 6.7-1 Establish and maintain a "creative district" near the City's downtown core while maintaining and highlighting arts and culture throughout the City's broad range of neighborhoods. Incentivize art that reflects Burien's many diverse communities. A culture/art district should incorporate permitting, property tax, and temporary concessions to encourage the activation of vacant or underused spaces. (For example: flexibility for permitting pop up art, or working with property owners to encourage temporary art exhibit space).

Policy 6.7-2 Pursue the feasibility of the establishment of a performing arts center that meets the needs of the arts organizations and community and solidifies Burien's position as an arts and tourism destination.

Policy 6.7-3 Locate and develop relationships with local and regional partners to enhance Burien's arts and culture.

Policy 6.7-4 Expand opportunities to increase funding for the arts. Increase awareness of the existing Arts and Culture Grants provided by the City.

Policy 6.7-5 Establish a funding mechanism that ensures arts funding grows as the city grows. Organize and support artistic and cultural events. Broaden and continue to work with partners to examine ways to increase resident and business participation and support for events.

Policy 6.7-6 Encourage community events and celebrations by establishing flexible guidelines for event producers that are easy to implement. Changes to the special event process should remove barriers and make it easier for community groups to produce events in Burien. Regularly review and update special event permitting and related ordinances for community and City events. Ensure flexibility to encourage creative events.

Policy 6.7-7 Promote Burien's strong cultural identity through inclusive and diverse arts activities and events. Support different types of parks and activities in parks to meet the needs of our diverse and multi-generational community.

Policy 6.7-8 Establish incentives for developers to encourage the integration and development of art within new construction projects. Recommend to developers to integrate art that best reflects Burien's diverse communities.

Policy 6.7-9 Integrate art and cultural activities as a way to enhance public safety, by the activation of spaces.

Policy 6.7-10 Pursue establishment of a community recreation center that meets the needs of all ages in our community.

Policy 6.7-11 Improve social connections through the development and programming of parks and recreation facilities.

Discussion: To implement the goal and relevant policies, strategies could include an interdepartmental effort to develop a comprehensive branding approach to city offerings.

Goal 6.8 Balance regulation and service programs to ensure economic growth and a high quality of life.

Policy 6.8-1 Provide high quality customer service and an equitable and efficient development review and land use permitting process.

Policy 6.8-2 Support programs for reducing and cleaning up litter and illegal disposal of materials for clean and safe streets. Enforce private property upkeep standards to enhance public perceptions.

Policy 6.8-3 Prioritize providing staff to code enforcement to maintain and safeguard public safety.

Policy 6.8-4 Support small businesses by considering tax burdens. Before enacting new regulations or increasing taxes and fees, communicate financial impacts to businesses and residents.

Policy 6.8-5 Encourage redevelopment to ensure Burien land is developed in the highest and best use for the community. Ensure regulations and processes that support redevelopment that fits in with surrounding areas and use design standards to implement a quality aesthetic. Pursue beautification efforts in the public realm to enhance curb appeal.

Goal 6.9 Enhance partnerships with the business community.

Policy 6.9-1 Solicit information from the business community on how to best retain, grow, and thrive businesses.

Policy 6.9-2 Continue to look for ways to interact and establish relationships in the business community, including the Business and Economic Development Partnership (BEDP). Particularly foster relationships with Burien's multicultural business owners and entrepreneurs. Support culturally specific training and mentorship programs.

Goal 6.10 Communicate openly and often with the public on economic issues.

Policy 6.10-1 Provide periodic reports to the City Council on economic development progress. Translate the periodic reports in languages most commonly used in Burien.

Policy 6.10-2 Use the City website and various forms of media (magazine, social media, press, etc.) to communicate regularly with businesses and residents and to gather their feedback in Burien's most commonly used languages.

Policy 6.10-3 Annually report to the City Council on the following key economic development indicators;

- Unemployment
- Retail sales
- Business displacement
- New business licenses
- Graduation rates
- Infrastructure investments

Goal 6.11 Provide essential infrastructure for business growth and attraction.

Policy 6.11-1 Acquire grant funding and public-private partnerships to fund technical and physical infrastructure.

Policy 6.11-2 Work with utility partners such as Seattle City Light, Puget Sound Energy, and the water and sewer districts to provide a high quality of service and adequate infrastructure to support Burien's plans for growth. Establish metrics to determine high quality of service.

Implementation

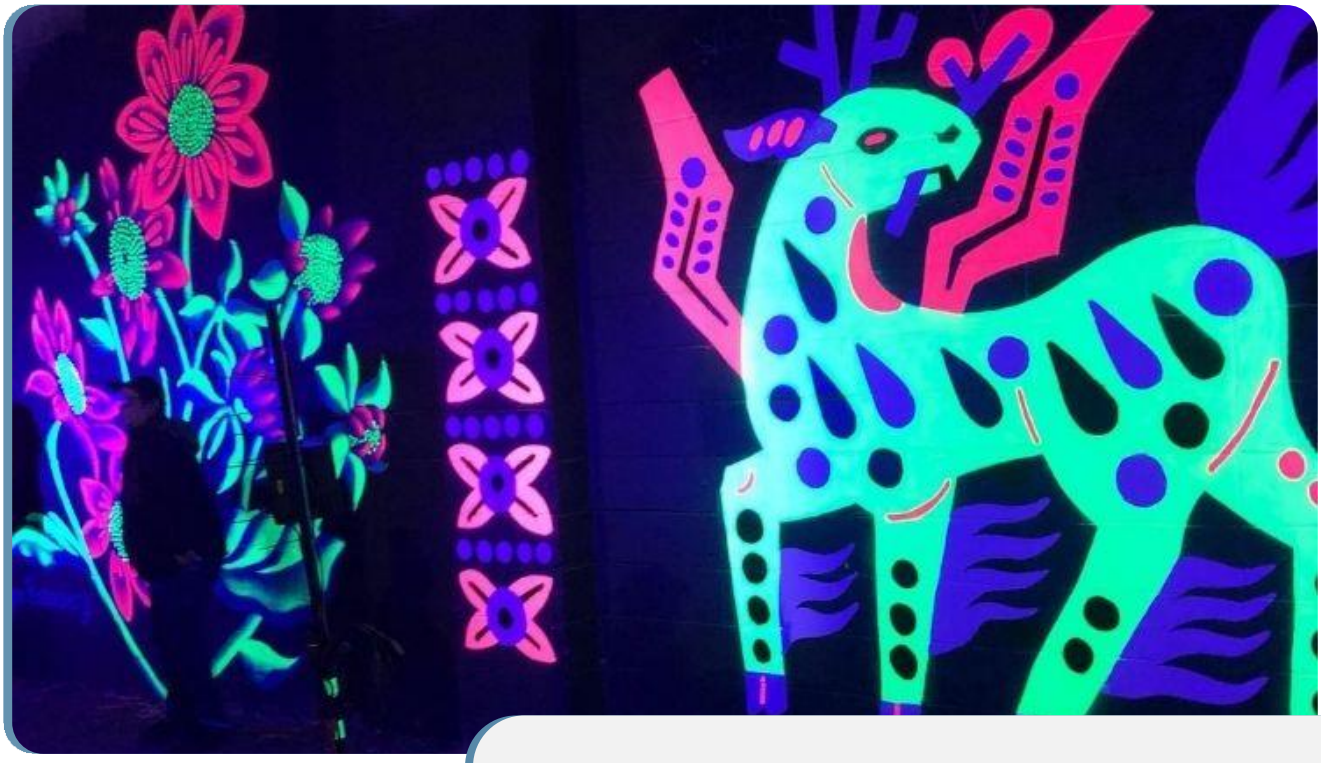
This Element can be implemented by the City's Economic Development Action Plan (June 2024), as well as the City's Zoning Code, Capital Facilities Plan, and Business Programs.

As part of the Comprehensive Plan Update the following outcomes and metrics (Exhibit 6-7) have been developed to include in a five-year monitoring report.

Exhibit 6-7. Economic Development Element Equity and Climate Change Metrics

Outcomes	Metrics
▶ Retain and attract investment. ▶ Reduce commercial displacement, especially in high displacement risk areas.	▶ Density of 25-30 jobs per acre in Urban Center and First Avenue Corridor Areas. ▶ Effect of plan and zoning on cost of commercial space. Alternatively address value of incentives or infrastructure and space or jobs created. At least two of the following based on available information: ▶ Share of affordable commercial space. ▶ City resources applied to anti-displacement programs. ▶ Number of local owned versus franchise businesses. ▶ Percentage of small business owners that have control with long-term leases or ownership.

7 Community Health and Well-being



What You Will Find in this Chapter

- Information about characteristics that foster health and well-being.
- A description of the City's plan to support Burien residents' health and social well-being.
- Goals and policies that encourage active living, movement and play, healthy food access, limited air/noise impacts, and a safe and connected community for personal and community resilience.

Our Community Health and Well-being Vision

Burien's physical environment and social programs allow community members to weather challenges, live healthy and hopeful lives, and develop and maintain positive human interactions. Homes, businesses, recreation, cultural arts, and schools offer culturally relevant ways to access healthy food options, interact spontaneously, build trust amongst neighbors, and gather together.

Introduction

The Community Health and Well-being Element provides a framework for Burien to positively influence a built environment that supports physical health and social connections—two factors noted on the City of Burien's Framework for Strengthening Families in Exhibit 5-5—and several factors noted in the wellbeing sidebar to right. Though many factors contribute to wellbeing (and are addressed throughout this plan), this chapter focuses on the following built environment characteristics:

- Opportunities for an active lifestyle
- Access to parks and play
- Healthy food access
- Limited air and noise impacts
- Places that feel safe and promote social connections.

Well-being Definitions

- **Wellbeing:** "The set of needs and experiences universally required in combination and balance to weather challenges and have health and hope" (Full Frame Initiative).
- **Community wellbeing:** "the combination of social, economic, environmental, cultural, and political conditions identified by individuals and their communities as essential for them to flourish and fulfil their potential" (Wiseman and Brasher, 2008).
- **Social wellbeing:** "developing and maintaining positive interactions with other people and with local and global communities" (Positive Psychology)



Source: Full Frame Initiative

These built environment qualities are illustrated on Exhibit 7-2 and are important for health and wellbeing in the following ways.

Active living. Compact and complete neighborhoods, where people can meet their needs safely and comfortably in a close distance, can improve quality of life by allowing more physical activity incorporated into residents' routines (i.e., active transportation), increasing opportunities for social

interaction during commutes and trips, and providing convenient access to cultural, social, and leisure activities. Co-benefits include reducing air and water pollution and supporting the local economy.

Parks, play, and gathering. Access to nearby community facilities, parks, and open space provide opportunities for physical activity, social contact, and proximity to nature, all of which bolster mental and physical health. Parks also play a critical role in maintaining healthy ecosystems, providing carbon-reducing landscapes that cleanse air and water and mitigate urban heat island effects.

Healthy and culturally relevant food access. Proximity to affordable grocery stores, culturally relevant food, corner stores, farmers markets, food pantries and banks, restaurants, community gardens, foraging opportunities, and other food sources is a determinant of health. These places also serve as social gathering places.

Limited air and noise impacts. Burien's proximity to the Sea-Tac International Airport presents unique air and noise pollution challenges. Both airport and roadway (vehicular) traffic pollute the air and cause negative health impacts, listed in **Exhibit 7-1**, and including:

- Organ system problems, especially cardiovascular and respiratory systems (PHSKC, Community Health and Airport Operations Related Noise and Air Pollution: Report to the Legislature, 2020),
- Elevated risk of mortality and adverse birth outcomes such as low birth weight and increased hospitalizations, especially with children (Washington Tracking Network),
- Asthma, immune system suppression, lung growth problems, preterm birth, premature death, dementia, and more (EPA 2018, American Lung Association, Jansen, et al at National Center for Biotechnology Information, National Bureau of Economic Research),
- Respiratory issues especially acute amongst children (American Lung Association)
- Aircraft-related ultrafine particles may be associated with elevated systemic inflammation, while roadway traffic may impact respiratory health and inflammation (UW Mov-Up Report, 2019, p 11)

Noise causes a "highly activated stress response, inflammation, hypertension and plaque buildup in arteries, increasing the risk of heart disease, heart attacks and stroke" (NYT, Noise Exposure Health Impacts, 2023). Specifically, "according to the World Health Organization, average road traffic noise above 53 dB or average aircraft noise exposure above about 45 dB are associated with adverse health effects" especially nighttime and intermittent (rather than a constant hum from a highway) noise (NYT, 2023). Indirect health effects include:

- Speech interference
- Sleep disturbance
- Task interference
- Impairment of classroom learning
- Non-auditory health effects

- Aversive effects on emotion and tranquility (Wyle 2011, p 4; PHSKC, Community Health and Airport Operations Related Noise and Air Pollution: Report to the Legislature, 2020)
- Vibrations that impact hospitals and health care facilities (PSRC Airport Compatible Land Use Plan, 2011, p 29)

Exhibit 7-1. Airport-related pollutants and health outcomes

Health outcomes likely caused or caused by airport operations–related pollutants based on evidence to date		
Organ System	**Noise Pollution**	**Air Pollutants**
Cardiovascular	Causal	Causal
Respiratory	Not examined	Causal
Reproductive & fertility	Not examined	Causal
Birth outcomes	No causal evidence	Likely causal
Cancer	Not examined	Causal
Central nervous system	No causal evidence	Causal
Metabolic system	No causal evidence	No causal evidence

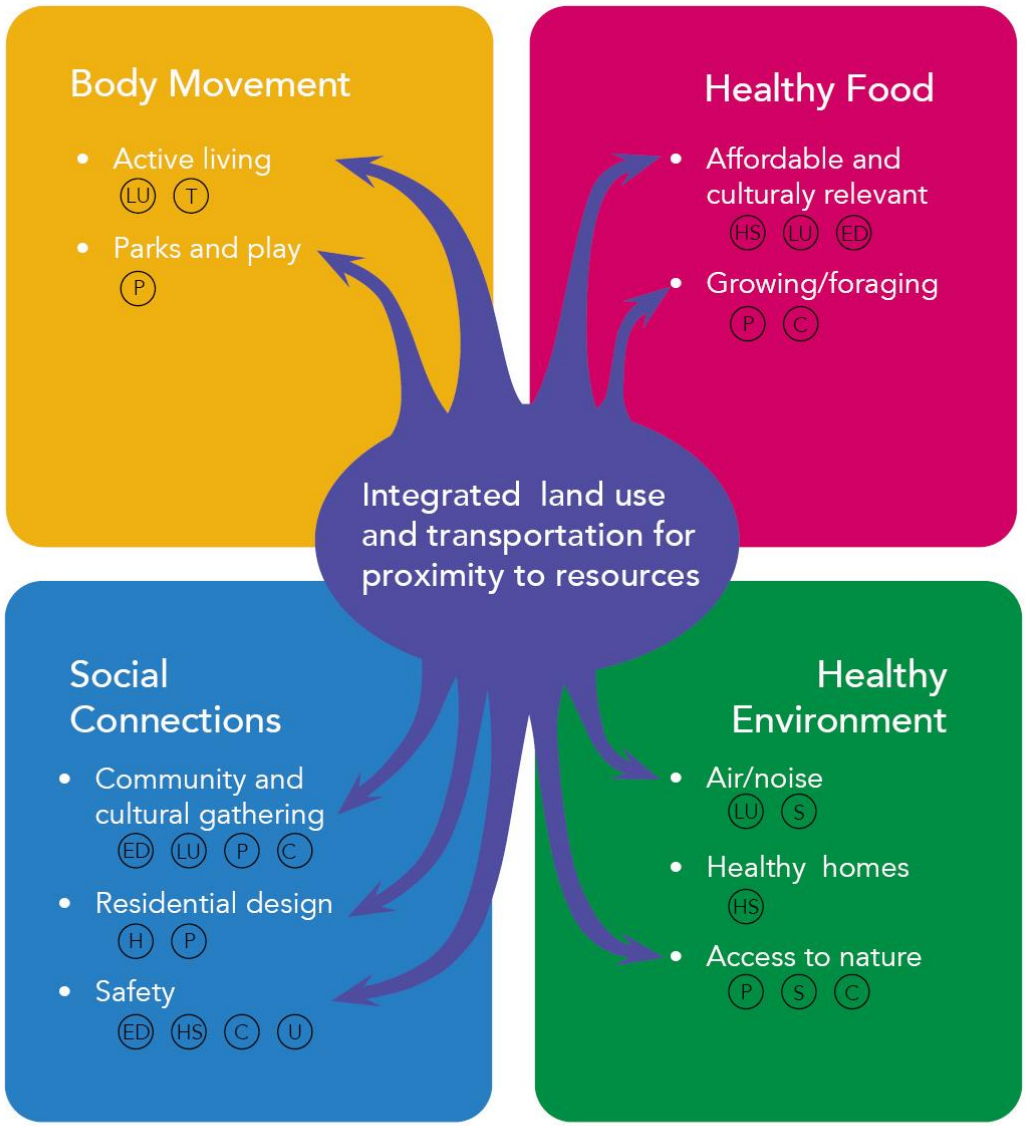
Source: Public Health Seattle and King County, 2020.

Strong and safe community. Psychology and health research shows that lack of social connections increases the risk of many health issues and chronic stress (Health Affairs, CDC). Loneliness is most prevalent in low density areas where commuting by car reduces opportunities for social interactions and high density areas if residential design does not promote community and relationship building.

Community design that mixes housing and jobs, reduces commutes, increases housing supply and variety, and has sociability design characteristics can improve social connectedness (Health Affairs, Social Isolation and Health). Happy Cities' Designed to Engage report and Happy Homes Interactive Toolkit offer design actions to increase residents' sense of control over their space, opportunities for social interaction with neighbors, ability to build trust amongst neighbors, and chances at staying in the same neighborhood over time as household needs change. Careful design and management of shared spaces also supports youth and people of all ages. In addition to housing and shared space design, local businesses, and institutions (e.g., mosques, churches) act as places for gathering, social interactions, and sense of belonging.

Crime prevention through environmental design (CPTED) is another built environment design theory—that overlaps with the residential design techniques above—that can help improve sense of safety. It promotes clear sense of ownership over semi-public space; good visibility in public places; warm, consistent lighting; positive mixing of uses for healthy human activity throughout the day; and programs to connect community members (International CPTED Association).

Exhibit 7-2. Community health and wellbeing drivers and interrelationships with other elements



Most influenced by:

- LU Land Use
- T Transportation
- H Housing
- HS Human Services
- ED Economic Development
- S Sustainability & Natural Environment
- C Climate Change
- P Parks, Recreation, & Open Space
- U Utilities

Source: MAKERS, 2023.

Conditions & Trends

Today's Conditions

Active Living

Several neighborhood centers already serve local residents with transit and amenities, making it easier in those places to go places without a car. Conditions across Burien vary from thriving, transit-friendly retail clusters to car-dependent residential and commercial areas. Some areas have community assets or resources such as libraries, parks, and schools, serving as social and cultural anchors of the neighborhood. Seahurst and the area surrounding Ambaum Boulevard SW and SW 136th Street are examples of neighborhood centers where commercial and other resources are integrated in the neighborhood fabric, supporting community interactions and a resilient neighborhood. See Exhibit 7-3.

Vision Survey, Fall 2022

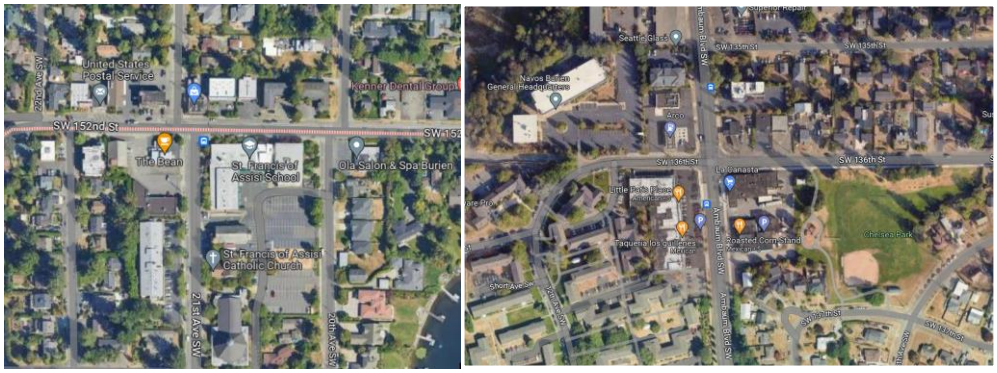
What do you like about transportation in Burien Today?

- Bike lanes and sidewalks where we have them, amount of parking at transit center, EV charging stations at transit center and city hall.
- Hệ thống Giao thông thuận tiện (convenient transportation system)
- Son accessible en mi area (They are accessible in my area)

What are your barriers to moving to, from, and around Burien today?

- Cần cải tạo lại cơ sở hạ tầng (Infrastructure needs to be rehabilitated)
- Unsafe road conditions in residential streets including potholes and no sidewalks.

Exhibit 7-3. Neighborhood Centers: Seahurst and Ambaum



Source: Google Maps

Inadequate pedestrian and bicycle networks, uncomfortable or unsafe sidewalk conditions (e.g., inconsistent street lighting, narrow sidewalks, ADA inaccessibility), auto-oriented design, and lack of active destinations present challenges to neighborhood livability in some Burien areas.

Parks and Play

Parks and community facilities. Burien has more than 365 acres of parks and open space and multiple community centers (See Chapter 10 Parks, Recreation, and Open Space). Parks, like Chelsea Park and Seahurst Park, feature options for active recreation, including playgrounds and walking trails, and promote safe, affordable, and healthy ways to connect with humans and nature. Community centers, like Burien Community Center and Moshier Community Art Center, provide multipurpose space for activities, programs, and events, offering opportunities to strengthen sense of community and belonging. Many parks and community facilities' programs support wellness in additional ways, such as after school programs for youth and fitness programs for seniors.

Healthy Food Access

Grocery stores. In addition to conventional groceries, culturally relevant grocery stores or food markets, such as La Canasta and Guadalupe Market, are prevalent in Burien and play a vital role in providing access to nutritious foods, sustaining cultural identities, and promoting connectedness and sense of belonging.

Farmers Market. Farmers markets contribute to health by expanding access to fresh, nutritious, and potentially affordable food within the community. The Burien Farmers Market is open year-round and centrally located at Burien Town Square Park. It accepts electronic benefits transfer (EBT) cards and participates in Washington State Department of Health's SNAP Market Match incentive program that doubles SNAP users' benefit dollars when fruits and vegetables are purchased.

Community organizations. Culturally responsive food initiatives and programs promote food sovereignty and reduce barriers to food access experienced by underserved communities, including immigrants and refugees. Local farmers, food markets, and non-profit community organizations, including food banks and food pantries, have jointly developed approaches to support families with culturally relevant foods. One example is Alimentando al Pueblo, a community pantry that partnered with local organizations to distribute culturally relevant food boxes that include tortillas, rice and beans, fresh yuca and plantains, to Latinx communities during the COVID-19 pandemic. White Center Food Bank and Highline Area Food Bank play a critical role in supporting families in Burien.

Community gardens. Burien has several community gardens, including the City's Community Garden adjacent to the Annex Park, Hazel Valley Community Garden at Highline United Methodist Church, and New Start Community Garden at New Start High School. (Note that gardening can be impacted by air pollution particles that settle on plants and soil.)

Limited Air and Noise Impacts

Air Quality

Air quality is affected by pollutants from both natural and manmade sources. Vehicles and equipment that burn fossil fuels are typically among the largest contributors to transportation-

related emissions and can contribute to regional and localized concentrations of carbon monoxide (CO), particulate matter (PM), nitrogen dioxide (NO_2), and ozone (O_3). State and federal standards regulate these pollutants along with the two other criteria pollutants (SO_2 and lead). The Puget Sound region is currently in attainment for all six criteria pollutants (Ecology, 2022a).

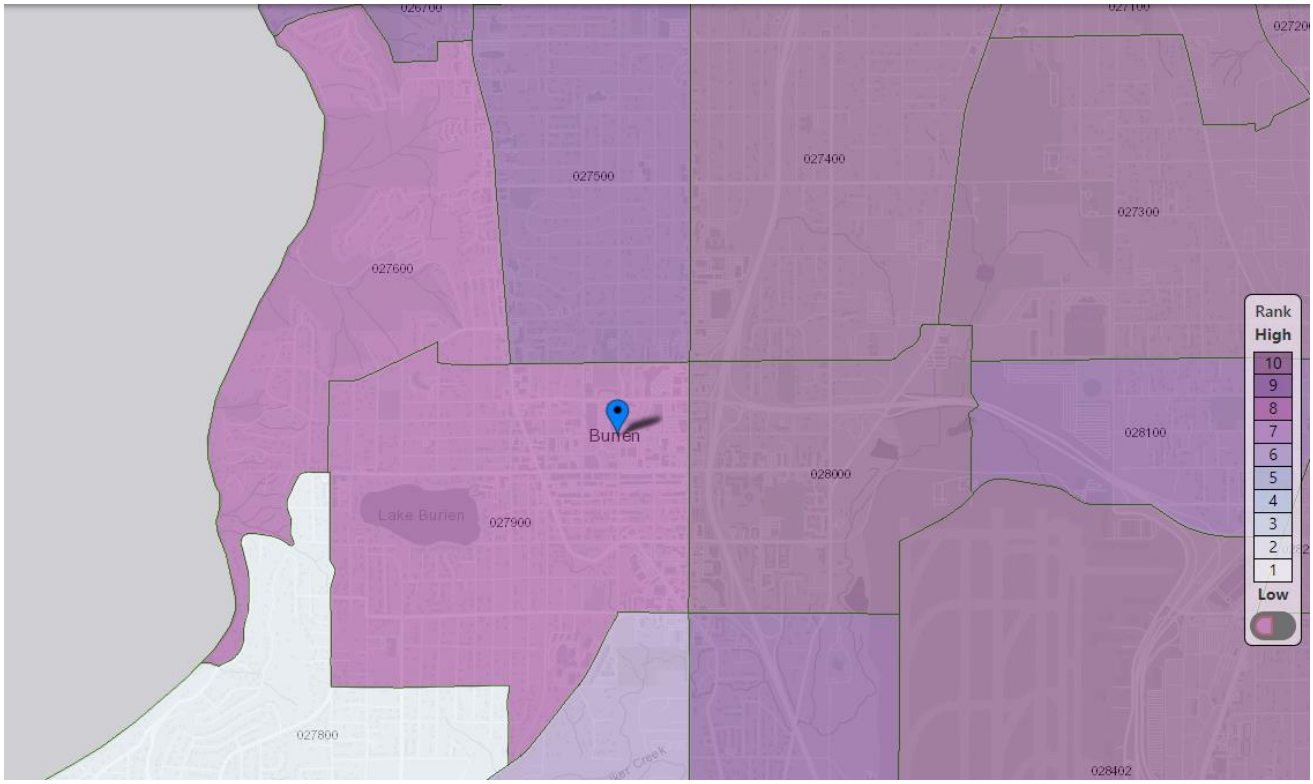
The City of Burien is on the water's edge six miles of Puget Sound shoreline. Buffered by the Olympic and Cascade Mountain ranges and the Puget Sound. Burien has a Mediterranean climate with dry warm summers and wild winters. There is sufficient wind most of the year to disperse air pollutants released into the atmosphere. Apart from wildfire events, air pollution is usually most noticeable in the late fall and winter, under conditions of clear skies, light wind, and a sharp temperature inversion.

Greenhouse Gas: Greenhouse gases have a long atmospheric lifespan (1 year to several thousand years), and their potential to trap heat varies widely. The City of Burien conducted a 2019 Greenhouse Gas Inventory using the International Council for Local Environmental Initiatives (ICLEI) – Local Governments for Sustainability Software Cleanpath along with technical support from ICLEI technical staff. The largest amount of core emissions in Burien was contributed by the transportation sector at 48%, followed by the energy sector at 31%, commercial energy at 15%, solid waste at 4%, and industrial energy at 1%.

Air Toxics: Air toxic pollutant emissions or hazardous air pollutants (HAPs) are of concern in Burien because of projected growth in vehicle miles traveled (VMT). The Puget Sound Regional Council estimates that by 2050, the population of the Puget Sound region will grow by 38 percent (1.6 million people) to reach a population of 5.8 million people (PSRC 2021), with the highest population increase estimated to be in King County, resulting in increased VMT.

Sensitive Populations: Sensitive populations are those who are the most at-risk of adverse effects from elevated levels of air pollutants, whether due to age, previous or ongoing illnesses, socioeconomic status (SES), or other conditions such as pregnancy. Land uses with populations sensitive to air quality include residential areas, schools, daycare facilities, hospitals, and nursing and convalescent homes. The Washington Environmental Health Disparities Map is used to locate areas with high environmental health risks posed to sensitive populations across the state. According to the Washington Department of Health, living in areas with more environmental hazards and population vulnerabilities is associated with a shorter lifespan, where population in census tracts of rank 1 on average lived 5.3 years longer than those in census tracts with the highest environmental health disparities (rank 10) (Washington Department of Health, n.d.). Exhibit 7-4 indicates that Burien ranks the highest (in the 8-10 range) compared to the other subareas.

Exhibit 7-4. Health Disparities Map



Source: Washington State Department of Health, 2022

Noise

Noise is defined as loud, unexpected, or unwanted sound. A typical noise environment consists of a base of steady background noise that is the sum of many distant and indistinguishable noise sources. The sound from individual local sources is superimposed on this background noise. These sources can vary from an occasional aircraft or train passing by to continuous noise from traffic on a major highway.

Noise-sensitive land uses typically include residences, hospitals, schools, transient lodging, libraries, and certain types of recreational uses. Noise-sensitive residential receivers are found throughout the city. Major sources of noise are described below.

Traffic Noise: According to the U.S. Department of Transportation National Transportation Noise Map, traffic noise levels along major highways and freeways in the City (e.g., I-509 and I-518, and Highway 99) range from approximately 50 dBA L_{eq} to 80 dBA L_{eq} (U.S. Department of Transportation 2022).

Airport Noise: The Seattle-Tacoma International Airport is located less than two miles of the City and generates approximately 1,220 aircraft operations a day. Aircraft originating from other airports such as King-County International Airport frequently fly over Burien. Noise levels (approximately 65-

70 DNL) extend further to the northwest and southeast of the airport and follow the general flight path for airplanes departing/arriving at Seattle-Tacoma International Airport.

Construction Noise: Noise generated by construction equipment varies greatly depending on factors such as the operation performed, equipment type, model, age, and condition.

Strong and Safe Community

Local Businesses and Institutions. Some communities have a deeper relationship to their surrounding neighborhood due to well-established public or private facilities that function as a gathering place and center of activity. Burien is rich with grocery stores, hair salons, restaurants, cafes, convenience stores, and religious and cultural institutions that are shared spaces central to communities. For example, Three Tree Point Store was revitalized with community support, and it now provides staple goods for the surrounding neighborhoods. Businesses along Ambaum Boulevard act as cultural anchors. Downtown's main street, SW 152nd St, offers a host of community gathering spaces.

Residential design for sociability. Burien's neighborhoods have a range of housing design, some promoting more relationship-building than others. The new Burien Town Square development Downtown offers a courtyard shared amongst residents that can act as a community builder. See Exhibit 7-5. Burien's older neighborhoods with homes built close to each other and near the sidewalk promote sociability. Some developments built under outdated development regulations may contain shared space like small playgrounds, but they are located and oriented in ways that discourage their use. Some residential buildings may also do little to relate to and show sense of ownership over the sidewalk area, making some areas feel less safe.

Exhibit 7-5. Residential development downtown for sociability



Source: Google Maps

Shape Your City Vision Comments 2044 (Fall 2022)

Imagine your ideal Burien in 2044. What …words would you use to describe Burien in 2044?

- SAFE to walk downtown all hours and grocery stores
- Igualdad [equality]

Tomorrow's Projections

Burien continues to grow in population and racial and cultural diversity. Growing demographic groups include elderly, immigrants, and people living in poverty. At the same time, airplane traffic, as well as vehicular traffic, is increasing, further impacting air and noise quality throughout much of Burien (though fuel types and noise levels may change over time). Climate change is increasing risks of floods, extreme heat, wildfire smoke exposure, landslides, and sea level rise. For more information, refer to:

- Human Service Element for population and demographic (e.g., race, age) data and city partnerships with local agencies.
- Land Use Element for population and job growth information and envisioned development pattern
- Housing Element for housing needs by income level
- Economic Element for airport and industry trends
- Transportation Element for transit and bike mobility patterns and traffic trends
- Equity and Climate Change Element for climate trends and impacts
- Parks Element for parks needs and trends.

Challenges & Opportunities

Based on community values as articulated through the Vision statement, community health and well-being challenges and opportunities include the following. Note that these are interconnected with other chapters of this plan.

- **Meet needs in neighborhoods.** Foster sense of belonging and social connectedness by bolstering neighborhood centers or amenities as places for community members to gather and access services.
- **Strengthen community connections.** Increase opportunities to strengthen community ties through design standards for sociability with any redevelopment, art and place-enhancing design interventions, local business/cultural anchor support, and parks programming.
- **Avoid increasing negative health impacts.** Encourage development patterns and mitigation measures that limit negative impacts on community health due to air and noise pollution, climate change, and natural hazards.
- **Walkability/rollability.** Encourage transit-oriented development, Complete Streets, and walkable neighborhood design principles to enable safe and comfortable mobility for all ages and abilities. Implement safety strategies to provide street outreach and business support.
- **Expand access to healthy food.** Proactively prevent loss of access to healthy and culturally relevant foods, especially ethnic specialty grocery stores and food marts. Support opportunities for farmers markets, food pantries, and food banks.

Goals & Policies

Active Living

See Chapter 2 Land Use Element, Active Living, page 2-22.

Parks and Recreation

Goal 7.1 **Build opportunities for physical activity, play, access to nature, and social gathering through an integrated system of parks, open spaces, recreation, cultural arts, and human services.**

Policy 7.1-1 Equitably distribute parks, open space, community centers, and other indoor and outdoor recreation facilities throughout the city to provide easy access to places to move, play, and maintain healthy physical habits. (See the Parks Element.)

> See Parks, Recreation, and Open Space for additional policies to support healthy activities and programming in parks.

Policy 7.1-2 Provide access to nature for mental and physical health—for today's and future generations—by maintaining, protecting, and enhancing parks, greenbelts, riparian corridors, and wildlife habitat corridors.

Discussion: See also the Parks, Recreation, and Open Space Element and supporting system plan.

Policy 7.1-3 Where feasible, require and/or partner with developers to provide public open space as part of development, especially in Downtown and neighborhood centers. Such open space may include street furniture, public art, pocket parks, gardens, water features, or pathways that connect other open spaces.

Policy 7.1-4 To provide access to greenery, cooling benefits, and enhanced community identity and natural beauty, promote the retention and maintenance of exceptional and/or significant trees and ensure that removed trees are appropriately replaced. Encourage the use of native, hardy, and climate-ready vegetation in streets, landscaping, and buffer areas with development. Ground landscape standards and requirements in best available science and best management practices.

Policy 7.1-5 Implement the Green Burien Partnership Urban Forest Stewardship Plan.

Policy 7.1-6 Provide a variety of recreational programs to encourage physical health and social connections that are accessible throughout the city with emphasis on serving those with limited opportunities, including children, youth, people with disabilities, elders, and populations most impacted by physical and mental health challenges. Include programs that encourage intercultural and intergenerational interactions.

Healthy Food Access and Security

Goal 7.2 Ensure that Burien residents have convenient and equitable access to fresh, affordable, nutritious, and culturally relevant food.

Policy 7.2-1 Develop public, private, and non-profit partnerships to improve access to healthy, nutritious food through education, awareness, food security programs, and development partnerships. Support grassroots organizations that encourage food sovereignty and culturally relevant food production and distribution.

Policy 7.2-2 Minimize displacement of local grocery stores and other food vendors, especially ethnic, specialty, or culturally relevant grocery stores that provide varied product choices and serve as cultural pillars for immigrant communities.

Policy 7.2-3 Collaborate with other agencies and non-profit organizations to promote farmers markets and provide assistance to increase participation of farmers and food vendors.

Policy 7.2-4 Support opportunities for community gardens and food foraging (e.g., fruit and nut trees).

Policy 7.2-5 Require new sensitive land uses to include feasible measures such as setbacks, landscaping, ventilation systems, and other effective measures to minimize potential impacts from air pollution.

Limited Air and Noise Impacts

Goal 7.3 Improve air quality conditions and minimize air quality impacts on sensitive population groups by reducing point source emissions (ozone, small particulate matter, diesel particulates), particularly in sensitive communities.

Policy 7.3-1 Continue to support and comply with the various state, federal, regional, and local programs to protect and enhance air quality.

Policy 7.3-2 Maintain designated truck routes per the Transportation Master Plan (TMP) to avoid residential areas and other sensitive areas, especially in sensitive communities.

Policy 7.3-3 Preserve and enhance natural landscapes and tree canopies to minimize air pollution impacts and heat exposure. Promote the use of drought tolerant and native species in landscaped areas.

Policy 7.3-4 Encourage the retention of native vegetation and topsoil and require landscaping in new developments in order to provide filtering of suspended particulates.

Policy 7.3-5 Promote the installation of electric vehicle charging stations within public parking lots and continue to explore removing barriers for private entity installations. Implement the Climate Action Plan strategy to develop an electric vehicle plan.

Policy 7.3-6 Prohibit the siting and construction of new large-scale hazardous waste producers and facilities on or near sensitive land uses in and around the sensitive communities.

Policy 7.3-7 Protect Burien's park, recreation and open space areas of local or regional significance from exterior noise exposure levels unless prohibited by federal or state law.

Goal 7.4 Protect sensitive land uses (e.g., schools, housing, health facilities, childcare facilities, community centers, parks, etc.) from increased pollution exposure, particularly in sensitive communities.

Policy 7.4-1 Ensure codes and development standards address compatibility between sensitive land uses and heavy industrial uses and other potentially harmful facilities.

Policy 7.4-2 Require that upgraded air filtration systems are installed for all new sensitive uses within the impact zone of the airport (Mov-Up Report).

Goal 7.5 Reduce traffic congestion and single-occupancy vehicle use and enhance vehicle management to improve air quality.

Policy 7.5-1 Install traffic circles or roundabouts or retime traffic signals to reduce vehicle fuel consumption through improving the flow of traffic.

Policy 7.5-2 Focus new development in areas that will allow residents, employees, and visitors to safely, conveniently, and enjoyably travel as a pedestrian, or by biking, or transit, such as in bus rapid transit (RapidRide) routes and areas of the city with the lowest amount of vehicular travel.

Policy 7.5-3 Support mode shift and increase accessibility, walkability, and activate public spaces.

Policy 7.5-4 Amend the land development code to eliminate parking minimum requirements.

Policy 7.5-5 Optimize use of curb space including management of on-street parking in transit priority areas.

Goal 7.6 Minimize excessive noise exposure of vehicles and aircraft to noise-sensitive land uses through application of site compatibility measures and attenuation in new or retrofitted buildings.

Policy 7.6-1 Exterior Noise Analysis. Require noise studies/mitigation for all development where the projected exterior noise levels exceed the City's allowable noise standards, to the extent feasible.

Policy 7.6-2 Interior Noise Standards. Include municipal code provisions to ensure interior noise levels are within acceptable standards by land use type.

Policy 7.6-3 Incremental Noise Standards. Establish maximum incremental noise increase standards for new developments.

Policy 7.6-4 Land Use Compatibility Standards. Establish more detailed land use noise standards for each land use type in the City. This could include a range of noise levels for Clearly Acceptable, Normally Acceptable, Conditionally Acceptable, Normally Unacceptable, and Clearly Unacceptable standards by land use.

Policy 7.6-5 Land Use Compatibility Analysis. Require noise studies for new developments in areas subject to frequent, high-noise events (e.g., airplane flyovers, train or truck pass-bys, heavy industrial operations, etc.). The noise study would evaluate the compatibility of new development within the context of its surroundings and include the consideration of impacts to sleep disturbance, annoyance, and interruption.

Policy 7.6-6 Citywide Noise Survey. Consider collecting noise measurements at various locations throughout the City to establish baseline ambient levels for different areas and land uses.

Policy 7.6-7 Site Planning Techniques. Include potential site planning techniques to help guide land use planning decisions and encourage proper design for future developments. Such techniques may include, but are not limited to, the following (note that these techniques address roadway noise and have limited to no effect on noise originating from aircraft overhead):

- Increase the distance from the road.
- Place noise compatible land uses such as parking lots, maintenance facilities, and utility areas between the road and the residences.
- Use buildings or berms as noise shields by locating them parallel to the road. (Note, this is an effective strategy for roads, but is ineffective from aircraft noise.) Soundproof the building if it contains residences.
- Locate residences in topographically low points that are naturally low noise pockets if they exist.
- Orient the residences—and spaces within the building that benefit from quieter volumes (bedrooms and living rooms)—away from the noise.
- Use cluster and planned unit development techniques to accomplish combinations of the above.

Policy 7.6-8 Review and Update Existing Noise Standards. Reevaluate the City's current noise standards to establish new noise standards that align with the City's vision and goals for the community.

Exhibit 7-6. Burien Noise Standard Compared to California Office of Planning and Research Standards

Land Use	CA OPR Noise Standard	Burien Comp Plan Noise Standard
Single-Family Residential	60 dBA L_{dn}	55 dBA L_{dn}
Multi-Family Residential	65 dBA L_{dn}	
Parks and Amphitheaters	70 dBA L_{dn}	55 dBA L_{dn}
Golf courses, ball fields, outdoor spectator sports, nature trails, auditoriums, concert halls	70-75 dBA L_{dn}	60 dBA L_{dn}

Source: Kimley Horn, 2023.

Strong and Safe Communities

Goal 7.7 Design the city for people. Encourage positive social interactions, a safe environment, and social capital building.

Design for Social Connections

Policy 7.7-1 Link increased intensity of development with increased people-oriented design, such as ground floor building design for human interest, through-block connections at a human scale, public spaces, view creation, street trees, rooftop gardens, and sunlight and shade considerations with a changing climate.

> See the Land Use Element for policies about supporting existing businesses, services, and institutions acting as gathering spaces, as well as providing usable public spaces with redevelopment. See the Housing Element for ways to increase housing variety and opportunities for intergenerational living, and aging in place, which support long-term community connections through all life stages.

Policy 7.7-2 Maintain and consider integrating further residential design standards to prevent isolation and support social interactions. These include concepts like social corridors and private shared common space with development, limiting social sizes in shared spaces for trust-building amongst neighbors, and sensitive transitions between public and private space for clarity of space ownership.

Civic Engagement

Place Identity, Art, and Cultural Activities

Policy 7.7-3 Celebrate that Burien is a multicultural community through a city landscape that reflects Burien's culturally diverse identities. Recognize that Burien's communities vary in their preferences and needs and that sense of belonging is a driver of well-being.

Policy 7.7-4 Incorporate creative and unique landscape and art features at key entry points and intersections acting as gateways into the city and into smaller districts. Use features such as street trees, median plantings, decorative paving, crosswalks, seating, special lighting, separated and wider sidewalks, landscaping, and public art.

Policy 7.7-5 Work with communities to identify opportunities to build on assets and enhance place identity in neighborhoods and business districts to help reflect, define, and celebrate distinct areas.

Policy 7.7-6 Support and leverage the use of vacant and/or underutilized buildings and façades for creative expression and activities that re-engage community.

Policy 7.7-7 Develop and maintain public signage and wayfinding systems throughout the city that reinforce the identity of Burien and its distinct neighborhoods. Through an interdepartmental city approach develop a comprehensive and cohesive system.

Policy 7.7-8 Encourage public art in development projects.

Policy 7.7-9 Support and encourage cultural and arts programs that facilitate involvement, engagement, communication, understanding, and respect among the city's diverse population.

Policy 7.7-10 Support and encourage development of a wide array of cultural facilities throughout the city through local and regional strategies. Foster multipurpose spaces where diverse groups can gather, teach, and perform their art and culture.

Policy 7.7-11 Identify and celebrate public views of water, mountains, skylines, or other unique landmarks as valuable civic assets and place identity builders.

Safety

Policy 7.7-12 Maintain and update as needed design standards that require crime prevention through environmental design (CPTED) principles with development to encourage positive public and semi-public spaces that feel safe and comfortable to Burien's communities.

> See Human Services for policies to meet basic needs and foster full human potential which can be critical in preventing crime.

Policy 7.7-13 Continue fostering positive police/community relationships through social capital-building programs like Neighborhood Block Watch, community-based treatment, and support services like Burien's Law Enforcement Assisted Diversion (LEAD) program, and other community policing and relationship-building programs.

Policy 7.7-14 Encourage active ground floor uses and residences to orient toward parks to increase human activity and sense of community ownership over parks.

Policy 7.7-15 Ensure new industrial or commercial development is designed for compatibility with abutting residential neighborhoods. Mitigate potential impacts to

surrounding neighborhoods using thoughtful multimodal planning, landscaping, greenspace, and other urban design elements.

Implementation

The following plans implement the Community Health and Well-being Element.

- Urban Center Plan and Urban Center Streetscape Design Plan.
- Salmon Creek Neighborhood Plan.
- **Ambaum and Boulevard Park Community Plan.** Ongoing community planning process to envision and plan for thriving transit-friendly neighborhoods and business districts along the Ambaum Boulevard corridor and in the Boulevard Park neighborhoods.

Below are measurable outcomes (Exhibit 7-7) to support implementation and ongoing monitoring of this element.

Exhibit 7-7. Outcomes and Metrics: Community Health and Well-being Element[8]

Outcomes	Metrics
▶ Increase vibrancy, livability, and social wellbeing. ▶ Increase walkability and pedestrian infrastructure, improve transit corridors and access to services. ▶ Increase food resilience. ▶ Reduce impact of noise and air pollution.	▶ Adopted residential design standards for sociability. ▶ Number and diversity of businesses, cultural spaces, and parks/gathering places in neighborhood centers. ▶ Number of homes impacted by air/noise without mitigation.

[8] Other possible metrics – some may be addressed in other elements.
- Increase spaces that support community and relationship building.
- Affordable housing in areas where people can get around.
- More sidewalks in areas lacking.
- Separation from roads/widening of sidewalks.
- Safe routes to schools.
- Delineating driveways for enhanced safety.
- Safety in terms of sidewalks and streetlights.
- Community garden space or edible tree fruit/nuts in rights of way.

8 Sustainability & Natural Environment



What You Will Find in this Chapter

- Information about ecosystems, critical areas, and stormwater systems.
- A description of the City's plan for environmental protection, stormwater management, and climate change.
- Goals and policies that promote sustainability and a quality natural environment.

Our Sustainability Vision

Tree canopy, natural areas, biodiversity, watersheds, and green infrastructure are protected and enhanced over time. Negative environmental impacts such as exposure to sea level rise, flooding, air and noise pollution, and urban heat effects are mitigated.

Introduction

Burien residents enjoy five miles of Puget Sound shoreline, steeply wooded slopes, salmon-bearing streams, and wetlands. These provide ecosystem benefits. Burien also contains hazardous area prone to landslides and flooding. Development is managed with policies and regulations to avoid or mitigate impacts to regulated critical areas.

Stormwater management addresses water quality and pollution and drainage problem areas. State agencies have found that polluted stormwater is the primary toxic threat to Puget Sound and local bodies of water, threatening wildlife, fisheries, and open space areas. The City implements stormwater management regulations to minimize such impacts to the natural environment. As redevelopment occurs, better-integrated stormwater management practices that also enhance the environment could address degradation of water quality.

Conditions and Trends

Today's Conditions

Ecosystems

Natural ecological environment **assets in Burien** include surface water and groundwater; green spaces including urban forests; critical areas such as wetlands, streams, and steep slopes; and fish and wildlife.

- **Puget Sound:** Burien is situated along the Puget Sound, a large and ecologically diverse estuary, supporting a wide range of marine life, including salmon, orcas, seals, and various seabird species.

- **Shoreline Habitats:** Burien has several miles of shoreline along the Puget Sound, providing habitats for various species of shorebirds, marine invertebrates, and coastal plants. These habitats include sandy beaches, rocky shores, and intertidal zones.
- **Forests and Parks:** Burien is home to more than 365 acres of parks and open space, including Ed Munro Seahurst Park, each with their own unique and diverse ecology. Forested areas support a diversity of plant and animal species, including migratory birds, small mammals, and native plants.
- **Urban Green Spaces:** Burien incorporates urban green spaces throughout the city, including neighborhood parks, community gardens, street trees, and trees on private property. These areas contribute to the overall ecological health of the city, improve air quality, clean stormwater, cool the city, and provide habitat for urban wildlife.
- **Water Bodies and Riparian Corridors:** Lake Burien, Arbor Lake, and several creeks and streams, such as Miller Creek and Salmon Creek, provide ecological functions such as habitat for fish, amphibians, and waterfowl, hold flood waters, and recharge groundwater.
- **Wetlands:** Wetlands are important ecological assets that help purify water, mitigate flooding, and provide habitat for numerous plant and animal species. Burien has wetland areas that support diverse wetland-dependent species.
- **Wildlife Corridors:** The region surrounding Burien features natural and semi-natural areas that serve as wildlife corridors, allowing for the movement of species between larger habitat patches. These corridors contribute to biodiversity conservation and facilitate gene flow between populations.

Critical Areas

Critical areas provide a variety of valuable and beneficial biological and physical functions that benefit the city and its residents, and/or may pose a threat to human safety or to public and private property. Critical areas include fish and wildlife habitat conservation areas, wetlands, critical aquifer recharge areas, flood hazard areas, and geologically hazardous areas. See a map of critical areas mapped in the city. See **Exhibit 8-1**.

The beneficial functions and values of critical areas include, but are not limited to, water quality protection and enhancement, fish and wildlife habitat, food chain support, flood storage, conveyance and attenuation of storm runoff, groundwater recharge and discharge, wave attenuation, aesthetic value protection, and recreation. Hazards include coastal and stream flooding, landslides, and excessive erosion.

Critical area regulations apply if a property is located within a critical area or its buffer. A critical area study prepared by a professional in the field of wetland or stream biology, engineering, or geology, depending on the type of critical area, is required.

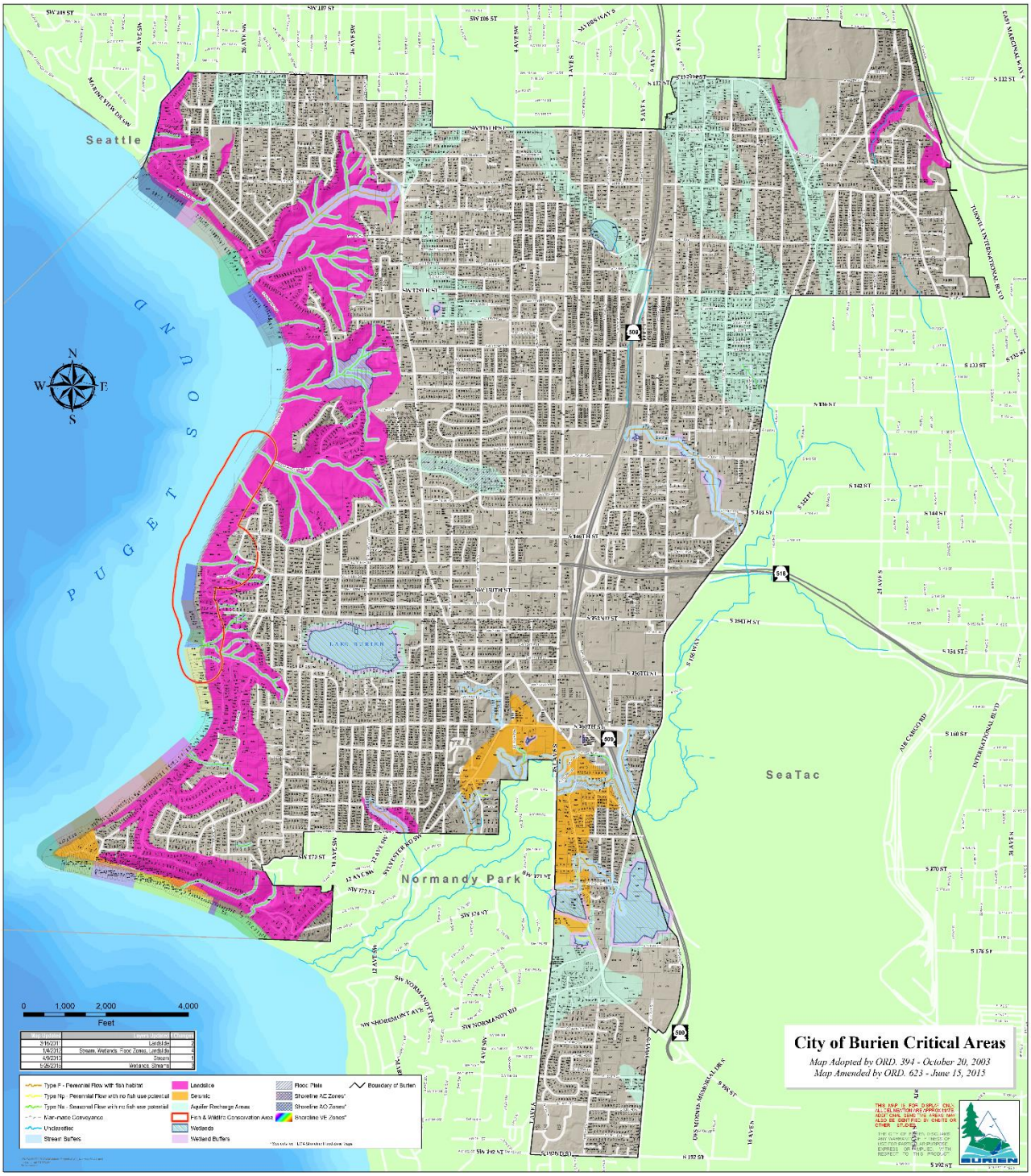
Landslides

Landslides are a prevalent critical area hazard in Burien. Landslides are capable of moving massive amounts of land, trees, and other material potentially causing death, injury, or property damage. Burien's landslide risk areas include the Puget Sound coastal properties, large ravines, and steep slopes along the western edge of the Green/Duwamish River valley. Landslides would typically be caused by unusually heavy seasonal rains or seismic events.

Potential landslides along the Puget Sound coastal properties within Burien are a significant risk as earth movement is documented in some areas. Past slides have threatened or damaged homes. However, most of the potential landslide areas within ravines are undeveloped and pose little risk.

Landslides could cause damage to existing structures if they were not constructed using adequate soils analysis. New building construction must be permitted based on certified geotechnical analysis and be able to withstand or avoid damage from earth movement. (City of Burien, Annex to the King County Regional Hazard Mitigation Plan, 2020)

Exhibit 8-1. Critical Areas



Source: City of Burien, 2015.

Shorelines

Shorelines of the state include lakes over 20 acres like Lake Burien and all marine shorelines including along Burien's Puget Sound coast. Streams over 20 cubic feet per second are also shorelines of the state though none are in Burien. The Shoreline Management Act generally applies to land within 200 feet of the ordinary high water mark of the shorelines as well as the aquatic portion of the shorelines. Shoreline Master Programs (SMPs) required by the Shoreline Management Act (SMA) set forth goals and regulations for the shorelines to allow for preferred shoreline uses, public access, and environmental protection.

Through its SMP, Burien has designated shorelands as shoreline residential along lakeside and marine residential lands, and urban conservancy along public parklands along the marine shoreline. Waters are designated "aquatic." See **Exhibit 8-2**.

The City last updated its SMP in 2019, and it is codified in BMC Title 20. The SMP periodic update timelines are regulated by RCW 90.58 and WAC 173-26.

The goals and policies of the SMA are part of GMA goals in RCW 36.70A.020. The goals and policies of a local shoreline master program are considered an element of a jurisdiction's comprehensive plan. All other portions of the SMP are considered a part of the jurisdiction's development regulations. (RCW 36.70A.480)

Within shoreline jurisdiction, the SMP applies as an overlay in addition to zoning and other development regulations established by the City.

Exhibit 8-2. Shoreline Designations



Source: City of Burien, 2013.

Stormwater

The City's stormwater program services approximately ten square miles with over 10,000 catchments, 14,000 feet of ditch, and 859,000 feet of pipe. A complete inventory of existing stormwater infrastructure (as of September 2019) is listed in Exhibit 8-3 and depicted in Exhibit 8-4. The City has made significant investments in assets since 2020 and has an online interactive map where the data is updated as needed.[9]

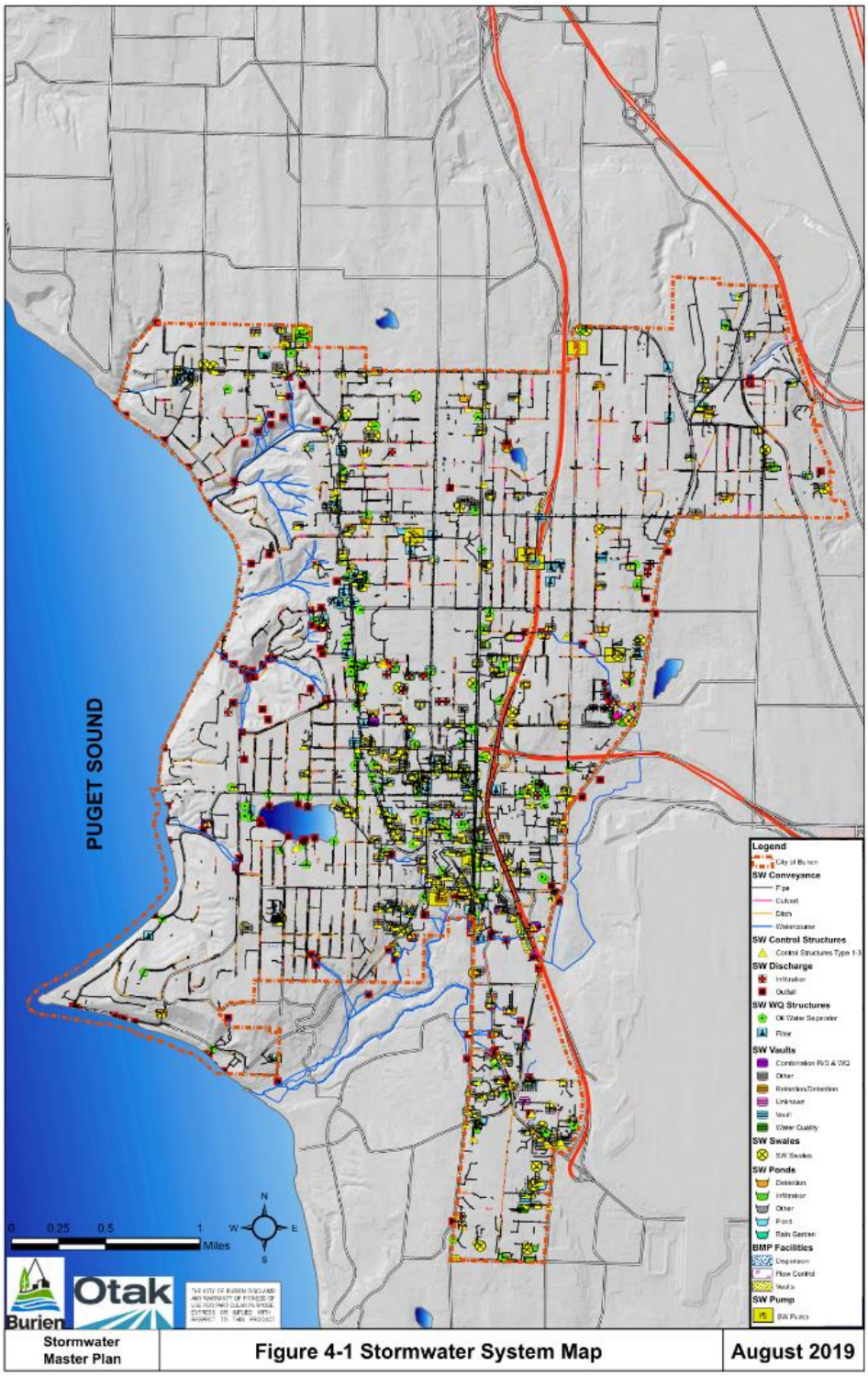
Exhibit 8-3. Existing Stormwater Inventory Summary

Type	Right-Of-Way	Parks	City Owned Property	Private Property	Total in City
Stormwater Ponds	0	2	13	47	62
Control Structures	71	4	12	256	343
Water Quality Structures	25	1	4	151	181
Vaults	32	1	4	187	224
Pump Stations	2	0	1	10	13
Catchments (catch basins, yard drains, manholes etc.)	6,176	155	155	4,176	10,662
Discharge Points (Outfalls, Infiltration)	41	27	30	107	205
Culvert (ft)	35,188	448	515	3,113	39,263
Ditch (ft)	115,026	2,005	2,337	21,459	14,082
Pipe (ft)	502,135	14,007	17,117	226,413	859,673
Swale (ft)	331	85	444	2,241	3,101
Other (ft)	4,469	979	1,083	10,370	17,502

Source: 2020 Burien Stormwater Master Plan Update

[9] Note: See the City's stormwater map online for current information: https://ogtx.burienwa.gov/ExternalViewer/index.html?viewer=Stormwater.

Exhibit 8-4. Burien Stormwater System Map



Source: 2020 Burien Stormwater Master Plan Update

A total of seven drainage basins lie within city limits including Miller Creek, Lower Puget Sound - South, Duwamish River, Salmon Creek, Lower Puget Sound - North, Seola Creek, and Des Moines Creek drainage basins (listed in order from largest to smallest). A significant amount of flow from these basins originates outside city limits and drains into city limits.

Tomorrow's Projections

Climate change stands to have profound effects on individuals and their communities. Warmer temperatures and changes in patterns of precipitation, among other climate change impacts, will affect human health, the natural and built environment, recreation, and other facets of society. Landslide hazard areas, flood hazard, and drainage problem areas could worsen and the City may need to account for stormwater system size and design. Critical area buffers may require alternative planting standards.

Challenges & Opportunities

Stormwater

A majority of the stormwater infrastructure the City acquired from King County has reached or exceeded its design life of 50-100 years and requires replacement. The City has an Infrastructure Replacement Fund in place to upgrade and replace aging infrastructure associated with roadway improvement projects (2020 Storm Drainage Master Plan Update).

There are 16 stormwater deficient areas identified in the 2020 Storm Drainage Master Plan – all capital improvement projects, studies, and small works projects are listed in **Exhibit 8-5** and depicted in **Exhibit 8-6**. These projects address flooding, infrastructure concerns, and water quality concerns (2020 Storm Drainage Master Plan Update).

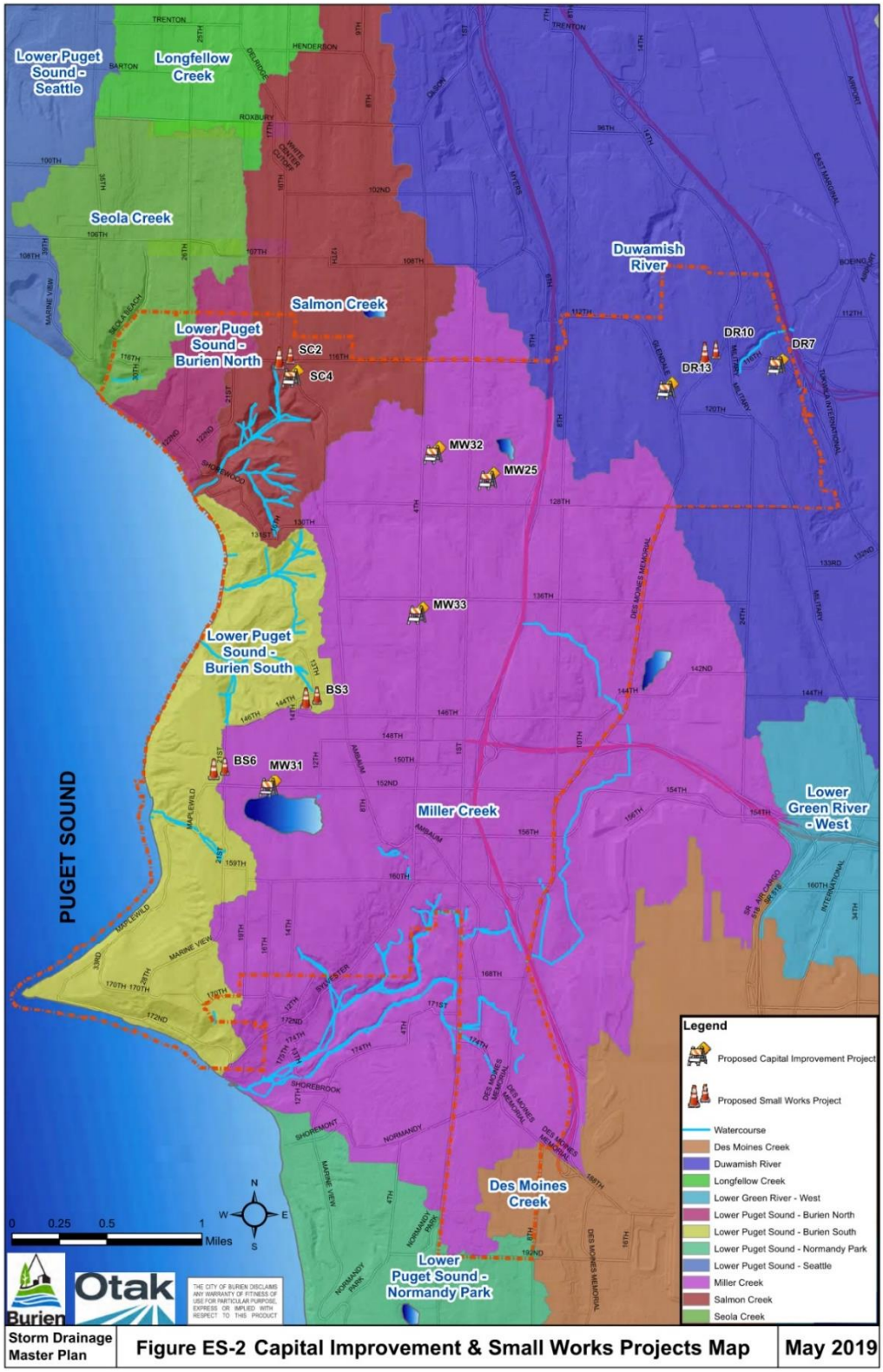
Exhibit 8-5. Stormwater CIP Projects, Studies, and Small Works Projects

Project Title	Project Problem Area
Stormwater Infrastructure Improvement at S 116th Way	CIP DR7
Stormwater Infrastructure Improvement at Glendale Way S	CIP DR13
Stormwater Infrastructure Improvement at 2nd Ave S between S 124th St and S 128th St	CIP MW25
Stormwater Infrastructure Improvement at 11704 Ambaum Blvd SW	CIP SC4
Stormwater Infrastructure Improvement on SW 152nd St and 16th Ave SW	CIP MW31
Stormwater Infrastructure Improvement at 2nd Ave SW and SW 124th St	CIP MW32

Project Title	Project Problem Area
Stormwater Infrastructure Improvement on 4th Ave SW and SW 137th St and SW 139th St	CIP MW33
142nd Street Depression Improvement	Study 1
Chelsea Park Neighborhood Bioretention Siting (total cost assumes four facilities)	Study 2
Large-scale ditch retrofit project (converting into bioretention, bioswales, infiltration trenches, etc.) (total cost assumes ten facilities)	Study 3
Pretreatment or WQ retrofits on untreated outfalls City-wide (total cost assumes ten outfalls)	Study 4
Public-Private partnership for large-scale stormwater retrofits	Study 5
Stormwater Infrastructure Improvement at SW 144th Pl	Small Works Project BS3
Stormwater Infrastructure Improvement at 1598 SW 116th St	Small Works Project SC2
Stormwater Infrastructure Improvement at 14945 21st Ave SW	Small Works Project BS6
Stormwater Infrastructure Improvement at 11424 20th Ave S	Small Works Project DR10

WQ = water quality
Source: 2020 Burien Stormwater Master Plan Update

Exhibit 8-6. Burien Stormwater Deficiency Map



Source: 2020 Burien Stormwater Master Plan Update

This element updates key stormwater concepts including the stormwater master plan, low-impact development (LID) and green stormwater infrastructure(GSI) policies and codes, stormwater incorporation, transportation element, general language, and water quality and fish.

- LID/GSI Policies and Codes: Prioritize LID/GSI approaches/facility types first before traditional or grey infrastructure types are used. Strategies include:
- Adopt the Puget Sound LID Manual by reference to the City stormwater code.
- Requiring CIP projects to implement LID/GSI with a certain target percentage project flow.
- Cost evaluations for considering LID/GSI BMPs shall include a life cycle cost analysis component.
- Stormwater Incorporation into other plan and code elements:
- Include stormwater facilities as a consideration for street sections or planter strips.
- Incorporate requirements into area specific plans and standards (such as the Urban Center Plan, landscaping codes, etc.).
- Transportation and Stormwater: Update City roadway design standards (such as updated/new street sections) to reflect space allocation for and preferred implementation of GSI facilities (landscape buffers and landscape strips).

Floodplain Regulations and Habitat Assessment

Based on a federal biological opinion, the City would need to apply a habitat assessment for development in the 100-year floodplain. The City could document its process with policies and code.

Our Sustainability and Environment Plan

Burien has a multifaceted strategy to promote sustainability and environmental protection and enhancement. The City has adopted the following into the Comprehensive Plan or municipal code:

- Burien Climate Action Plan: Some tree related and environmental goals. Adopted in the Comprehensive Plan.
- Critical Areas Regulations: Through Chapter 19.40 BMC, the City regulates critical areas to protect them with avoidance of impacts, buffers, plantings, and others. The regulations are reviewed for consistency with Best Available Science with periodic updates of the Comprehensive Plan.
- Green Burien Partnership Urban Forest Stewardship Plan: Contains a canopy cover goal (40% equitably distributed) and more specific objectives for tree and vegetation maintenance. Adopted in the Comprehensive Plan
- Shoreline Master Program (SMP): This protects shoreline ecological functions, promotes shoreline public access, and allowance for preferred uses. The SMP is considered an element of

a comprehensive plan and regulations are part of the City's development regulations. See Chapter 20 BMC which contains goals and policies that are incorporated by reference as an element of the Comprehensive Plan.

- **Surface Water Manuals:** Stormwater is regulated through 13.10 BMC and surface water manuals.

Goals and Policies

Goal 8.1 Preserve and enhance critical areas in order to protect public health, safety, and welfare, and to maintain the integrity of the natural environment.

Policy 8.1-1 Use Burien's Critical Areas Map as a reference for identifying critical areas. Other unmapped critical areas do exist throughout the city. Any site containing critical areas are subject to the special development regulations and conditions found in the City's Critical Areas Ordinance.

Policy 8.1-2 Direct development toward areas where their adverse impacts on critical areas can be minimized.

Policy 8.1-3 Avoid impacts to critical areas where feasible, before considering minimizing impacts or providing mitigation.

Policy 8.1-4 Maintain a system of development regulations and a permitting system to prevent the destruction of critial areas. Development regulations should at a minimum address wetland protection, aquifer recharge areas important for potable water, fish and wildlife habitat conservation areas, frequently flooded areas, and geologically hazardous areas. (Pol. EV 1.4, Amended)

Policy 8.1-5 Require permit review approval before any activity or construction is allowed to occur in, adjacent to, or impact a critical area.

Policy 8.1-6 If no feasible alternative exists, allow a limited amount of development on wetlands and floodplains. Ensure development does not result in a net loss of associated natural functions and values of those systems. In these instances, a broad range of site planning techniques should be explored to minimize impacts on these critical areas.

Policy 8.1-7 Allow clustering of housing units on lots that contain steep slopes and are located adjacent to an urban environment.

Policy 8.1-8 Locate development in a manner that minimizes impacts to natural features. Promote the use of innovative environmentally sensitive development practices, including design, materials, construction, and ongoing maintenance.

Policy 8.1-9 Develop land use regulations to buffer critical areas from the impacts of adjacent land uses.

Policy 8.1-10 Require the use of Best Available Science for protecting critical areas within the community pursuant to the Growth Management Act [RCW 36.70A.172(1)].

Policy 8.1-11 Encourage minimizing the amount of impervious surfaces in new development through the use of appropriate low-impact development techniques and removing paved areas or using retrofit options in existing developments, where applicable, to minimize runoff.

Policy 8.1-12 Integrate information from local watershed planning processes, salmon recovery plans, climate change mitigation and resilience plans, ecosystem recovery plans, and relevant tribal plans to identify important habitats and species of local and tribal importance.

Policy 8.1-13 Explore the opportunities to preserve and enhance the quality of the Miller Creek corridor. The City should develop a strategy that would enhance the habitat quality of the stream corridor for salmonid and other wildlife, and provide for passive enjoyment of the creek through the development of a regional trail system.

Goal 8.2 Maintain and promote a safe and healthy environment and preserve the quality of life in Burien.

Policy 8.2-1 Ensure that uses and development in shoreline areas are compatible with the shoreline environments designated in the Shoreline Master Program. Adherence to these designations will ensure that sensitive habitat, ecological systems, and other shoreline resources are protected.

Policy 8.2-2 Maintain or restore stream banks and stream channels to their natural condition wherever such conditions or opportunities exist.

Policy 8.2-3 Manage or clear Himilayan Blackberry, English Ivy, and other weeds in vegetation understory.

Policy 8.2-4 Ensure the capacity of natural drainage courses are diminished by development or other activities.

Policy 8.2-5 Consider the impacts of new development on water quality as part of its environmental review process and require, where appropriate, low impact design, and any other mitigation measures.

Policy 8.2-6 Consider the impacts of new development on air quality as part of the SEPA environmental review process and require mitigating measures as may be appropriate.

Policy 8.2-7 Consider the impacts of new development on the quality of land, wildlife, and vegetative resources as part of its environmental review process and require any

appropriate mitigating measures. Such mitigation may involve the retention of significant habitats.

Policy 8.2-8 Identify existing and potential wildlife habitat corridors and work to enhance their ecological function and connectivity to other habitat areas.

Policy 8.2-9 Encourage an increase in quantity and quality of tree canopies through the addition and the preservation of existing vegetation and use of landscaping as an integral part of development plans.

Policy 8.2-10 Promote incentives and standards to preserve trees of historical significance.

Policy 8.2-11 Require storage and disposal of any hazardous material in strict compliance with applicable city, state, and federal law.

Policy 8.2-12 Consider the impacts of new development on the risk of hazardous materials as a part of the environmental review process and require any appropriate mitigating measures.

Policy 8.2-13 Educate the public on water quality issues and impacts of stormwater flow. Make educational materials available in the most commonly spoken languages in Burien.

Policy 8.2-14 Educate individuals and households about different ways to reduce pollution. Make educational materials available in the most commonly spoken languages in Burien.

Policy 8.2-15 Support efforts to create and improve urban habitat areas. Habitat creation and enhancement efforts include backyards and/or other forms of urban habitat areas.

Goal 8.3 Promote soil stability to protect against the loss of both public and private property in areas with steep slopes.

Policy 8.3-1 As slope increases, development intensity, site coverage, and vegetation removal should decrease and thereby minimize the potential for drainage problems, soil erosion, siltation, and landslides. Slopes of 40 percent or greater should be retained with relatively intact native vegetation, free of structures and other land surface modifications.

1. Single family homes and detached single-family garages on existing legally established lots are exempted from this restriction, provided that:

    a. The application of this restriction would deny any appropriate use of this property;

    b. There is no other appropriate economic use with less impact;

    c. The proposed development does not pose a threat to public health, safety, or welfare on or off the development site;

    d. Any alterations permitted to the critical area shall be the minimum necessary to allow for economic use of the property;

e. An analysis of soils, footings and foundations, and drainage is to be prepared by qualified professionals, certifying that the proposed activity is safe and will not adversely affect the steep slope hazard area or buffer;

f. There are adequate plans, as determined by the City, for stormwater and vegetation management.

2. Short plats or other divisions of an existing legal lot shall only be approved if all resulting lots are buildable under this restriction.

3. It is the applicant's responsibility to show that these provisions are met through a mechanism, such as, or similar to, the SEPA process.

Policy 8.3-2 Prohibit development on areas prone to erosion and landslide hazards. Further, the City should restrict development on potentially unstable land to ensure public safety and conformity with existing natural constraints, unless the risks and adverse impacts associated with such development can be appropriately mitigated.

Policy 8.3-3 Require development proposals to include non-structural measures to stabilize soils, hillsides, bluffs, and ravine sidewalls and to promote wildlife habitat by retaining or restoring native vegetation.

Policy 8.3-4 Design land uses on steep slopes to prevent property damage and environmental degradation, and to enhance open space and wildlife habitat.

Policy 8.3-5 Where there is a high probability of erosion, ensure grading is kept to a minimum and disturbed vegetation is restored as soon as feasible. In all cases, require appropriate site design and construction measures to control erosion and sedimentation.

Policy 8.3-6 Encourage voluntary enhancement in steep slope and landslide hazard areas where feasible.

Goal 8.4 Conserve fish and wildlife resources and maintain biodiversity.

Policy 8.4-1 Maintain and enhance existing species and habitat diversity including fish and wildlife habitat that supports the greatest diversity of native species.

Policy 8.4-2 Locate, design, construct, and manage all development activity to avoid disturbance of adverse impacts to fish and wildlife resources, including spawning, nesting, rearing and habitat areas and migratory routes.

Policy 8.4-3 Protect, conserve, and enhance fish and wildlife habitat, including:

a. Habitats for species which have been identified as endangered, threatened, or sensitive by the state or federal government.

b. Washington Department of Fish and Wildlife Priority Habitats and Species list and mapping resources.

c. Shellfish areas

d. Kelp and eel-grass beds

e. Herring and smelt spawning areas.

f. Wildlife habitat networks designated by the City

Policy 8.4-4 Maintain fish and wildlife through conservation and enhancement of terrestrial, air and aquatic habitats.

Policy 8.4-5 Ensure the City is an active steward of public lands and should integrate restoration and enhancement of fish and wildlife habitats into capital improvement projects whenever feasible.

Policy 8.4-6 Coordinate with adjacent jurisdictions and state, federal, and tribal governments during land use review to identify and protect habitat networks that are adjacent to jurisdictional boundaries.

Policy 8.4-7 Ensure that habitat networks throughout Burien are designated and mapped. The network should be of sufficient width to protect habitat and dispersal zones for small mammals, amphibians, reptiles, and birds. These networks should be protected through incentives, regulations, and other appropriate mechanisms. Site planning should be coordinated during development review to ensure that connections are made or maintained amongst segments of the network.

Policy 8.4-8 Integrate native plant communities and wildlife habitats with other land uses where possible. Development shall protect wildlife habitat through site design and landscaping. Landscaping, screening, or vegetated buffers required during development review shall retain, salvage, or re-establish native vegetation whenever feasible. Development within or adjacent to wildlife habitat networks shall incorporate design techniques that protect and enhance wildlife habitat values.

Policy 8.4-9 Protect salmonid habitats by ensuring that land use and facility plans (transportation, water, sewer, power, gas) include riparian habitat conservation measures developed by the City, affected tribes, and/or state and federal agencies. Development within basins that contain fish enhancement facilities must consider impacts to those facilities. Prioritize fish passage improvements.

Policy 8.4-10 Protect fish and wildlife habitat conservation areas within Burien from exterior noise levels that exceed 55 dBA Ldn to the extent allowed by federal and state law.

Policy 8.4-11 Promote voluntary wildlife enhancement projects that buffer and expand existing wildlife habitat through educational and incentive programs for individuals and businesses. Information regarding these programs will be made available in the most commonly spoken languages in Burien.

Policy 8.4-12 Whenever possible, replace culverts with bridges wide enough to permit movement of terrestrial wildlife species to restore habitat connectivity.

Goal 8.5 Protect, improve, and sustain groundwater quality and quantity through sound and innovative environmental management.

Policy 8.5-1 Identify critical aquifer recharge areas in accordance with best available science and available maps.

Policy 8.5-2 Protect the quality and quantity of groundwater by:

(1) Developing a process by which the City will review, and implement, as appropriate, Wellhead Protection Programs in conjunction with adjacent jurisdictions and ground water purveyors, and adopting best management practices for new development. The goals of those practices should be to promote aquifer recharge quality and quantity; and

(2) Refining regulations as appropriate to protect critical aquifer recharge areas based on information derived through the preparation of Groundwater Management Plans and Wellhead Protection Programs.

Policy 8.5-3 Provide incentives for and promote groundwater recharge by allowing and encouraging the use of low-impact development techniques that infiltrate runoff where site conditions permit.

Policy 8.5-4 Protect groundwater sources from contamination by requiring pollution source controls and stormwater pretreatment.

Policy 8.5-5 Ensure Comprehensive Plan land use decisions consider impacts to quantity and quality of groundwater supply.

Policy 8.5-6 When considering new or modified groundwater policies evaluate costs of implementation.

Goal 8.6 Protect and enhance the functions and values of wetlands.

Policy 8.6-1 Protect the wetlands with an objective of no overall net-loss of functions and values.

Policy 8.6-2 Ensure all wetland functions are considered in evaluating wetland mitigation proposals, including fish and wildlife habitat, flood storage, water quality, recreation, educational opportunities, and aesthetics.

Policy 8.6-3 Protect wetlands by maximizing infiltration opportunities and promoting the conservation or restoration of forest cover and native vegetation.

Policy 8.6-4 Ensure mitigation for any adverse impacts on wetlands is provided in the same basin within which the impacts occur.

Goal 8.7 Promote tree canopy enhancement and protection on public and private lands.

Policy 8.7-1 Develop and periodically update a street tree guide for selecting appropriate tree species for landscaped and median strips, sidewalks, and other landscaped right-of-way areas. The street tree guide shall be updated based on best management practices and climate resilient tree species.

Policy 8.7-2 As an integral part of street construction or reconstruction, encourage the establishment of planting strips with adequate [width] soil volume for appropriate types of vegetation and street trees. Planting strips shall have adequate soil volume to support healthy and resilient trees while mitigating infrastructure conflicts using elements such as larger planters, structural soil cells, bump-out planters, planters with shared soil volume between trees, raised sidewalks, and other best management practices.

Policy 8.7-3 Incorporate street design guidelines elements in roadway design consistent with the Pedestrian and Bicycle Facilities Plan. These elements include collector lanes, wider sidewalks, separated sidewalks, planting strips, benches, curb line trees and pedestrian oriented streetlights.

Policy 8.7-4 Develop 1st Avenue South between 128th Avenue SW and approximately SW 164th Pl. as a boulevard by:

(1) Incorporating street trees, sidewalks, planting strips, and a planted median strip;

(2) Requiring the undergrounding of utilities where feasible in new development, when street improvements are made, or whenever opportunities arise; and

(3) Minimizing the number of access points to 1st Avenue South from adjacent uses by encouraging shared parking and driveways, where appropriate.

Policy 8.7-5 Work with the Washington State Department of Transportation (WSDOT) to encourage the use of native, drought tolerant plants, shrubs, and trees along the length of State Routes 509 and 518 corridors located within the City.

Policy 8.7-6 Replace all trees previously removed from the public right-of-way on a suitable public property site, and work towards increasing the number of healthy trees in the public right-of-way.

Policy 8.7-7 Monitor and maintain street trees in order to strengthen urban forest resilience.

Policy 8.7-8 Increase street tree diversity to increase urban forest resilience, striving for no more than 10 percent of an individual tree species, 20 percent of a genus, or 30 percent of a tree family.

Tree species diversity helps mitigate the impacts of pests and pathogens that can wipe out large portions of the urban canopy, such as Dutch elm disease. Increased tree diversity also increases the likelihood of planting trees that will do well in a rapidly changing climate.

Policy 8.7-9 Create and maintain a tree inventory that identifies tree location, species, size, and condition of trees in the improved public right-of-way.

Policy 8.7-10 Ensure all tree placement follows the "right tree for the right place" principles to ensure that the tree has adequate resources (e.g., water, soil, sun) while mitigating or avoiding conflicts with above- and below-ground infrastructure.

Policy 8.7-11 Use nature-based solutions, such as planting and maintaining trees, to mitigate and adapt to the impacts of climate change.

Policy 8.7-12 Strive to divert urban wood from the landfill, chipper, and firewood wherever possible and repurpose the wood for things such as furniture to sequester carbon.

Policy 8.7-13 Implement the recommendations included in the Green Burien Partnership Urban Forest Stewardship Plan.

Goal 8.8 Manage stormwater runoff in such a manner as to:

(1) protect steep slopes, streams, wetlands and shorelines from erosion and sedimentation to avoid the degradation of environmental quality, wildlife habitat, and natural system aesthetics;

(2) preserve, protect, and restore natural habitat critical for the conservation of salmonid species listed under the federal ESA;

(3) protect the quality of surface water and groundwater;

(4) provide recharge of groundwater where appropriate; and

(5) ensure natural control mechanisms are preferred, where appropriate.

Managing Stormwater (General)

Policy 8.8-2 Adopt a detailed Storm Drainage Master Plan as a system plan supporting the Comprehensive Plan in order to implement these stormwater policies based on this comprehensive plan. This plan shall:

(1) Provide a plan of drainage improvements and regulatory actions that will reduce or eliminate local erosion, landslide and flooding problems in Burien, thereby protecting existing and future development and property values;

(2) Provide protection from erosion, landslides and flooding in the Puget Sound basins where perennial and seasonal streams exist, and also protect these streams from the impacts of urban runoff;

(3) Provide for the long-term protection and restoration of Miller Creek Basin as a viable fish habitat and a natural amenity for the urban area. Require higher detention and

water quality standards for development within this basin because it supports a federally listed species.

(4) Provide long-term protection and restoration of Salmon Creek Basin, as a viable fish habitat and a natural amenity for the urban area. Require higher detention and water quality standards for development within this basin because it supports a federally listed species.

(5) Encourage developers to incorporate into site planning various environmentally sensitive approaches to stormwater management, including low-impact development techniques, and preservation and restoration of natural landforms.

Policy 8.8-3 Encourage regional approaches to managing stormwater to provide improved performance, maintenance and cost efficiency. Land should be acquired that is adequate for the development of regional detention and water quality facilities.

Policy 8.8-4 Wherever possible, consider stormwater facilities as a multi- functional community resource which provides other public benefits such as recreational, habitat, cultural, educational, open space and aesthetic opportunities. These facilities should be equitably distributed throughout Burien.

Policy 8.8-5 Allow stormwater retention/detention facilities to be used as partial fulfillment of open space requirements, where the facility provides significant recreation and open space amenities. In determining the degree to which this is allowed, consideration shall be given to the nature of the development. Where the development is non-residential, a greater percentage may be allowed for fulfillment. Commercial development shall make retention/detention facilities part of a more extensive landscaping. These facilities should be designed as an amenity, particularly in commercial developments, and to ensure the safety of its users.

Policy 8.8-6 Take a watershed approach to surface water management, with responsibility shared among the City and other contributing jurisdictions. This approach should emphasize:

(1) Prevention of water quality degradation through implementation of Best Management Practices and educational programs to reduce pollution entering surface waters;

(2) Reduction of volumes and duration of urban flows to prevent flooding and erosion;

(3) Cost sharing;

(4) Consistency with the City's risk management practices; and

(5) Maintenance and restoration of stream habitat for habitat preservation and enhancement.

(6) Coordinated, knowledge based management decisions.

Protecting Natural Drainage Systems

Policy 8.8-7 Require development to be designed and constructed to minimize disruption and/or degradation of natural drainage systems and the habitat they provide, both during and after construction. Development design that minimizes impervious surfaces through the use of appropriate low-impact development techniques, such as by limiting site coverage and maximizing the exposure of natural surfaces for the infiltration of water shall be required.

Policy 8.8-8 Require stormwater to be detained and infiltrated on-site where possible. If on-site detention and infiltration is not possible, stormwater shall be detained so that the release rate is equal to or less than predevelopment or natural conditions. Any release must be to an approved drainage system, either natural or constructed, as approved by the City.

Policy 8.8-9 As part of the City's review process, consider the impacts of stormwater runoff from new development on the City's natural drainage systems and require any appropriate mitigating measures. When redevelopment occurs, and the amount of impervious surface increases, the City shall require existing development to be retrofitted with stormwater management facilities. Criteria for implementing this policy should also be developed using a threshold approach patterned after SEPA requirements.

Policy 8.8-10 Require development to provide off-site improvements necessary to avoid adverse downstream impacts.

Protecting Water Quality

Policy 8.8-11 In the interest of the residents of Burien, the Puget Sound area and adjoining communities, protect the quality of surface water bodies that are located within drainage basins of the City.

Policy 8.8-12 Encourage all City residents and require businesses to implement Best Management Practices to prevent erosion and sedimentation from occurring, and to prevent pollutants from entering ground or surface waters to maintain natural aquatic communities and beneficial uses.

Policy 8.8-13 Establish enforcement mechanisms that may be used to prevent or stop contamination to surface water quality, as well as to implement all City stormwater policies. Enforcement mechanisms should address surface water contamination, including surface water flows. Through intergovernmental coordination, the City will seek similar enforcement mechanisms for all waters through or into the City from up to five miles from its corporate limit.

Discussion: The City currently does not have an adopted water quality ordinance.

Policy 8.8-14 Incorporate facilities such as detention ponds, bioswales, wetlands, and other natural drainage facilities to improve the water quality of surface water runoff from existing and new roadway improvements.

Providing Groundwater Recharge

Policy 8.8-15 Where infiltration will not adversely affect down gradient properties, prefer infiltration of stormwater over surface discharge to a natural stream system. The return of precipitation to the soil at natural rates near where it falls should be encouraged through the use of infiltration mechanisms, including but not limited to, well-designed open drainage systems, infiltration ponds, detention ponds and grass lined swales.

Policy 8.8-16 Use Geographic Information Systems (GIS) and other analysis tools to assist in determining appropriate locations for implementation of low impact development techniques that are complementary to their respective geographic context. The resulting analysis (document/map) should be made available to the public to increase education and awareness of best storm water management practices.

Goal 8.9 Ensure that standards used for the design and development of stormwater drainage systems reflect and support the character of adjacent development and the stormwater, land use, and environmental protection goals of the City.

Policy 8.9-1 Require that appropriate stormwater management practices be employed to prevent stormwater problems from urban runoff, which may include flooding, erosion, or stream channel scouring in natural drainage systems. These practices at a minimum should include the collection, control and treatment of storm water runoff at a rate and quantity that will prevent damage to both manmade and natural drainage systems. One or a combination of the following three approaches can be used to managed excessive storm water runoff:

(1) Collect, control, and treat stormwater runoff to a level that will prevent damage to the natural drainage system and restore the ability of the natural drainage system to function as a productive biosystem; and/or

(2) Remove excessive stormwater runoff from the natural drainage system by artificial means such as bypass systems in accordance with SEPA or other adopted plans, regulations or regional programs.

(3) Repair/retrofit private storm drainage lines that route City stormwater to prevent damage to both manmade and natural drainage systems.

Policy 8.9-2 Use the following guidelines to develop stormwater quantity and quality standards within the City:

(1) Residential Medium, Residential Low: The City shall require new development, as well as redevelopment projects involving external construction that may have drainage

implications, to comply with full urban stormwater drainage standards. Seek to implement stormwater management, including low-impact development standards, which require all development proposals to establish systems, preferably natural, for filtering the "first flush" (delivery of disproportionately large amounts of pollutants which occur during the early stages of the storm) of urban runoff near its source. The standards should also address maximum impervious lot coverage. Where appropriate, the Director of Public Works may modify these standards but only to the extent that runoff quantity and quality levels are maintained.

(2) Commercial, Commercial Mixed Use, and Industrial Areas: The City shall require new development, as well as redevelopment projects involving external construction that may have drainage implications, to comply with full urban stormwater drainage standards, as described above.

(3) Residential Low: The City shall allow low- impact development techniques that are appropriately designed to match the character of adjacent land uses, such as allowing well designed, open drainage systems which increase the amount of infiltration of rainfall as it occurs, as opposed to gutters and pipes which do not provide infiltration. (Facilities on arterials in these areas may require full urban stormwater drainage standards.)

(4) Residential Low located in landslide hazard areas, on steep slopes, or in erosion hazard areas (as defined in the City's Critical Areas Ordinance), or in areas with existing or potential drainage problems: The City shall require new development, as well as redevelopment projects involving external construction that may have adverse impacts on the stormwater drainage system, to comply with stormwater drainage standards that include on-site drainage controls. (Facilities on arterials in these areas may require full urban stormwater drainage standards.)

Policy 8.9-3 Develop and adopt regulations to supplement the adopted King County Surface Water Design Manual to ensure that any clearing, grading or the addition of impervious area in steep slopes or landslide hazard areas (or projects that drain or discharge into such areas) be reviewed for drainage implications and regulated accordingly.

Policy 8.9-4 Address rate of discharge, water quality, method and point of discharge, and method of storm drainage control in design and construction standards for development.

Policy 8.9-5 Require the use of temporary erosion and sedimentation control measures that minimize the transport of sediment to drainage facilities, water resources, and adjacent properties in design and construction standards for development.

Policy 8.9-6 Require stormwater conveyance systems for proposed projects be analyzed, designed and constructed to accommodate stormwater runoff originating off-site that are conveyed onto the project site, as well as runoff from the project itself. Encourage the use of semi-pervious or pervious surfaces, and other low-impact development techniques to ensure that stormwater discharge from the site occurs at the natural location.

Policy 8.9-7 Enact ordinances and review development and redevelopment proposals in a manner which controls the duration and discharge of storm water from new development. At a minimum, peak discharge shall not exceed the rate of the predevelopment or natural conditions.

Policy 8.9-8 Require maintenance of all drainage facilities constructed or modified by a proposed project be the responsibility of the property owner. The City of Burien may assume maintenance of all approved drainage facilities constructed for formal plat subdivisions, planned unit developments, and short plat subdivisions two years after construction approval and upon assurance that they are in working order.

Policy 8.9-9 Do not convert any pervious residential driveways to impervious surfaces following completion of a stormwater improvement or capital improvement project unless the residential driveway was impervious prior to the commencement of the project.

Policy 8.9-10 Increase the overall coverage of tree canopies and other vegetation in the City by encouraging new site development and retrofit plans to include provisions for the addition or preservation of trees and vegetation.

Policy 8.9-11 Implement public educational programs encouraging homeowners to use development modifications to reduce stormwater impacts. The program should distribute materials to the community or conduct outreach activities about the impacts of stormwater discharges on water bodies and the steps the public can take to reduce pollutants in stormwater runoff.

Policy 8.9-12 Involve the public in creating, implementing, and updating the storm/surface water management program. Municipalities should make efforts to reach out and engage all economic and ethnic groups.

Policy 8.9-13 Enforce a program to detect and eliminate illicit discharges into the city's stormwater system, including illegal dumping to the system.

Policy 8.9-14 Develop and implement an operation and maintenance program that includes a training component and has the ultimate goal of preventing or reducing pollutant runoff from municipal operations.

Goal 8.10 Minimize the risk to property and residents from flooding hazards.

Policy 8.10-1 Allow flood prone properties outside of the floodway to be developed provided that such development can meet the standards set forth in the federal flood insurance program.

Discussion: The general location of areas within the 100-year floodplain is depicted on the City's critical areas map.

Policy 8.10-2 Require site plan review under SEPA for all development in the flood plain, including single family development, short plats and redevelopment. Appropriate mitigating measures shall be required whenever needed to reduce potential hazards.

Policy 8.10-3 Prohibit any development within the floodway, which would reduce the capacity of the floodway or create risks to property.

Implementation

Following in Exhibit 8-7 are measurable outcomes to support implementation and ongoing monitoring of this element.

Exhibit 8-7. Outcomes and Metrics: Sustainability and Natural Environment Element

Outcomes	Metrics
▶ Increase tree canopy and dense vegetation to promote clean air, water quality, habitat, and reduce greenhouse gas emissions	▶ Implement canopy cover goal (40%), and other goals per Green Burien Partnership Urban Forest Stewardship
▶ Healthy or improved ecosystems.	▶ Acres of habitat conservation and enhancement particularly improving climate resilience.
▶ Development is increasingly resilient to hazards (sea level rise, flood plains, extreme heat).	▶ Development retrofitted and managed retreat.

9 Climate Change and Resiliency



What You Will Find in this Chapter

- Information about climate change trends affecting Burien.
- A description of the City's plan for climate mitigation and adaptation.
- Goals and policies that meet state requirements to reduce greenhouse gas emissions, reduce vehicle miles travelled, and increase resiliency.

Our Climate Change and Resiliency Vision

Burien is a community that mitigates and adapts to a changing climate.Burien is aresilient community that protects its natural environment, improves the health of our watersheds, and expands social services to ensure environmental justice and equity as we transition to a carbon-free world.

Introduction

Burien is adding a Climate Change and Resiliency element to the Comprehensive Plan as a key step to implementing state legislation (HB 1181). The element will help Burien adapt and mitigate to a changing climate, and to become a more resilient city. The City of Burien along with other communities in Puget Sound has until 2029 to fully implement HB 1181 in a Climate Change and Resiliency Element, and integrate other requirements into other elements (e.g., Land Use, Transportation, Parks, Utilities, and Capital Facilities) or develop implementing planning actions (e.g., development regulations regarding tree canopy, green infrastructure, transit-oriented development, other).

DEFINITIONS – US Climate Toolkit

- **Climate Resilience:** The capacity of a community, business, or natural environment to prevent, withstand, respond to, and recover from a disruption.
- **Adaptation:** The process of adjusting to new (climate) conditions in order to reduce risks to valued assets.
- **Mitigation:** Processes that can reduce the amount and speed of future climate change by reducing emissions of heat-trapping gases or removing them from the atmosphere.

In Burien, people, ecosystems, and infrastructure are exposed to extreme heat, wildfire smoke, extreme precipitation, sea level rise and flooding, low stream flow due to decreased mountain snowpack, and drought.

Some places are more vulnerable to climate hazards such as paved areas magnifying heat or homes in low-lying coastal flooding hazard areas. Very young and older people, people with health conditions, and overburdened communities with fewer resources can be at risk.

Planning for climate change includes considering greenhouse gas emissions (GHG), ways to mitigate climate change through government and community wide activities and considering resilience activities and how to prepare for and adapt to climate change exposures.

In 2021, Burien engaged the community and created Burien Climate Action Plan. The Plan is a detailed and strategic framework for measuring, planning, and reducing greenhouse gas (GHG) emissions and related climate impacts. The plan focuses on strategies and actions for reducing GHG emissions through five focus areas: transportation and land use, buildings and energy, materials and consumption, water and natural systems, and community resilience and well-being.

Through a Climate Vulnerability Assessment, Burien has reviewed 11 sectors for risks and vulnerabilities, and strategies to adapt to reduce the impacts of climate change on important people, places, and infrastructure in Burien.

By planning for both climate change mitigation and adaptation, Burien can proactively reduce the drivers of climate change and protect its most vulnerable people and places.

Conditions and Trends

Today's Conditions and Tomorrow's Projections

Climate is the average weather for a region expected at different times of the year. Climate is usually reported over a span of 30 years. Climate change means a difference in the average conditions in a region such as temperature and rainfall.

Based on scientific assessments including modeling developed by the University of Washington Climate Impacts Group, the following trends are noted for the Puget Sound region including Burien:

- Extreme high temperatures are increasing.
- Increasing exposure to wildfire smoke is likely.
- Increases in wet season precipitation and frequency of storms are expected.
- Less precipitation will fall as snow in winter affecting summer stream temperatures and low flows.
- Sea level rise along lower-lying coastal areas is predicted.

Areas most vulnerable to climate exposure in Burien include infrastructure and development along Puget Sound shorelines with sea level rise, areas in proximity to floodplains or urban drainage problems, or heat islands in areas with more impervious areas and less tree canopy.

Broadly, communities that tend to be more vulnerable to climate stressors are those that are already at social and economic risk, including older people, children, low-income families, and persons of color and immigrant communities. Persons that are elderly may have more limited mobility or preexisting health conditions, and children under five years old may have a harder time regulating temperature and may have underdeveloped immune systems. Low-income households may be more susceptible to illnesses and have limited resources to adapt or respond to climate

change. Communities of color may have cumulative exposures to pollution and health and social disparities. Persons that speak English less than very well may have more difficulties during evacuation and difficulties accessing post-disaster funding.

Compared to the county as a whole Burien has:

- A greater share of its population under 5 or over 64 years old and those with a disability.
- A greater share of residents living alone, or speaking English less than very well.
- More persons who have no high school diplomas or who live in poverty.
- More persons who work in construction are potentially susceptible to outdoor exposures.

Considering climate change exposures, sensitivity and adaptive capacity of people or places to adjust or respond to the change, the areas of Burien that are more vulnerable include areas in the Gateway, and between First Avenue S and Ambaum Boulevard SW. See **Exhibit 9-1**.

Youth Engagement, April 2023

Youth participants constructed a base mind map, highlighting places of interest. Then participants were asked to change their mind map to transform their current Burien to their ideal Burien. Participants then finished the workshop by writing several policies that could be implemented to make these changes.

Themes

- Safety
- Affordability
- Climate Resilience
- Transportation Investment

Policies – Climate Resilience

- Clean Air
- Hybrid incentives and EV charging
- More trees (restoration)
- Pro animals
- Tree policy
- Solar panels
- Tree policy replacing 1:1

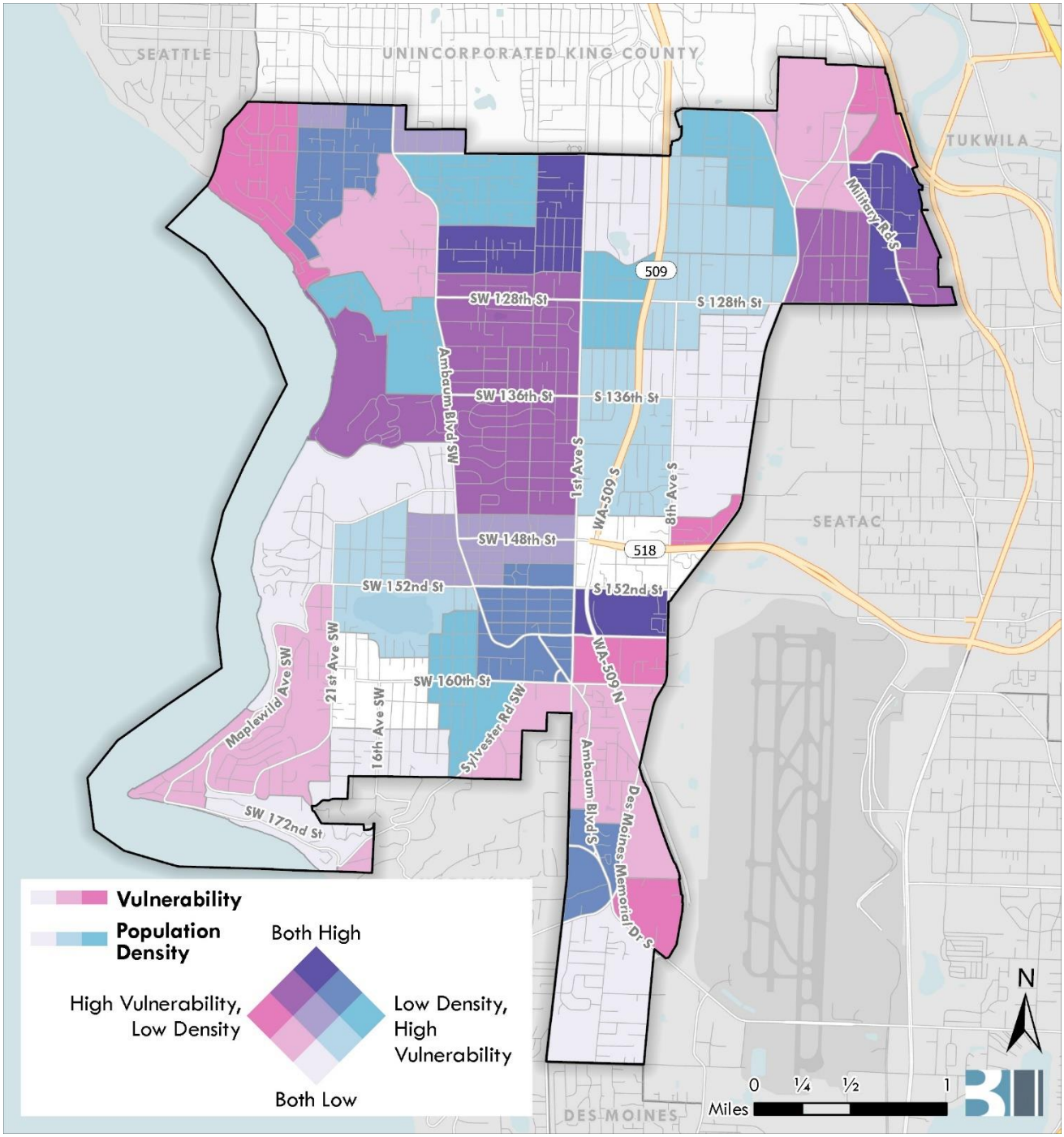
Mind Map – Future



Policies



Exhibit 9-1. Vulnerability and Population Density



Sources: US Census 2020; BERK 2023.

Challenges and Opportunities

Several challenges are identified in Burien's Climate Action Plan and Climate Vulnerability Assessment. Some highlights are addressed below.

Adaptation of utilities, energy, and transportation infrastructure to climate change: The Climate Action Plan (2021) described how extreme climate events (e.g., extreme heat, extreme precipitation, wildfire smoke and more) could compromise the reliability of water supplies, hydropower, transportation, and public health systems and social safety nets across King County and the region. This was further examined in the Climate Vulnerability Assessment (2023). Burien is responsible for some systems (e.g., local transportation infrastructure, stormwater systems) and is a connector or partner on other services (e.g., human services). Some strategies to reduce greenhouse gas emissions involve changes to infrastructure to further support electric vehicles. Some strategies to increase resilience include designing drainage for extreme flooding, addressing increased road pavement maintenance, encouraging on-site infiltration, and providing trees and greenery.

Shift to renewable energy: The City will be implementing new State Energy Code requirements that will address new development. The Climate Action Plan identified an action to evaluate barriers and challenges to existing buildings shifting to renewable energy and identified community solar opportunities especially for overburdened communities.

Coordinating Health and Emergency Services: Due to extreme heat and wildfire smoke and other climate events, the City in coordination with special districts will have increasing demands to meet the evolving needs of the community. For example, the City would likely provide multi-lingual communications, and identify places where services can be delivered. Resilience hubs such as at the Community Center are needed, and more locations could be identified. Transit and multimodal access should be a key consideration.

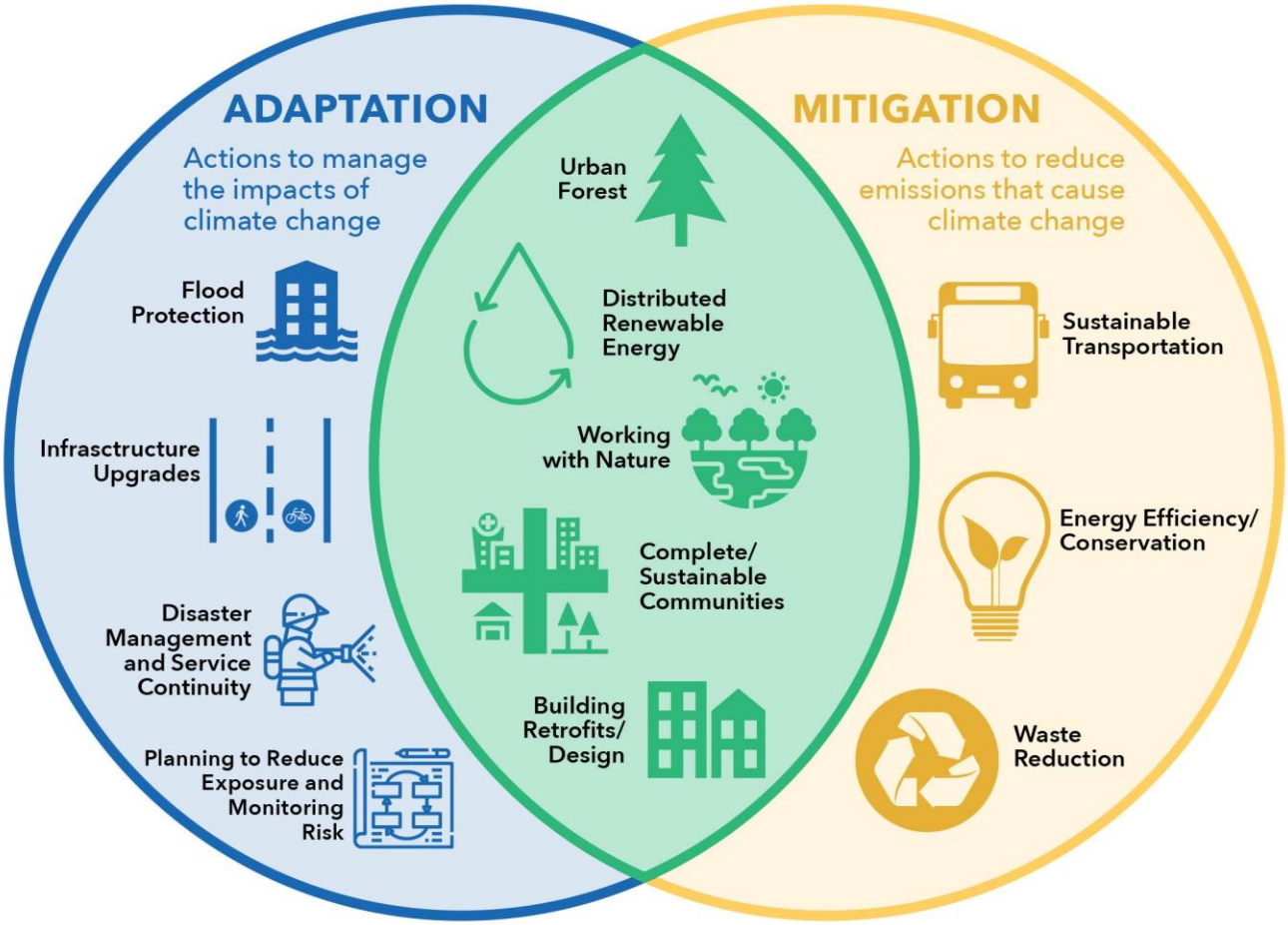
Our Climate Change and Resiliency Plan

The City's Climate Change and Resiliency Plan consists of the following plans, as amended:

- Climate Action Plan (2021)
- Climate Vulnerability Assessment (2023)

Key elements of the two efforts consist of strategies tailored to Burien, particularly those that support both adaptation and mitigation such as tree canopy and other green infrastructure efforts, renewable energy, ecosystem protection, and building retrofits. See Exhibit 9-2.

Exhibit 9-2. Adaptation and Mitigation Strategies



Sources: Grey County, Canada, 2020; New Zealand Association of Impact Assessment (NZAIA), 2020; (Zhao, 2018), BERK 2022

Based on the Climate Vulnerability Assessment (2023), the high performing adaptation strategies are included in Exhibit 9-3below.

Exhibit 9-3. Adaptation and Mitigation Strategies

Adaptation Category	High Performing Strategies	Sectors Addressed
Urban Forest	▶ Increase Amount and Resilience of Trees and Plants. ▶ Value and enhance tree canopy by hiring arborist.	▶ Parks, Open Space, Food Systems ▶ Economic Development ▶ Ecosystems ▶ Emergency Management ▶ Water Resources
Distributed Renewable Energy	▶ Advance the decarbonization of buildings: Adopt or exceed the Washington State Clean Buildings Act.	▶ Economic Development ▶ Buildings & Energy

Adaptation Category	High Performing Strategies	Sectors Addressed
Energy Efficiency / Conservation Building Retrofits/ Design	▶ Enhance climate resilience of Burien's businesses and districts (exterior – awnings, solar, cool roofs), promote weatherization.	
Working with Nature	▶ Ecosystem restoration to protect culturally important resources. ▶ Provide green stormwater infrastructure to mimic natural systems. ▶ Increase/heighten restoration requirements for wetlands/ habitats/ urban forests.	▶ Cultural Resources & Practices ▶ Ecosystems ▶ Water Resources
Complete/ Sustainable Communities Sustainable Transportation	▶ Increase Access to Parks and Destinations. ▶ Develop 10-minute communities. ▶ Promote climate-resilient designs of public parks and gathering spaces in support of recreation and cultural events. ▶ Public transit near shopping.	▶ Parks, Open Space, Food Systems ▶ Economic Development ▶ Transportation ▶ Zoning & Development
Flood Protection Infrastructure Upgrades	▶ Improve roadway stormwater system capacity . ▶ New and improved multimodal access, include grade-separated facilities. ▶ Coordinated road, stormwater, and sewer improvements.	▶ Transportation ▶ Waste Management ▶ Water Resources
Disaster Management & Service Continuity	▶ Resilience hubs (e.g., improved community center and adding additional sites).	▶ Emergency Management ▶ Human Health
Planning: Reduce Exposure & Monitoring Risk	▶ Accessible evacuation materials. ▶ Emergency planning of alternate routes for coastal neighborhoods. ▶ Update codes and design standards to be resilient by including capacity for anticipated new rainfall patterns. ▶ Develop a heat resilience strategy — also called extreme heat response plan.	▶ Emergency Management ▶ Transportation ▶ Water Resources
Waste Reduction / Diversion	▶ Develop and implement a strategy to expedite debris management during/after extreme climate event. ▶ Mandate recycling and composting at commercial and multi-family properties.	▶ Waste Management

Source: City of Burien, BERK et al. 2023.

Goals and Policies

Mitigation

Goal 9.1 Promote a multimodal transportation system that supports renewable energy and reduces greenhouse gas emissions.

Policy 9.1-1 Develop an Electric Vehicle (EV) infrastructure plan that:

(1) Reviews current EV infrastructure in the city to identify gaps in charging locations.

(2) Identifies locations for chargers in commercial, multifamily residence areas, and city facilities.

(3) Reviews feasibility of fast charging stations.

(4) Addresses barriers to charging for homeowners and renters.

(5) Identifies key stakeholders to EV infrastructure use and development.

(6) Identifies partners in the region who can assist with charging station infrastructure to lower program and construction costs.

Policy 9.1-2 Encourage employers to establish and maintain a commute trip reduction program that supports and promotes reducing the number of single-occupant vehicle commute trips by encouraging alternative modes of transportation such as riding the bus, vanpool and carpool, biking to work, working from home, a compressed work week, or allowing multiple virtual options to employees and city stakeholders.

Goal 9.2 Design amenity rich, mixed use, and connected neighborhoods.

Policy 9.2-1 Encourage density and mixed land use in strategic areas. Review and update land use, zoning, and planning policy to prioritize the development of affordable communities where work, shopping, schools, and play are within walking distance of where people live. This can include:

(1) Altering zoning and planning policies to integrate Transportation Demand Management (TDM) standards into Comprehensive Plan code changes for institutional and commercial development.

(2) Using code requirements, incentives, or impact fees as tools to integrate public amenities and services such as parks, open space, public art, street front retail and community services in neighborhoods.

(3) Incentivizing infill and mixed-use development (e.g., through density bonuses, zoning amendments to increase density, tax benefits, and reduction in parking or other code requirements).

(4) Requiring pedestrian-friendly street frontages with landscaping, ample sidewalks, and parking that minimizes conflicts between pedestrians and automobiles (may require amendments to zoning code and road standards).

(5) Utilizing equitable transit-oriented development (ETOD) planning and investments to increase neighborhood density and use of public transit.

Goal 9.3 Advance the decarbonization of buildings.

Policy 9.3-1 Adopt or exceed the Washington State Clean Buildings Act to advance energy performance standards and low carbon design for new, renovated, and existing buildings. Specifically:

(1) Require building energy performance disclosure and benchmarking from all privately-owned commercial buildings by 2030 and set a maximum target for energy per square foot by 2030.

(2) Require electric vehicle (EV) infrastructure for all new commercial and multi-family property development to increase available EV charging stations in the city.

(3) Require electric heating/cooling pumps in all new buildings or renovations and no new natural gas.

Policy 9.3-2 Provide incentives for or require the development of new builds to be high-performance certified commercial and multi-family buildings through programs such as LEED (or built to LEED standards), EDGE, or Built Green, with the goal to achieve net zero GHG in new buildings by 2031. Incentives or requirements can be implemented through the zoning code through increased height and floor area.

Policy 9.3-3 Conduct energy audits in all City-operated buildings and partner with the local utility and private contractors to make improvements.

Policy 9.3-4 Join either the Seattle City Light Green Up program or Puget Sound Energy's Green Direct program to reduce emissions from government operations. Through Green Direct, Burien can purchase 100 percent of their energy from local, renewable energy resources. The Green Up program allows customers to match up to 100% of their monthly electricity use through Renewable Energy Credits.

Policy 9.3-5 Evaluate and assess the barriers and challenges homeowners face in shifting to renewable energy sources. Based on the results of the assessment, begin to support projects that bring renewable energy to Burien, such as the development of community solar projects that benefit all residents, particularly communities of color, low-income populations, and members of limited-English-speaking communities.

Policy 9.3-6 Increase community knowledge about renewable energy options and energy efficiencies. This can include:

(1) Implementing incentives for renewable energy projects through the City's permitting process, such as reducing fees and expediting the permitting process.

(2) Partnering with utilities and contractors to provide information to businesses and school districts on renewable energy options along with how to upgrade equipment that improves affordability, comfort, indoor air quality and energy efficiency in all commercial and multifamily buildings and schools.

(3) Promoting incentives for energy conservation and renewable energy for homeowners, with a priority for those who are energy- and housing- burdened.

(4) Supporting homeowner energy efficiency workshops designed to inform the community about green building and efficiency certification programs, project permitting, financing, innovative products, as well as architect and contractor certification resources.

Goal 9.4 Promote a circular economy.

Policy 9.4-1 Mandate recycling and composting at commercial and multifamily properties. Use education and incentives to guide building owners, operators, and residents to achieve this goal. Use culturally competent multilingual education and outreach alongside incentives to guide building owners, operators, and residents to achieve this goal while reducing contamination within waste streams.

Goal 9.5 Promote municipal operations that adapt and mitigate climate change.

Policy 9.5-1 Take actions to both mitigate and adapt to climate change. Actions may include:

(1) Maximizing energy efficiency by increasing use of renewable energy resources,

(2) Supporting green building initiatives,

(3) Reducing greenhouse gas emissions of city vehicles by transitioning to all electric vehicles where feasible,

(4) Reducing motor vehicle miles traveled by improving convenience and safety of nonpolluting transportation modes such as bicycling and walking,

(5) Protecting and enhancing the natural landscape and vegetation, and

(6) Supporting recycling and waste reduction.

Resilience

Goal 9.6 Prepare for climate changes at parks and recreation sites and the community's urban forest due to heat, extreme precipitation, landslides, and sea level rise.

Policy 9.6-1 Promote the design of parks and trails to be more resilient to heat exposure. Develop standards for climate resilient trees and landscaping. Eliminate or control non-native noxious weeds and pests through integrated pest management. Provide low-impact green infrastructure to support improved stormwater management. Utilize water conservation methods and technologies in development of irrigation infrastructure.

Policy 9.6-2 Evaluate risks of future park or trail improvements in coastal flooding areas. Adapt parks and recreation facilities to reflect the risks of climate change including sea level rise, extreme precipitation, erosion, and landslides. Implement an adaptation hierarchy with strategies and interventions to protect, accommodate, or retreat from coastal flood hazard areas that would be exacerbated with climate change. Where interventions are necessary for protection prefer nature-based designs.

Policy 9.6-3 Increase tree canopy equitably across Burien. Prioritize overburdened communities.

Policy 9.6-4 Create a resilient urban forest that emphasizes tree diversity and health, plants the "right tree right place", and monitors and controls pests using an integrated pest management system.

Policy 9.6-5 Increase connectivity of on- and off-street pedestrian facilities and trails to connect parks, housing, schools, and businesses across Burien. Prioritize communities most affected by traffic fatalities and serious injuries.

Policy 9.6-6 Plant additional right-of-way trees in areas that address needs of overburdened communities and high climate vulnerability locations identified in the Burien Climate Vulnerability Assessment and Index; particularly in areas that provide multiple benefits such as cool corridors, stormwater mitigation, and help mitigate the urban heat island effect.

Policy 9.6-7 Develop a Cool Corridors strategy. Cool Corridors are a climate resilience strategy and provide shaded areas where people can walk and roll. The streets depicted as cool corridors should incorporate continuous tree canopy or shade structures where feasible.

Goal 9.7 Protect culturally significant resources, land, and artifacts.

Policy 9.7-1 Establish and maintain government-to-government relations with Native American tribes for the preservation of archaeological sites and traditional cultural properties that are vulnerable to climate impacts.

Policy 9.7-2 Protect, enhance, and restore ecosystems in order to meet tribal treaty rights and conserve culturally important consumptive and non-consumptive resources including foods, medicinal plants, and materials that could be adversely impacted by climate change.

Policy 9.7-3 Support the identification of eligible historic properties in coastal flood areas and protect significant historic sites prone to floods or other hazards worsened by climate change.

Goal 9.8 Promote art, aesthetic design, and cultural events as central to businesses and job retention, job creation, and quality of life.

Policy 9.8-1 Provide incentives to encourage energy, weatherization, and cooling system retrofits of important cultural and economic centers (e.g., faith-based buildings and arts centers) particularly in Burien's Creative District.

Policy 9.8-2 Promote climate-resilient designs of public parks and gathering spaces in support of recreation and cultural events.

Goal 9.9 Diversify the economy and promote economic vitality and employment throughout the city.

Policy 9.9-1 Encourage design features in commercial and employment districts to integrate exterior building features (e.g., awnings, cool roofs, solar panels) that reduce the impacts of climate change.

Policy 9.9-2 Support local businesses' efforts to generate and store renewable electricity on-site, which can provide back-up power during emergencies and help ensure continuity of operations.

Policy 9.9-3 Encourage the development of climate-resilient and green technology businesses and industries.

Goal 9.10 Strengthen the capacity to support climate action.

Policy 9.10-1 Build awareness in the community around climate-related impacts and resilience preparedness and action.

Policy 9.10-2 Partner with community organizations and key stakeholders to host culturally competent and multilingual educational workshops around aspects of sustainability, including waste reduction, zero waste, upcycling, natural yard care, water conservation, benefits of trees, air quality, energy efficiencies in homes, and energy conservation.

Goal 9.11 Enhance the resilience of populations that will be disproportionately impacted by climate change.

Policy 9.11-1 Focus investments on communities that experience disproportionate climate impacts.

Policy 9.11-2 Identify current and future vulnerable populations (frontline communities) most affected by climate change in Burien. Once identified:

(1) Conduct targeted outreach with these populations to understand their needs, and how the City can best assist them in preparing to meet those needs.

(2) Implement resilience-building actions to support these populations. Resilience-building actions can include jobs training, volunteer opportunities, community organizing, and school and recreation-based activities.

(3) Partner with community organizations to conduct wildfire smoke outreach and education campaigns to increase awareness of how homeowners and renters can prepare
for the negative impacts of wildfire smoke. Prioritize communities without air conditioning or air filtration, health co-morbidities, and those who work outside.

(4) Ensure equitable access to parks, green space, and recreational services by creating more usable green space in Burien's activity centers and incorporating a higher volume of smaller parks and urban public spaces.

(5) Create template evacuation plans and outreach materials to help residents plan and practice actions that make evacuation quicker and safer. Ensure materials are accessible in different formats and languages.

(6) Support enhanced data collection for hazard events of all magnitudes to provide a fuller understanding of the community's hazard characteristics, including those affected by climate change.

Goal 9.12 Enhance emergency plans, resources, and response to minimize the impacts of climate exacerbated emergencies and disasters on people, property, environment, and economy.

Policy 9.12-1 Regularly update and implement the Comprehensive Emergency Management Plan. Factor climate impacts into the planning of operations and coordination of preparedness, response, and recovery activities among first responders and partners, including public health, law enforcement, fire, school, and emergency medical services (EMS) personnel. Plan for emergency evacuations and post damage evaluation of City buildings and infrastructure.

Policy 9.12-2 Provide necessary improvements and staffing for the Burien Community Center as it serves as the community hub for cooling and clean air. Ensure community accessibility (e.g., transit) and awareness.

Policy 9.12-3 Develop a heat resilience strategy — also called extreme heat response plan — that could include heat mitigation and management actions to prepare for and respond to chronic and acute heat risk.

Policy 9.12-4 Monitor and assess the risk of trails and parks for climate related safety hazards in recreational sites throughout Burien.

Policy 9.12-5 Avoid the siting of critical facilities in the sea level rise hazard area.

Goal 9.13 Increase green infrastructure and ecosystem services.

Policy 9.13-1 Provide green stormwater infrastructure to mimic natural systems.

Policy 9.13-2 Increase the amount and resilience of trees and plants. Promote proper selection and planting of trees for drought tolerance.

Policy 9.13-3 Provide incentives or requirements for habitat enhancement and restoration to increase plant density and diversity and habitat connectivity.

Policy 9.13-4 Value and enhance tree canopy in Burien to address climate impacts by hiring an arborist. The arborist will support the preservation of native trees, educate city staff on best practices, assist in the development and implementation of tree codes, and track and report tree removal to enable the City to effectively manage tree cover.

Goal 9.14 Develop and maintain a connected, safe, and resilient transportation system.

Policy 9.14-1 Improve roadway stormwater system capacity and condition to accommodate future storm events. Prioritize areas where storm impacts are the highest.

Policy 9.14-2 Provide new and improved multimodal access, including grade-separated facilities.

Policy 9.14-3 Incorporate hydrologic climate impacts into design of water-crossing structures (culverts and bridges).

Policy 9.14-4 Reduce stormwater impacts from projects through low impact development/green stormwater infrastructure (LID/GSI).

Policy 9.14-5 Increase street tree canopy, and prioritize areas with overburdened communities.

Policy 9.14-6 Increase shelter of transit stops and centers. Define priority transit stop amenities to include canopied and walled shelters.

Policy 9.14-7 Ensure transportation system design and construction standards account for climate resilience due to extreme climate events and promote climate safety considerations.

Policy 9.14-8 Prepare emergency plans providing alternate transportation routes for coastal neighborhoods.

Goal 9.15 Protect and adapt transportation and public access assets in areas subject to coastal flooding.

Policy 9.15-1 In areas subject to coastal flooding, increase resilience and reduce risk through:

(1) Adaptation of infrastructure to enhance ecological protection and resilience (such as green seawalls and other green infrastructure).

(2) Protection of infrastructure necessary to provide access to primary residential structures.

(3) Retreat or relocation of secondary structures.

(4) Elevating or setting back new and substantially improved structures to reduce the risk of damage caused by sea level rise.

(5) Removal of unlawfully constructed structures.

(6) Restrict development that would require hard-armoring infrastructure, taking into consideration future climate change factors such as sea-level rise and an increase in storm surge capacity and frequency.

Policy 9.15-2 Create a long-term vision for the roadway along 172nd in the shoreline jurisdiction:

(1) Promote pedestrian access and vegetation/ natural features.

(2) Prioritize and maintain all rights-of-way that abut a shoreline for public access.

(3) Promote retreat of structures in a right-of-way that are destroyed by fire, flood, or other hazard. Where reconstructed, use contemporary building and zoning standards.

Policy 9.15-3 Promote long-term shoreline public access along the Indian/Moonlight Trail.

(1) Preserve and protect (or simply "Maintain") the Indian/Moonlight trail as a community resource that represents the historic location of passage along the Puget Sound coast for Coast Salish Peoples.

(2) Reserve future use of the trail exclusively for pedestrian travel.

(3) To the extent possible, maintain the trail in a natural condition uninterrupted by stairs, railings, or other non-trail improvements.

Goal 9.16 Increase municipal cleanup and refuse capacity to prepare for increased need following extreme precipitation events.

Policy 9.16-1 Develop and implement a strategy to expedite debris management work (e.g., downed tree limbs and buildings blocking roads and streams) during and after a disaster incident to reduce the risks of subsequent fire, flood, injury, and disease vectors.

Policy 9.16-2 Identify opportunities for joint planning of road, stormwater, and sewer infrastructure extension in areas subject to extreme precipitation and local flooding to protect water quality and infrastructure.

Goal 9.17 Preserve and enhance water resources sustainably in the face of climate change.

Policy 9.17-1 Increase conveyance and treatment facility capacities to accommodate anticipated peak rainfall events.

Policy 9.17-2 Increase restoration requirements or incentives for wetlands, habitats, and urban forests.

Policy 9.17-3 Update codes and design standards to be resilient by including capacity for anticipated new rainfall patterns.

Policy 9.17-4 Partner with adjacent agencies to facilitate actions on shared assets, such as Miller Creek.

Policy 9.17-5 Continue to support the goals of no net loss of wetland functions and values in the face of climate change. Acquisition, enhancement, regulations, and incentive programs shall be used independently or in combination with one another to protect and enhance wetlands functions and values.

Implementation

This element is implemented by the Climate Action Plan (2021), Climate Vulnerability Assessment (2023), the City of Burien Plan Annex to the King County Natural Hazards Plan (2020), and Comprehensive Emergency Management Plan (2022). These plans include key actions and roles that the City will use to reduce community greenhouse gas emissions and become more resilient.

A five-year monitoring progress report must include:

- Progress toward implementing any actions required to achieve reductions to meet greenhouse gas and vehicle miles traveled requirements as provided for in any element of the comprehensive plan under RCW 36.70A.070.

Additionally, the City would track important steps to achieving greater climate resilience.

The following set of metrics (Exhibit 9-4) should be tracked to meet Equity and Climate Resilience considerations:

Exhibit 9-4. Equity and Climate Change Metrics – Climate and Resiliency Element

Outcomes	Metrics
▶ Reducing Burien's GHG to meet CAP (50% by 2030, carbon neutral by 2050). ▶ Resiliency focus on addressing the needs of frontline communities. ▶ Facilitating transfer, affordably, to solar and other green technology.	▶ EV charging standards applied to all applicable zones. ▶ EV and green technology promotion in community, job creation (e.g., Auto Dealers) ▶ Percentage Tree Canopy in areas with lesser tree equity scores. ▶ Increases in housing that is climate resilient (passive cooling, energy efficiency, etc.). ▶ Vehicle Miles Travelled Reduction (see Transportation).

10 Parks, Recreation, and Open Space



What You Will Find in this Chapter

- Information about Burien's park system.
- A description of the City's plan for parks and recreation to meet a needs assessment
- Themes and goals that describe a vision and that identify desired outcomes.
- A description of strategies and action items.

Our Parks, Recreation, & Open Space Vision

The mission of the Parks, Recreation and Cultural Services (PaRCS) department is to enrich and inspire the Burien community through high-quality experiences, people, and places. Our department promotes a healthy, livable community with opportunities for physical activity as well as personal and cultural enrichment.

Exhibit 10-1. Parks, Recreation, and Open Space: 2023 Workshop Engagement Notes



April 2023 Open House



December 2023 Open House

Introduction

This Element incorporates by reference Burien's Parks, Recreation, Open Space (PROS) Plan, March 2024. It excerpts components of the Plan, particularly plan themes, goals, and strategies.

Themes represent the vision for the plan and are the organizing categories for the plan goals and strategies.



Plan for the future of a wholistic system



Celebrate and sustain the natural environment



Support community health and wellness



Foster community connection and identity

For the full context and contents, please see the PROS Plan adopted by Resolution 507.

Conditions and Trends

Today's Conditions

Burien's park system includes 28 park properties and four trail corridors totaling 416.4 acres with 5.5 miles of trails. The acres per 1,000 population is 8.06 acres as of 2021 or 5.61 acres of Resource Parks (e.g., Salmon Creek Ravine, Eagle Landing Park, Shorewood Park, and Walker Creek Wetland) are excluded.

The PROS Plan also looks at distribution of parks in addition to acres. As of 2021, 56% of residential household units in Burien have access to parks within a ¼- or ½-mile radius.

Parks were evaluated by staff for Condition (wear and tear), Development (developed to intended use), Safety (police data), and Amenities (availability and diversity). The conditions of the parks were estimated at:

- 28% of Burien's parks, trails, and facilities are in poor condition
- 42% of Burien's parks, trails, and facilities are in fair condition
- 28% of Burien's parks, trails, and facilities are in good condition
- 3% of Burien's parks, trails, and facilities are in excellent condition

Public Input

Community engagement was organized into four phases between the Fall of 2022 and Spring of 2024 to inform the plan creation. Engagement was conducted by the Parks, Recreation and Cultural Services (PaRCS) Department and the City of Burien staff in collaboration with the "Shape Your City" Burien 2044 Comprehensive Plan creation. These phases include the following -

1. Visioning that included 21 events, a community survey, interactive map, and workshops.

2. Community Feedback Loop that including a statistically valid survey, community connectors, user group discussion, and an open house.

3. Plan Sharing that included story map and interactive activities, open house, comment period, and meetings with board and commissions.

4. Legislative process that engaged boards and commissions and city council.

The following key takeaways were identified through community input and were essential in developing the PROS plan's themes, goals, and strategies:

- Parks in Burien are the 3rd highest visited destination;
- Natural spaces are highly valued. When asked what the most important amenities in Burien parks are, most respondents stated walking paths, urban forests, and other natural spaces;
- Seahurst and Lake Burien School Memorial Parks were among the most appreciated parks within the City of Burien;
- Sidewalks were among the biggest barriers to moving to, from, and around Burien today;
- Safety and diversity were among the top responses when asked to imagine an ideal Burien in 2044;
- Many would like to prioritize park improvements with vegetation, lighting, restrooms and accessibility improvements;
- Many respondents would like to see safety concerns addressed in park spaces including lighting, security, and people experiencing homelessness;
- Additional, secure parking throughout the system is important;
- Residents are mostly interested in expanded programs including performing arts, visual arts, and crafts programs followed by expanded education and adult programs; and
- Common desires for new park amenities include shade structures, looped trails, improved signage at park entrances, and improved and maintained play equipment.

Tomorrows' Projections

The PROS plan identifies a need to provide nearly 47 acres of parks with growth anticipated to 2026 (59,955 population) considering the current level of service of 5.61. Another level of service measure includes a goal to increase the percentage of households units within the Park and School Walkshed from 56% to 65% of total units within a ¼- or ½-mile radius by 2026.

In addition the PROS Plan supports quality and participation measures including:

- Supporting the City's tree canopy coverage goal increase from 30% to 40%
- Increasing annual recreation program participation from 16,000 per year to 20,000 per year by 2026.
- Increasing park visitation goals by 2026:
  - Increase overall annual park visitation to 150,000 Visitors
  - Increase Community Park visitation from 13% to 20%
  - Increase Resource Park visitation from 2% to 10%
- Increasing the percentage of trails, parks, and facilities in good and excellent condition from 31% to 40% by 2026.

Challenges and Opportunities

The PROS Plan identified a series of challenges, including environmental, maintenance, safety considerations. See Exhibit 10-2. Opportunities included considering parks and recreation centers as critical infrastructure, communitywide partnership and education approaches, and public art and representation opportunities.

Exhibit 10-2. PROS Plan Challenges and Opportunities

Challenges	Opportunities
▶ Climate Change: The role of Burien's park system in reducing urban heat islands. ▶ Maintenance and Funding Limitations: The invisible resources required to maintain a high standard of service. ▶ Park Safety: The need for safe access to parks and open spaces.	▶ Parks as Critical Infrastructure: Greater appreciation for parks and recreation centers. ▶ Partnerships and Education: A community-wide effort and approach. ▶ Integration of Public Art and Representation: Cultural elements give the community ownership.

Source: Burien PROS Plan, March 2024.

Our Parks, Recreation, and Open Space Plan

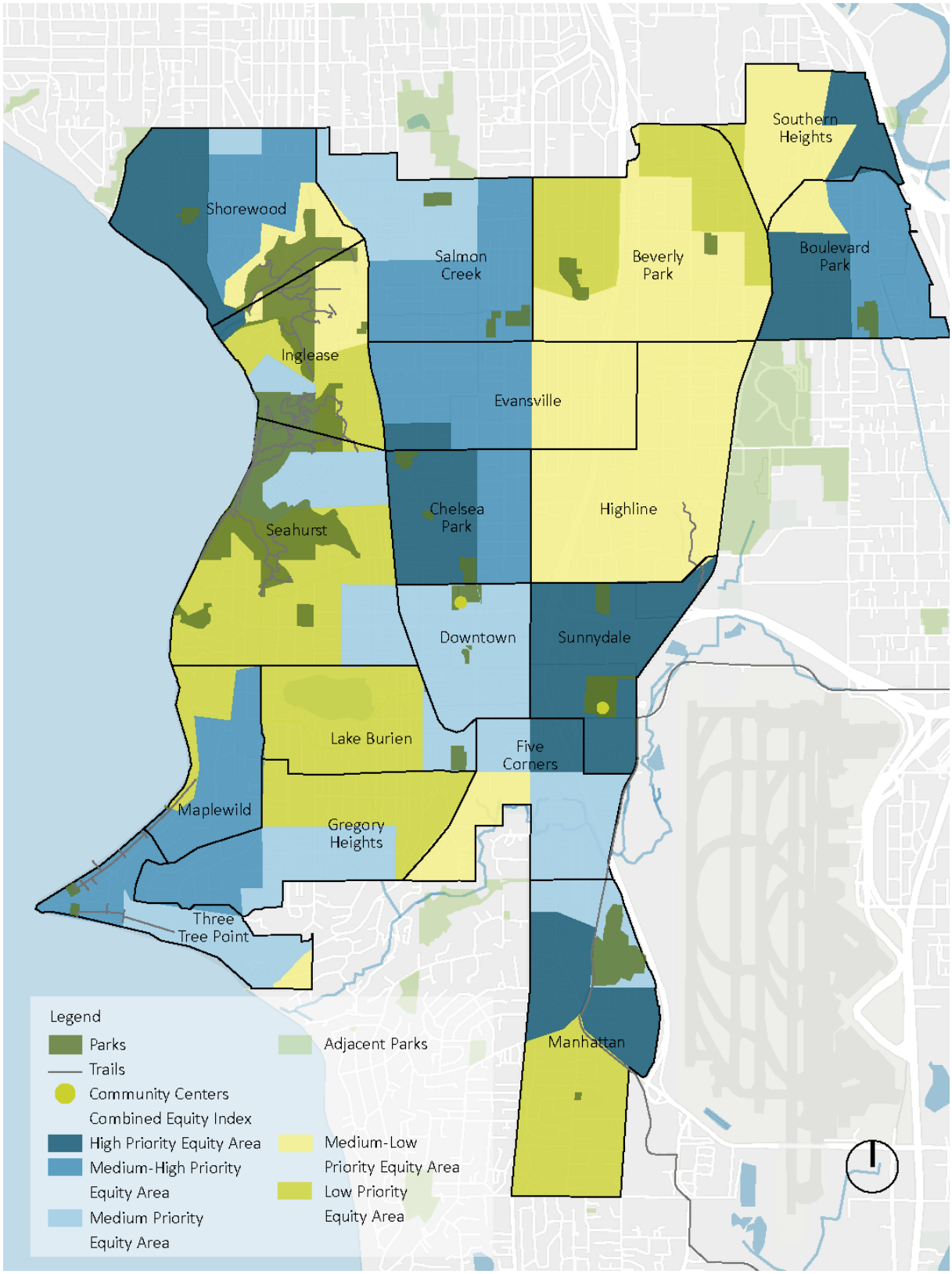
The PROS Plan, March 2024 constitutes the City's plan for this element. The PROS Plan focuses investments in equity priority areas including policy, operational, and capital improvements.

To develop the plan, equity was considered. An overall Equity Index was created and represents a composite of four, equally weighted sub-indices, each of which includes several factors related to quality-of-life determinants that could inform parks and recreation provision. Equity priority areas consider:

- Age, ability, and health conditions,
- Exposure to natural hazards,
- Demographic, economic, and social factors
- Access to parks, tree coverage, facilities, and services

Per **Exhibit 10-3**, the locations in the city with greater need to focus improvements for equity goals are spread, with those of "high" and "medium-high" located in portions of the north and central parts of Burien.

Exhibit 10-3. Park Equity Priority Areas Map



Source: Design Workshop, PROS Plan, March 2024

Themes and Goals

This section contains

- Themes: represent the vision for the plan and are the organizing categories for the plan goals and strategies.
- Goals: articulate a clear purpose or desired outcome to provide a direction for the plan. The numbering of goals in the PROS Plan are contained in parentheses.

See the PROS Plan for additional framework features including:

- Strategies are the general "How to" for achieving the plan goals which include recommended approaches.
- Action Items are actionable steps that are grouped based on their respective theme, goal, and strategy.
- Concept Plans provide design direction for select park locations based on community input.

Plan for the future of a wholistic system

Goal 10.1 **Reduce park access gaps through acquisition or partnerships.**

Goal 10.2 **Increase and diversify park system funding in line with industry standards.**

Goal 10.3 **Increase parks and recreation investments in Equity Priority Areas.**

Goal 10.4 **Enhance park and recreation amenities that cater to the community's unique needs.**

Goal 10.5 **Minimize walking distance to local parks and recreation centers.**

Goal 10.6 **Enhance pedestrian infrastructure to improve park access.**

Goal 10.7 **Develop operational and maintenance efficiencies that aid in park improvements.**

Celebrate and sustain the natural environment

Goal 10.8 **Mitigate climate change and natural hazard impacts within park and recreation center areas.**

Goal 10.9 **Enable community involvement in restoration and preservation efforts.**

Goal 10.10 **Implement consistent educational signage and wayfinding throughout the park system.**

Goal 10.11 **Implement green building improvements in community centers.**

Support community health and wellness

Goal 10.12 **Craft programs and partnerships that address the recreation needs of all age groups.**

Goal 10.13 **Advance nature-based programs that leverage the existing trail network and natural areas.**

Goal 10.14 **Continue developing partnerships to bolster programing opportunities that focus on health and wellbeing.**

Goal 10.15 **Ensure park and recreation spaces meet the objectives of universal design.**

Goal 10.16 **Create safe park environments year-round and improve perceptions of security.**

Foster community connection and identity

Goal 10.17 **Plan events and activities that celebrate Burien's diverse community.**

Goal 10.18 **Ensure new parks and park redesign efforts represent the community.**

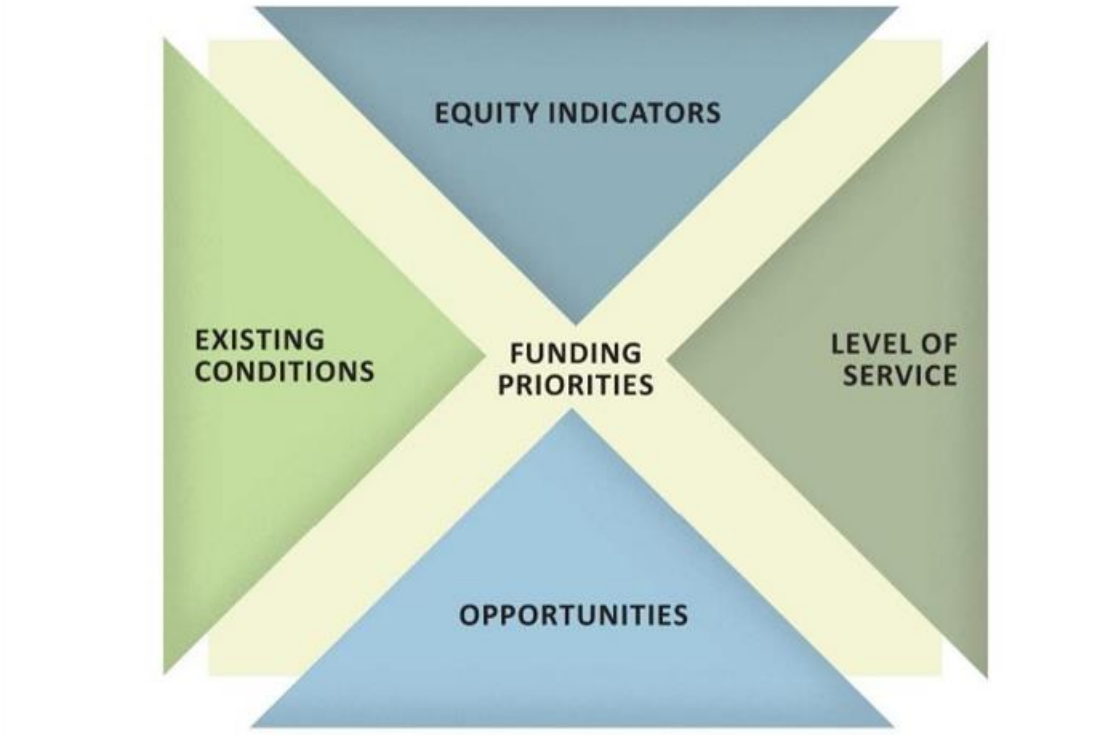
Goal 10.19 **Build community awareness around park and recreation offerings, initiatives, and impact.**

Goal 10.20 **Prepare staff and volunteers to meet the diverse needs of the community and foster inclusivity.**

Implementation

The PROS Plan, March 2024 includes general strategies for long-term approaches and prioritized actions for policy improvements, operational improvements, and capital improvements. Action items in Chapter 4 are prioritized through four criteria identified in the below Exhibit 10-4. The Equitable Prioritization Diagram provides a framework to implement the plan's strategies efficiently in order to realize the visions underlying each theme.

Exhibit 10-4. Equity Prioritization Diagram and Indicators



EQUITY INDICATORS

- Age, ability, and health conditions
- Exposure to natural hazards
- Demographic, economic, and social factors
- Access to parks, tree coverage, facilities, and services.

LEVEL OF SERVICE

- Park acreage
- Benchmarking
- Park distribution and access
- Visitation and recreation trends

EXISTING CONDITIONS

- Maintenance and replacement needs
- Features and amenities provided
- Scale of the improvements

OPPORTUNITIES

- Feasibility of acquisition and system expansion
- Partnerships and community initiative
- Available funding sources

Source: Design Workshop, PROS Plan, March 2024.

The 2024 PROS Plan is reflected in the Capital Facility Plan Appendix and the Final Environmental Impact Statement.

11 Utilities



What You Will Find in this Chapter

- Information about utility providers.
- Efforts to coordinate growth projections and future utility extension plans.
- Goals and policies that guide utilities planning.

Our Utilities Vision

Capital facilities and utilities are well-maintained, equitably distributed, efficiently managed, and sufficiently funded to support the daily needs of a thriving and growing city.

Introduction

The City does not directly provide utility services to its residents and businesses; rather, Burien is served by a number of utility districts providing water, sewer, and electrical services. Other services are provided by privately owned companies, such as telecommunication and solid waste providers.

Each utility district has and maintains a system plan containing information about its system inventory, system capacity, capital improvement program and a wealth of other information about the district and the services it provides. Most, if not all, districts are overseen by state or federal agencies to ensure they meet operational and quality standards.

Utilities

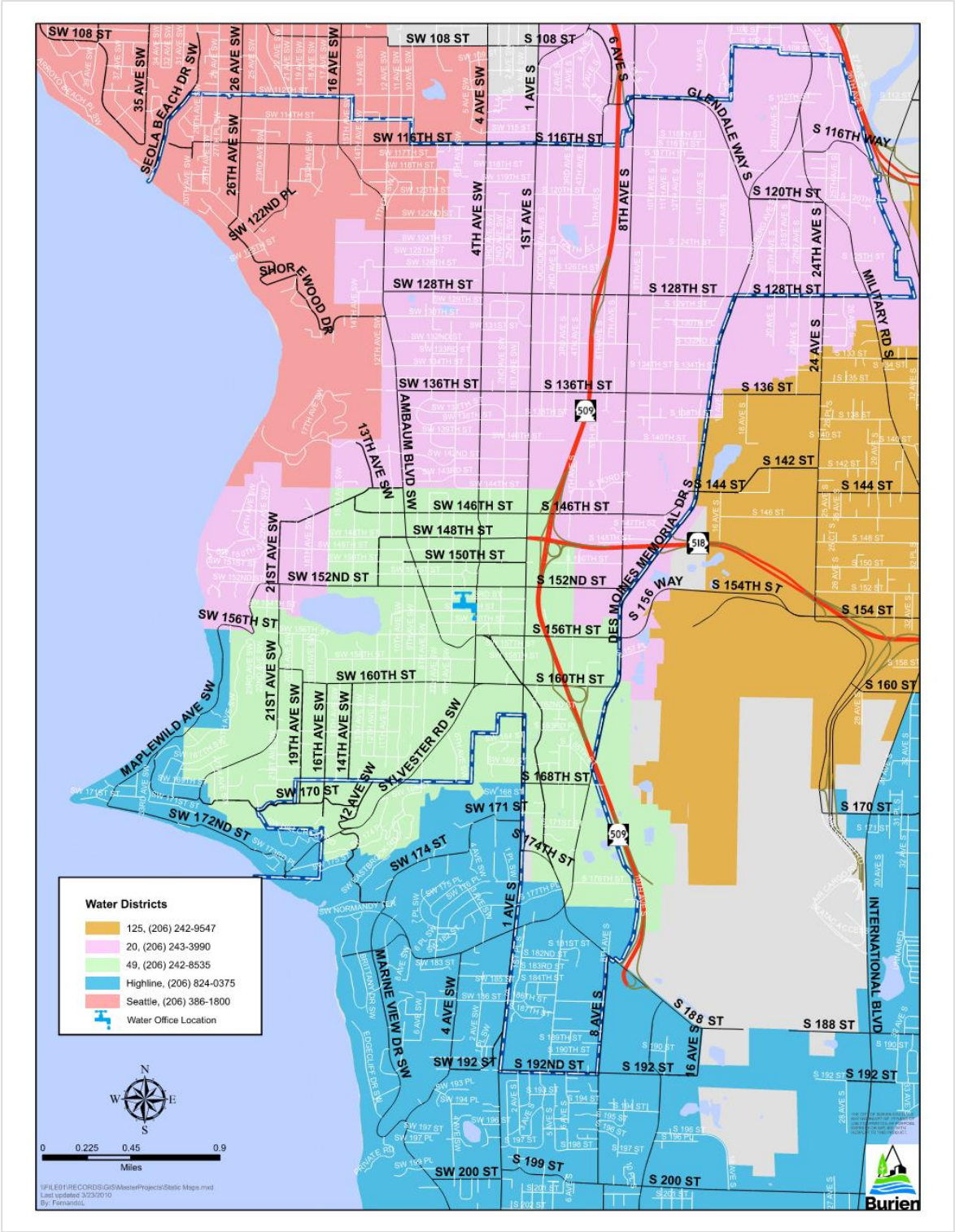
"Utilities" or "public utilities" means enterprises or facilities serving the public by means of an integrated system of collection, transmission, distribution, and processing facilities through more or less permanent physical connections between the plant of the serving entity and the premises of the customer. Included are systems for the delivery of natural gas, electricity, telecommunications services, and water, and for the disposal of sewage. (WAC 365-196-210)

The following is a list of the essential Utility providers for the city of Burien.

Domestic Water: Five separate water districts serve Burien: Highline Water District, King County Water Districts 20, 49, and 125, and Seattle Public Utilities. The boundaries of the five districts are depicted in **Exhibit 11-1**.

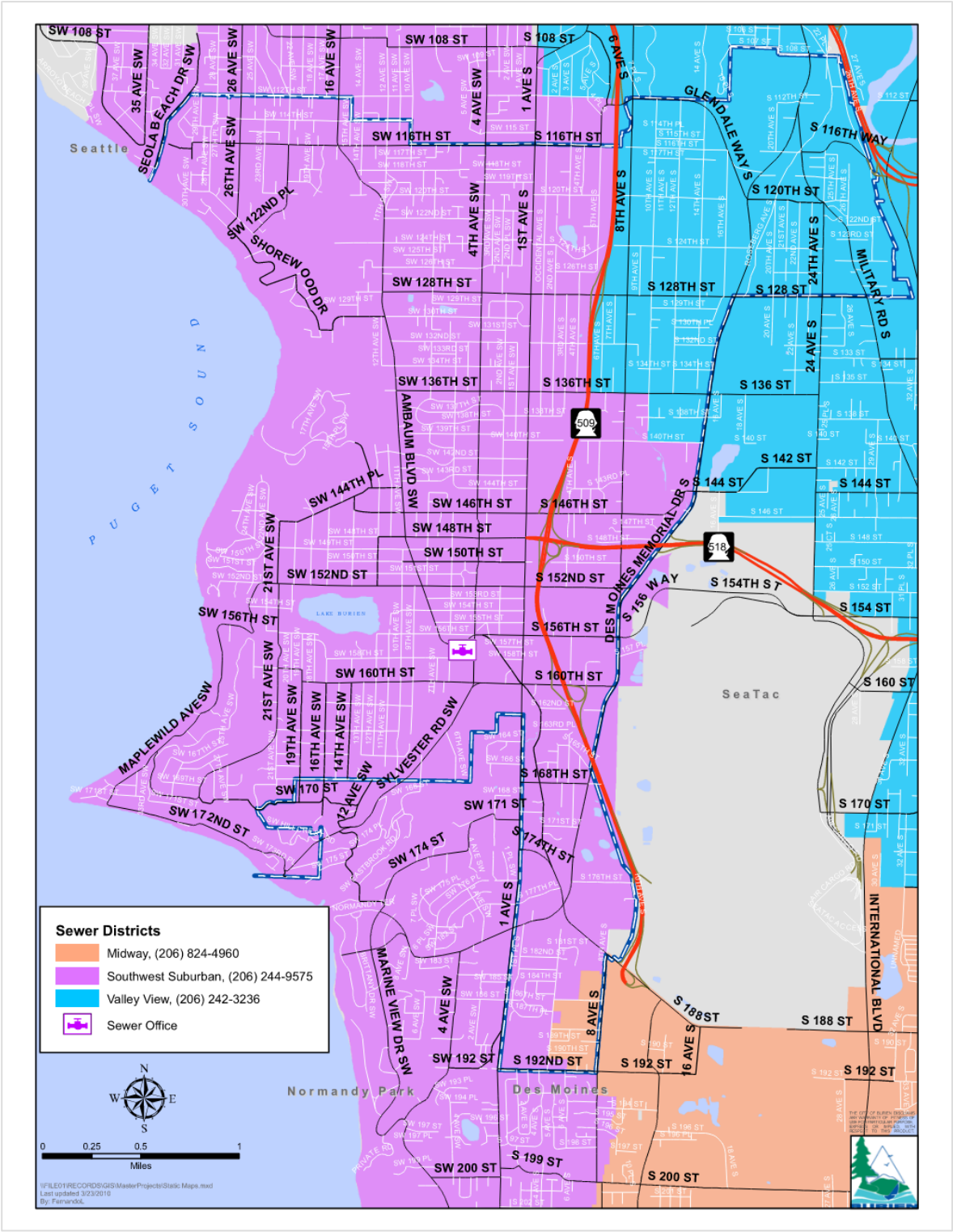
Sanitary Sewer: Three separate sewer districts serve Burien: Midway Sewer District, Southwest Suburban Sewer District, and Valley View Sewer District. The boundaries of the three districts are depicted in **Exhibit 11-2**.

Exhibit 11-1. Water District Map



Source: City of Burien, 2023.

Exhibit 11-2. Sewer District Map



Source: City of Burien, 2023.

Power and Natural Gas: Electrical power services are provided by Seattle City Light and Puget Sound Energy. Puget Sound Energy also provides natural gas services.

Solid Waste: Solid waste services are provided by Recology ® CleanScapes.

Telecommunications: CenturyLink QC provides basic telecommunication facilities. A 2019 King County Broadband Access Study shows most of Burien has access to broadband, and pockets of Burien have underserved members of the community that lack access.

Conditions and Trends

Today's Conditions

Water

Burien is served by five water districts of various sizes and capacities. All of the water districts serve portions of other cities and areas of unincorporated of King County. Highline and the three King County Water Districts (20, 49, and 125) receive the majority, if not all, of their water through interties with Seattle Public Utilities. Seattle Public Utilities has two permanent sources (the Cedar and Tolt Rivers) and three seasonal sources (groundwater wells) for its water. A number of emergency interties are available for all five districts to be utilized when primary water sources do not meet peak demands. The Utilities Appendix contains more detailed information about the five water districts, including the number of system connections, capacity, and distribution system.

Funding sources for water district projects vary across the districts, but include revenue bonds, connection charges, loans, grants, developer financing, utility local improvement district financing, or a combination of sources. The Utilities Appendix contains more information about funding sources for each district.

Sewer

Burien is served by three sewer districts. As with the water districts, all three of the sewer districts serve portions of other cities and areas of unincorporated King County. Two out of the three sewer systems (Midway and Southwest Suburban) treat their sewage at wastewater treatment plants owned by that sewer district, whereas Valley View Sewer District sends sewage to wastewater treatment plants owned by King County's Wastewater Treatment Division, Southwest Suburban Sewer District and Midway Sewer District for treatment and disposal. The Utilities Appendix contains specific information on system connections, infrastructure, and wastewater treatment plants.

Funding sources for sewer district projects vary across the districts, but include sewer service charges, contractual customers, utility local improvement districts, bonds, grants, loans, or a combination of sources. The Utilities Appendix contains more information about funding sources for each district.

Tomorrow's Projections

As Burien continues to grow over the coming years, the City will need to ensure service providers offer high-quality, affordable, and reliable utility services to its residents and businesses through agreements with special districts and franchises. The water and sewer systems will need to replace infrastructure that is past its useful life and make improvements to increase system capacity. Specific projected deficiencies for water and sewer service are noted in the Challenges and Opportunities section below and additional information is provided in the Utilities Appendix.

The utilities systems will need to prepare for impacts from climate change, including sea level rise, temperature changes, and increased precipitation. In order to provide high-quality services equitably throughout the city, Burien must consider service equity in utility decision making and prioritize investments in underserved areas of the city.

Challenges and Opportunities

Water

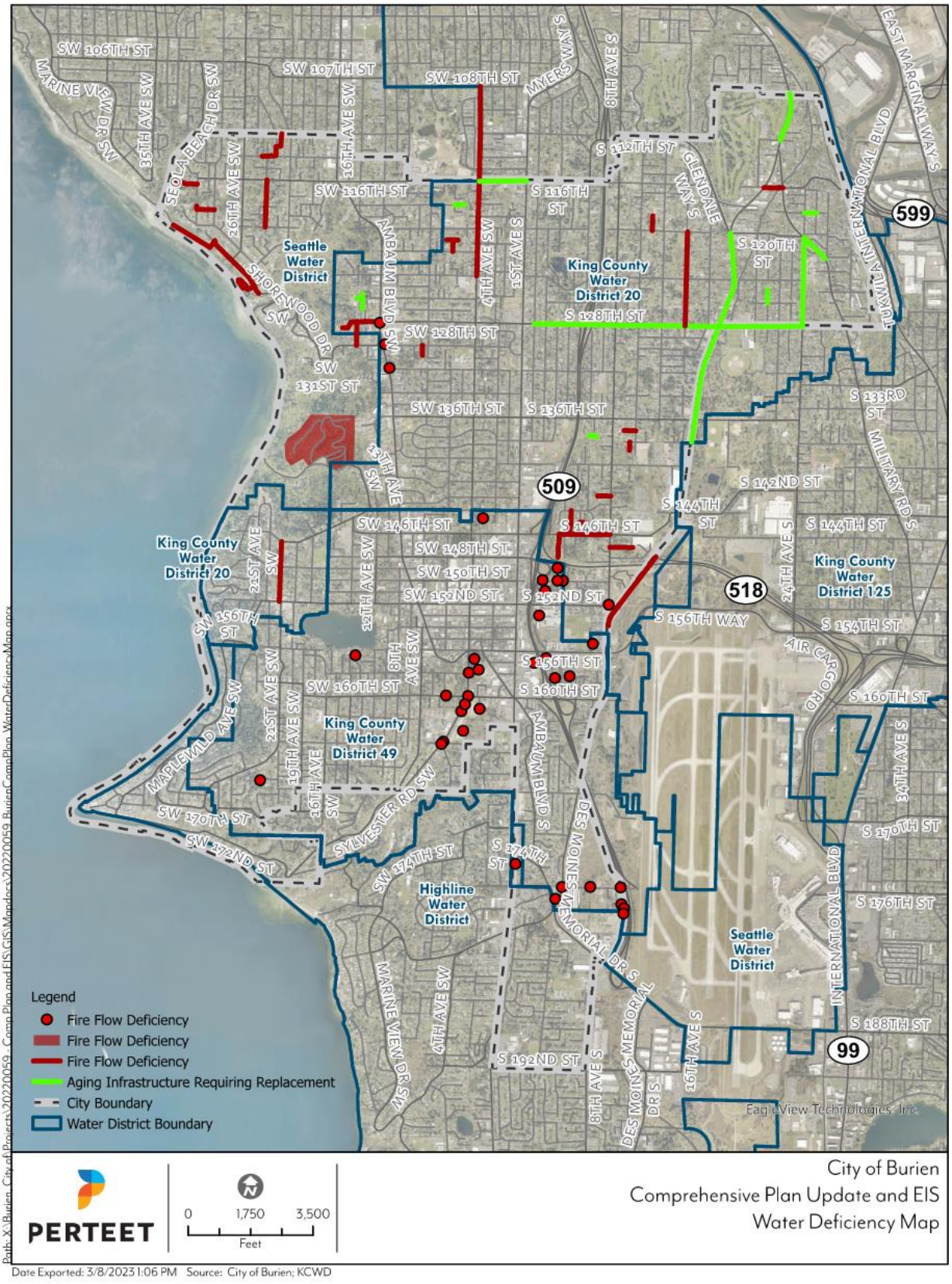
Challenges facing Burien's water system include fire flow deficiencies and aging infrastructure. Exhibit 11-3 depicts the type and location of deficiencies within each of the five water districts. Additionally, the Utilities Appendix contains specific information about each of these deficiencies, including the prioritization of improvements.

The most common deficiency is fire flow, with four out of the five water districts (Highline Water District, King County Water Districts 20 and 49, and Seattle Public Utilities) containing fire flow deficiencies within city limits. Fire flow deficiencies are caused when portions of the water system contain undersized water mains. Proposed improvements include replacing smaller pipes with larger pipes to improve the available fire flow to acceptable levels. More information on proposed improvements, including prioritization, can be found in the Utilities Appendix.

At this time, Seattle Public Utilities does not have any planned projects to address their deficiencies. There are no concerns or deficiencies noted in the King County Water District No. 125 portion of Burien at this time.

Future development in Burien will be limited in areas where undersized distribution lines, cast iron pipes, or lack of system looping remain until the fire flow deficiencies are addressed, as upgrades are required before permits can be issued.

Exhibit 11-3. Water System Deficiencies in Burien



Sewer

Sewer system challenges in Burien include pipelines and lift stations at the end of their useful lives, capacity concerns, and residents currently without connection to the sewer system. The Southwest Suburban Sewer District has multiple areas that require pipelines to be replaced, as well as several lift stations in need of replacement. Additionally, the entire system is expected to have capacity concerns by 2031.

A portion of Burien residing within the Valley Sewer District is not currently connected to the sewer system and many new extensions will be required to connect this area to the system. Additionally, some areas of the system will require replacement of pipes that are reaching the end of their useful life. The Utilities Appendix contains more specific information about the deficiencies in Valley View.

There are no deficiency or capacity concerns for the portion of Burien within Midway Sewer District under current conditions.

Lighting and Broadband

Complaint-based systems function by residents reporting infrastructure issues or outages to the City for repair or replacement. However, there may be barriers in residents reporting these issues to the City, such as language barriers or distrust of local governments. To ensure that all areas of Burien are equitably served by utility infrastructure, such as streetlights, Burien should track life expectancy of light bulbs (and other applicable infrastructure) and replace them at the end of their expected life span.

The COVID-19 pandemic changed the way many residents in Burien (and across the country) worked and went to school and highlighted disparities in access to necessary technology, such as broadband internet. In order to ensure Burien residents have access to as many employment and educational opportunities as possible, the City should track household access to broadband internet and usage.

Our Utilities Plan

The City of Burien is not a provider of utilities but ensures adequate public facilities to allow development (Chapter 19.70 Adequacy of Public Facilities and Services). The City relies on the system plans of providers.

As noted in the Economic Development Element, the City can play a facilitator role to support applicants as they meet requirements of special districts. The City can also collaborate with districts and providers on equitable investments (e.g., lighting, broadband) in underserved areas.

Strategies to ensure adequate facilities and reliable service to meet the Vision of this plan include:

- Consider partnering with utility districts to develop tax increment financing (see RCW 39.114) to fund water and sewer improvements.
- Partner with the utility districts to assist in promoting and facilitating latecomers' agreements.
- Explore steps necessary to consolidate water and sewer districts.
- Partner with water districts to address fire water flow deficiencies and aging infrastructure by upsizing pipes.
- Pair water and sewer utility updates with street improvements.
- Support conversion from septic to sewer system, particularly in Boulevard Park.
- Support businesses during public infrastructure construction.
- Analyze current lighting in focus areas to inventory the types and locations of existing lighting (private or public) and lighting needs.

Goals and Policies

Goal 11.1 Work in partnership with providers to ensure utility services are adequate and equitably available to support current and future development.

Policy 11.1-1 Encourage utilities to prioritize investments in underserved communities and areas with deficient infrastructure.

Policy 11.1-2 To facilitate the coordination of providing utility services, the City will discuss and exchange population forecasts, development plans and technical data with the service providers.

Policy 11.1-3 Electrical power, sanitary sewer, domestic water, solid waste and disposal, stormwater drainage (as addressed in the Sustainability and Natural Environment Element) are herein designated essential utility services.

Policy 11.1-4 Development shall be allowed only when and where all essential utility services are adequate in accord with their level of service guidelines, and only when and where such development can be adequately served by essential utilities without reducing levels of service below the level of service guidelines for existing development in the city. Alternative means of providing essential utility services shall be allowed only when consistent with the policies of this element.

Policy 11.1-5 A development shall not be approved if it causes the level of service of an essential utility service to decline below the guidelines set forth in Pol. 11.1-7, unless improvements to accommodate the impacts are made concurrent with the development for the purposes of this policy. "Concurrent with the development" shall mean that improvements are in place at the time of the development or that a financial commitment is in place to complete the improvements.

Policy 11.1-6 If adequate essential utility serices are currently unavailable and public funds are not committed to provide such facilities, developers must provide such facilities at their own expense in order to develop. The City shall promote and assist in facilitating latecomers' agreements.

Policy 11.1-7 The following level of service guidelines should be used to evaluate whether there is sufficient capacity available to accommodate the demands of new development:

Electrical Power: Adequate electrical power connections must be available for any development within the City.

Water: (Fire Flow Requirements)

Pursuant to the Fire Code, single-family, multi-family, public facilities, commercial and industrial developments require different minimum available fire-flows based on the type of construction and amount of floor area. Available fire-flow serving the land use designations as set forth in the City of Burien long range land use map (Map LU-1) shall meet or exceed standards consistent with those designations. Water service providers shall plan and design system improvements to provide minimum fire flows consistent with a reasonable range of anticipated long-term land use designations.

Sprinkler systems may only be approved by the City as an alternative to meeting fire flow requirements when no other means of achieving the standard is practical, subject to the requirements of the International Fire Code (IFC) as locally adopted and amended. However, as described in the IFC, sprinklers may be required in addition to adequate fire flow under specific conditions.

All new short plats and formal subdivisions shall meet fire flow requirements. Sprinkling shall only be approved as an alternative fire protection method where domestic water service is not available, planned, or adequate.

Water Quality Level of Service:

The water system quality shall be in compliance with Washington Administrative Code requirements for water quality.

Sewer:

All new development must be served by or provision made for an adequate public sewage disposal system.

On-site sewage disposal systems may be allowed for new single-family homes where no other alternative is cost effective and technically feasible, if approved by the Seattle-King County Department of Public Health, in accordance with the Seattle-King County Board of Health rules and regulations. Existing residential on-site disposal systems will not be required by the City to connect to sewer unless their current systems fail.

Solid Waste Disposal Service:

Curbside collection for solid waste and recycling must be available for any single-family home, multifamily dwelling and business development. Solid waste and recycling services shall be available to any new development but are considered a voluntary service. Requiring service to be provided does not eliminate a resident's right to haul his or her own waste.

Stormwater Drainage:

As provided in the Stormwater Management Element policies.

Policy 11.1-8 Natural gas and communication services (including cable TV and cellular telephone service) are herein designated as optional utility services. Optional utility services should be available to serve new development, but are not a requirement for development approval.

Policy 11.1-9 The City shall encourage improvements in communication services to ensure all residents of Burien have access to reliable and affordable broadband internet.

Policy 11.1-10 When franchising and working with the communication utilities, the City will encourage upgrades to the system improving capacity, speed, and reliability. This will improve the City's competitive advantage in business retention and recruitment while also supplying residents with improved service and access to information and communication technologies. Special attention shall be given to ensure upgrades are prioritized in underserved communities.

Policy 11.1-11 Street lights commensurate with an area's level of density should be provided, based upon the following prioritized criteria:

a. Enhancement of pedestrian and vehicular safety, with an emphasis on underserved areas and areas with deficient infrastructure

b. Existing and projected traffic volumes

c. Location of school or transit stops

d. High-density land uses

e. Proximity to nearest intersection

f. Other relevant state, federal, local or utility design requirements

Policy 11.1-12 New or expanded facilities should be compatible with surrounding land uses; such facilities should have a minimal impact on the natural or built environment.

Policy 11.1-13 All facilities provided in accordance with these policies shall be constructed consistent with the design standards as specified in each provider's system plan.

Policy 11.1-14 Land use and utility planning should be coordinated to allow for the siting and construction of necessary facilities.

Policy 11.1-15 Coordinate facility planning so that utilities may locate in transportation corridors and dedicated right-of-way.

Policy 11.1-16 Ensure utility plans use and support the land use plan. The City shall adopt procedures for the City review of and comment on the proposed plans, policies, and actions of public and private utility providers. When possible, the City shall provide residents opportunities to review and comment on proposed plans, policies, and actions of public and private utility providers.

Policy 11.1-17 The City should actively work with water utility service providers to ensure that areas of low water flow are upgraded. Water service shall be provided at acceptable levels for the adequate provision of emergency fire response services.

Policy 11.1-18 The City shall actively work with all utility service providers to plan for impacts of climate change (such as sea level rise, temperature changes, and increased precipitation) in accordance with the City's Climate Action Plan.

Goal 11.2 Minimize impacts associated with the siting, development, and operation of utility services and facilities on adjacent properties and the natural environment. Ensure that impacts and benefits associated with utility services and facilities are equitably distributed throughout the city.

Policy 11.2-1 The City shall ensure that utility facilities are designed, located, constructed, and buffered (through extensive screening and/or landscaping) to blend in with their surroundings and to reasonably minimize significant, individual, and cumulative adverse impacts on adjacent properties, and to protect environmentally sensitive areas. When sited within or adjacent to residential areas, special attention should be given to minimizing noise, light and glare impacts, and pollution.

Policy 11.2-2 The City shall discourage siting of utility facilities in communities that face disproportionate shares of noise, light, and glare impacts and pollution.

Policy 11.2-3 The City shall encourage or require implementation of resource conservation practices and best management practices according to the USDA Soil Conservation Service during the construction, operation, and maintenance of utility structures and improvements.

Policy 11.2-4 The City shall work with surrounding municipalities, King County and the state during the siting and development of utility facilities of regional significance.

Policy 11.2-5 The City shall encourage joint use of utility corridors and properties for recreational facilities.

Policy 11.2-6 Consider climate change in the siting and development decisions of new utility facilities, including sea level rise, temperature changes, and increased precipitation.

Goal 11.3 Ensure provision of the most cost-effective, high quality and efficient water and sewer services to residents of Burien.

Policy 11.3-1 Ensure new industrial and commercial development is not allowed to have community or on-site sewage systems.

Policy 11.3-2 Require sewer connections, where connection is available, for all new plats.

Policy 11.3-3 Require conversion from on-site wastewater disposal systems as sewer lines become available and should require connections when possible.

Policy 11.3-4 Support cooperative regional efforts in pursuing options for the development of additional water sources to meet future needs. The City should also support efforts to encourage the efficient use of water from existing sources.

Policy 11.3-5 Maintain information on water and sewer service rates and hook-up system and development charges for public review. Where possible, this information should be in the commonly spoken languages in Burien.

Goal 11.4 Maintain an adequate and effective solid waste and recycling program to serve the needs of Burien's residents and businesses, which maintains public health, environmental and land use quality.

Policy 11.4-1 Encourage private and public sector involvement in recycling programs and in the use of recycled products, primarily through an enhanced public education campaign. Ensure opportunities for historically marginalized populations to participate in these programs.

Policy 11.4-2 Strive to achieve an overall waste diversion rate consistent with the King County Solid Waste Management Plan and the Burien Climate Action Plan.

Policy 11.4-3 The City should strive to achieve:

a) a 95% recycling participation in the single-family sector

b) a 75% recycling participation in the multifamily sector; and

c) a 60% recycling participation in the commercial sector.

Policy 11.4-4 Build upon existing recycling programs, and initiate new programs, that will result in significant impact at a reasonable cost.

Goal 11.5 Proactively improve infrastructure in Burien to enhance quality of life and meet economic development objectives.

Policy 11.5-1 Consider partnering with utility districts to develop Tax Increment Financing (see RCW 39.114) to fund water and sewer improvements.

Policy 11.5-2 Partner with the utility districts to assist in promoting and facilitating latecomers' agreements.

Policy 11.5-3 Explore steps necessary to consolidate water and sewer districts.

Implementation

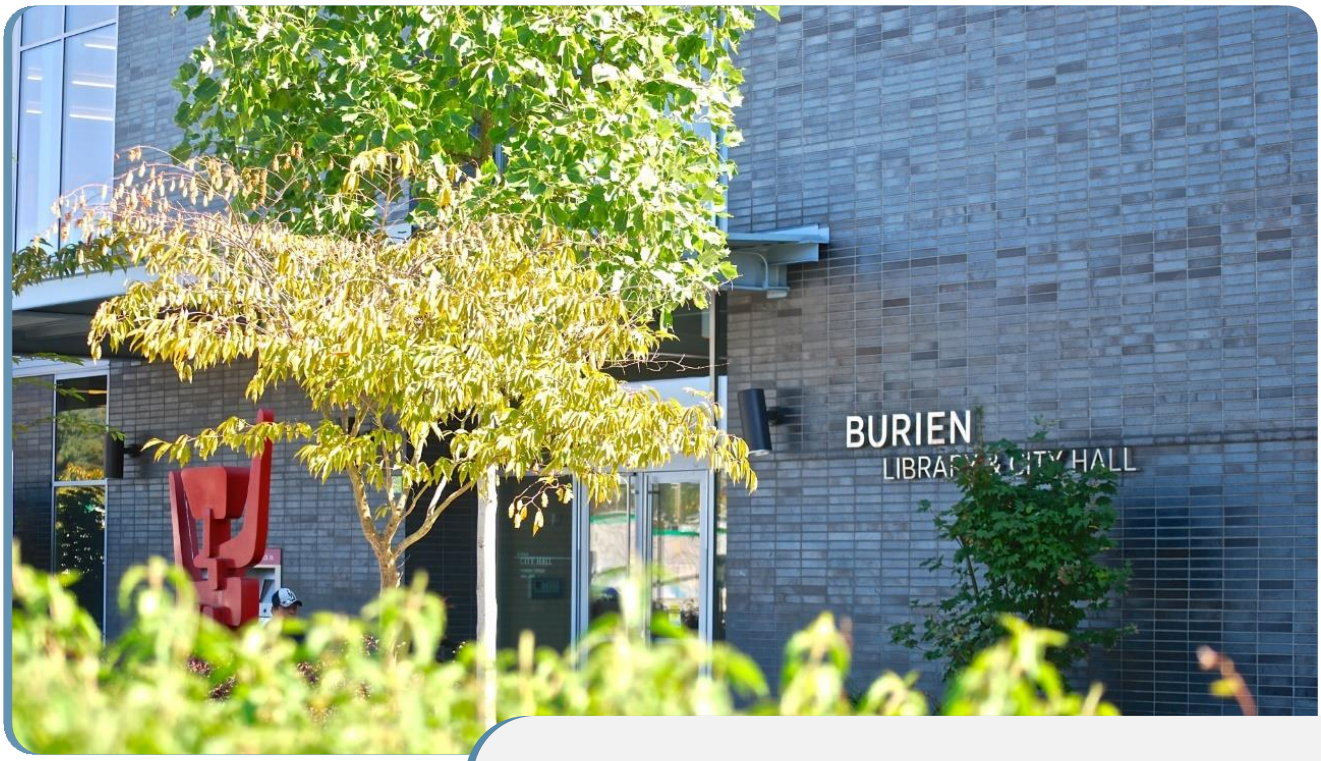
In order to provide high-quality, reliable, and affordable utility service equitably to all residents and businesses in Burien, the City will utilize a consistent framework in reviewing and prioritizing utility investments to ensure that impacts and benefits are spread equitably throughout the city. Prioritizing investments in underserved areas and in areas with deficient infrastructure is a City priority and requires the City to designate these priority areas. Investments and level of service in these priority areas should be tracked to ensure that improved service are occurring. Additionally, to have a climate resilient utility system, the City will need to consider changes to climate for project prioritization and decision making, including for new utility facility siting and development, as well as modifications to the current system to be more resilient overall.

Below in **Exhibit 11-4** are outcomes and metrics by which this element would be evaluated in the 5-year progress report.

Exhibit 11-4. Utilities Outcomes and Metrics

Outcomes	Metrics
▶ Improved utilities provided by franchise and special district providers in priority investment areas for economic development or climate resilience. ▶ Increased investment in areas with deficient infrastructure or underserved populations.	▶ Streetlight density. Perhaps by race or by high risk census tracts. ▶ Homes without access to broadband / low technology access

12 Capital Facilities



What You Will Find in this Chapter

- Information about capital facilities, essential public facilities, and public services in Burien.
- Existing and future level of service (LOS) for each type of capital facility.
- A description of the City's plan for funding capital facilities.
- State and regional planning framework essential public facilities.
- Goals and policies addressing planning and implementation of facilities and services.

Our Capital Facilities Vision

Capital facilities and utilities are well-maintained, equitably distributed, efficiently managed, and sufficiently funded to support the daily needs of a thriving and growing city.

Introduction

Capital Facilities

The Capital Facilities Element ensures that adequate public and franchise facilities and services are available to serve existing residents and businesses and future growth as outlined in the Land Use Element.

Capital Facilities

Capital facilities generally have a long useful life and include city and non-city operated infrastructure, buildings, and equipment. Capital facilities planning does not cover regular operation and maintenance, but it does include major repair, rehabilitation, or reconstruction of facilities.

Capital facilities should be adequate to maintain established levels of service (LOS) for each type of capital facility as the City grows.

A Capital Facilities Plan (CFP) is appended to this Comprehensive Plan. The CFP addresses infrastructure (such as streets, roads, traffic signals, sewer systems, stormwater systems, water systems, parks, etc.) and public facilities through which services are offered (such as fire protection structures and major equipment, law enforcement structures, schools, etc.). Per WAC 365-196-415, at a minimum, those capital facilities to be included in an inventory and analysis are water systems, sewer systems, stormwater systems, schools, parks and recreation facilities, police facilities and fire facilities. Burien's CFP also describes solid waste collection.

In addition to the CFP, the following chapters address certain capital facilities:

- The Parks, Recreation, and Open Space Element addresses the parks system.
- The Transportation Element directly addresses the transportation system in Burien.
- The Utilities Element provides conditions, trends, goals, and policies addressing water and sewer systems.

Essential Public Facilities

This Element also addresses essential public facilities that are typically difficult to site, including:

- Transportation: airports, state or regional transportation facilities, regional transit authority facilities

- State education facilities,
- Solid waste handling facilities,
- State and local correctional facilities,
- Secure community transition facilities,
- Opioid treatment programs including both mobile and fixed-site medication units, recovery residences, harm reduction programs excluding safe injection sites, and inpatient facilities including substance use disorder treatment facilities, and
- Mental health facilities, group homes, and community facilities.

Each city and county planning under GMA must include a process for identifying and siting essential public facilities. No local comprehensive plan or development regulation may preclude the siting of essential public facilities.

Conditions & Trends

Today's Conditions

Capital Facilities

Capital facilities and public services that are required to support growth and that are directly managed by the City of Burien, include:

- Public Buildings – City Hall
- Parks and Recreation
- Transportation
- Stormwater
- Police Services
- Solid Waste

A number of services are provided by other service providers but are considered essential to serve growth, and the City reviews adequacy:

- Fire Protection
- Schools
- Sewer/Wastewater
- Water

The most recent version of capital facilities plans and documents listed in Exhibit 12-1 are hereby incorporated by reference.

Exhibit 12-1. Capital Facilities, Service Providers, and Plans

Service	Provider	Relevant Plans and Documents
Public Buildings– City Hall, Maintenance Facilities	City of Burien	Capital Improvement Program
Parks and Recreation	City of Burien	Parks, Recreation, Open Space Plan (2024, as amended) Parks and Recreation Element Capital Improvement Program, Biennial Budget
Transportation	City of Burien: Roads, Sidewalks, Bicycle Facilities King County Metro and Sound Transit: Transit	Transportation Master Program (2024 pending) Transportation Element Transportation Improvement Program, Annual Capital Improvement Program, Biennial Budget
Police Services	City of Burien contract with King County Sheriff's Office	Capital Improvement Program, Biennial Budget
Fire Protection	King County Fire District #2 (KCFD #2)	Burien Municipal Code (International Fire Code, locally adopted; Chapter 19.70 BMC, Adequacy of Public Facilities and Services)
Schools	Highline School District No. 401	2018-2023 Capital Facilities Plan, as amended School District 2016 and 2022 Bonds and Highline School District Capital Facilities Advisory Committee (CFAC) Recommendations
Solid Waste	City of Burien contracts with Recology (also referred to as Cleanscapes Inc.)	County Solid Waste Management Plan
Stormwater	City of Burien	Burien Stormwater Master Plan Update, 2020 Burien Stormwater Management Action Plan, 2023 Capital Improvement Program, Biennial Budget Utilities Element
Sewer/Wastewater	Multiple	See Utilities Element
Water	Multiple	See Utilities Element

Essential Public Facilities

In Burien essential public facilities include SR 509 and SR 518 [as highways of statewide significance]. There are also mental health facilities, substance use disorder facilities, group homes, and community facilities. Abutting Burien is Sea-Tac Airport, another essential public facility.

The City allows essential public facilities in its zoning code. It also identifies community facilities.

Tomorrow's Projections

Planned Growth

Capital facilities are proposed to serve growth in the city limits. See Exhibit 12-2.

Exhibit 12-2. Housing, Population, Employment Growth Projection

Type	Number
Housing Target: Dwelling Units, 2019-2044	7,500
Household Size, 2044 (PSRC)	2.46
Population, 2019-2044	18,466

Source: PSRC, 2023; King County, 2021

The CFP Appendix identifies the facilities needed to serve projected growth in Burien from 2019 to 2044. Burien is examining different land use alternatives to meet its responsibilities to plan for new housing types and targets by affordability and to meet jobs targets. See the Land Use Element. Burien is updating its CFP to identify near term needs for a six-year period as well as understand longer-term needs to the full horizon year of 2044.

Levels of Service

Levels of service are defined below:

> *"Level of service" means an established minimum capacity of public facilities or services that must be provided per unit of demand or other appropriate measure of need. Level of service standards are synonymous with locally established minimum standards. (WAC 365-196-210(21))*

The Capital Facilities Element sets forth levels of service for a range of capital facilities and associated public services in Exhibit 12-3. These levels of service are applied to new development to ensure that the quality of the system is maintained as growth occurs. The City prepares a CFP Appendix periodically with the Comprehensive Plan. Biennially a Capital Improvement Program (CIP) provides a six-year program meant maintain the level of service with available funding. If

funding is not sufficient to achieve the capital facilities necessary to maintain the level of service the City would need to modify its growth strategy, or level of service, or find additional funding sources.

Exhibit 12-3. Capital Facilities and Levels of Service

Service	Level of Service Policy
Public Buildings	The City has not adopted a level of service for its administration building. It has space to accommodate additional city staff should that be required. The City has not adopted a level of service for a maintenance or supportive operations facility. The City has identified a need for a joint maintenance facility for public works, parks, and emergency services.
Parks and Recreation	Maintain current developed total park acreage of 5.61 acres per 1,000 population. Given population projections this is anticipated to equate to 47 additional acres for acquisitions and/or partnerships by 2030. Increase the percentage of households units within the Park and School Walkshed from 56% to 65% of total units by 2026.
Transportation	**Policy 3.1-6** The City adopts the following Level-of-Service standards for **vehicles**: LOS standard D for designated vehicle priority roadways; LOS standard E for downtown Burien streets; and LOS C for all other roadway facilities and services. The City will pursue the following actions along designated **transit priority roadways**: provide high level of transit stop amenities, maintain adequate vehicle LOS, provide sidewalks and marked crosswalks at all major transit stops, and encourage transit agencies to provide all day service with minimum 15-minute peak/30-minute midday bus frequencies. The City will pursue the following actions within designated **pedestrian priority areas**: provide sidewalks and/or wide shoulders on both sides of all arterial and collector routes and provide adequate street crossings within 300-600 feet of identified activity areas, depending on demand. For other areas of the city, provide sidewalks and/or wide shoulders on all arterial routes and adequate crossings at existing or planned marked crosswalks. The City will pursue the following actions for **designated bicycle priority streets**: provide high-level bicycle treatments on roadway segments considering traffic volumes and speeds, adequate intersection treatments, and undertake actions to minimize stop frequency for bicycles along these routes. For other streets with bikeways, provide appropriate bicycle treatments considering traffic volumes and speeds on designated streets, and adequate intersection treatments.
Police Services	The City does not have a quantitative police level of service standard. The City currently has a policy to prioritize public safety services. **Policy 6.2-5:** Prioritize public safety and police services. Examine ways to increase public safety and perceptions of public safety in Burien.
Fire Protection	The City of Burien requires adequate fire flow services in its levels of service policies. (**Policy UT 11-1.7**): Fire Flow Requirements: 1. Pursuant to the Fire Code, single-family, multi-family, public facilities, commercial and industrial developments require different minimum available fire-flows based on

Service	Level of Service Policy
	the type of construction and amount of floor area. Available fire-flow serving the land use designations as set forth in the City of Burien long range land use map (Map LU-1) shall meet or exceed standards consistent with those designations. Water service providers shall plan and design system improvements to provide minimum fire flows consistent with a reasonable range of anticipated long-term land use designations. 2. Sprinkler systems may only be approved by the City as an alternative to meeting fire flow requirements when no other means of achieving the standard is practical, subject to the requirements of the International Fire Code (IFC) as locally adopted and amended. However, as described in the IFC, sprinklers may be required in addition to adequate fire flow under specific conditions. 3. All new short plats and formal subdivisions shall meet fire flow requirements. Sprinkling shall only be approved as an alternative fire protection method where domestic water service is not available, planned, or adequate. See the **CFP Appendix** which also describes minimum staffing levels for each of their apparatus.
Schools	Average class size based on standard of service, ranging from 17 to 32 students depending on grade level.
Solid Waste	Existing Comprehensive Plan policy **UT 11-1.7** includes the following level of service standard for solid waste: Solid Waste Disposal Services: Curbside collection for solid waste and recycling must be available for any single-family home, multifamily dwelling and business development. Solid waste and recycling services shall be available to any new development, but are considered a voluntary service. Requiring service to be provided does not eliminate a citizen's right to haul his or her own waste.
Stormwater	The current plan refers to the Stormwater Element. The City requires stormwater systems to be adequate for new development. The Burien Municipal Code states: The proposed system is adequate if the development proposal site is served by a surface water management system approved by the Public Works department as being consistent with the design, operating and procedural requirements of the Surface Water Design Manual and BMC Title 13. (BMC 19.70.050(1))
Sewer/Wastewater	**Policy UT 11-1.7** Sewer: 1. All new development must be served by or provision made for an adequate public sewage disposal system. 2. On-site sewage disposal systems may be allowed for single-family homes where no other alternative is cost effective and technically feasible, if approved by the Seattle-King County Department of Public Health, in accordance with the Seattle-King County Board of Health rules and regulations. Existing residential on-site disposal systems will not be required by the City to connect to sewer unless their current systems fail. 3. Existing residential on-site disposal systems will not be required by the City to connect to sewer unless their current systems fail.

Service	Level of Service Policy
Water	Policy UT 11-1.7 Water: Fire Flow Requirements: See Fire Protection. Water Quality LOS: The water system quality shall be in compliance with Washington Administrative Code requirements for water quality.

Challenges & Opportunities

The CFP Appendix provides a summary of each provider's facilities, LOS demand, and planned facilities. The CFP Appendix identifies that several types of capital facilities are funded at a level less than the community's need. Highlights of the analysis show:

- Public Buildings – City Hall, Maintenance Facilities: The need for a cross-departmental maintenance and emergency services facilities:
- Transportation: The Transportation Improvement Program identifies a much larger target level of service than can be funded to meet the base level of service. Pavement maintenance is funded at half of the need.
- Parks: There is a need to add park acres to meet acres-based levels of service; an equity analysis in the Parks, Recreation, and Open Space (PROS) Plan 2024 could help identify the areas of greatest need.
- Stormwater: The stormwater system improvements are funded typically at one-third of the need identified in system plans.
- Sewer/Wastewater: The cost to replace septic systems to individual land owners could be a concern in Boulevard Park.

Our Capital Facilities Plan

The CFP Appendix presents the City's physical and funding plan to ensure that capital facilities are provided as growth occurs within the capabilities of the City. The Appendix also presents the City's review of non-City provider plans and efforts to plan for growth in Burien in a coordinated manner.

Further, this element's goals and policies address how the City intends to ensure that facilities and utilities are in place to serve current and future residents and employees. This element requires that capital facilities are in place and available when new development occurs, otherwise known as concurrency. A requirement to reassess the land use element is included in the policies if probable funding falls short of existing needs.

Goals & Policies

Capital Facilities

Goal 12.1 Provide an effective strategy to balance land use with capital facility development.

Policy 12.1-1 Balance the land use plan, levels of service, appropriate public facilities, and probable financial capacities in developing the Capital Improvements Program (CIP).

Policy 12.1-2 Integrate land use and public works planning activities with an ongoing program of long range financial planning to ensure that the City's future land use plan and level of service standards can be supported by quality public facilities. Such planning should address the following in order of priority:

(1) Improvements needed to provide adequate public safety or to remove hazards

(2) Investments needed to maintain existing facilities from further deterioration

(3) New Investments to increase capacity for growth focused into specific areas that implement the comprehensive plan.

(4) Improvements to meet comprehensive planning objectives to serve existing residential neighborhoods.

Policy 12.1-3 Maximize the use of grants and other external resources to help increase the capacity of capital facilities to support the land use plan.

Policy 12.1-4 Require new development to finance the facilities needed to support the development wherever a direct connection (known legally as a nexus) of benefit or impact can be demonstrated.

Policy 12.1-5 Consider the use of non-financial options to meet its public facility development needs. Such options can include:

(1) Contracted services;

(2) Rent or lease options;

(3) Cooperative programs with nonprofit organizations and other public entities;

(4) Implementing Demand Management Strategies;

(5) Adjusting planned levels of service; and

(6) Volunteers, donations, trusts, etc.

Goal 12.2 Assure that land use commitments are based on the planned capacity of capital facilities and that such facilities are provided when they are needed to support new development.

Policy 12.2-1 Plan for capital improvements consistent with the City's Comprehensive Plan.

Policy 12.2-2 Ensure land use densities and intensities are appropriate for the capacity of supporting public facilities (either built or planned) and support the maintenance of applicable levels of service.

Policy 12.2-3 Manage City capital facilities by emphasizing the following concepts:

(1) Preventive maintenance and cost-effective replacement of aging elements;

(2) Planning for the orderly extension and upgrading of capital systems while recognizing that system extensions associated with new development should be the responsibility of those desiring service;

(3) Inspecting systems to ensure conformance with design standards; and

(4) Reducing the potential for service rate increases through effective fiscal management and fair and equitable rate structures.

Policy 12.2-4 Periodically review City capital facility services to determine if they are being delivered cost effectively and which services are most cost-effectively delivered directly by the City and which services should be contracted out. Where appropriate, joint facilities with adjacent service purveyors should be used to provide the most efficient and cost- effective service to customers.

Goal 12.3 Ensure that the continued development and implementation of the Capital Improvement Program (CIP) reflects the policy priorities of the City Council.

Policy 12.3-1 Maintain a CIP list that includes all projects needed to implement the comprehensive plan during the planning period.

Policy 12.3-2 This list shall include a six-year CIP list, which should include projects that can be planned, financed and implemented during the next six years. The biennial budget should include a CIP list of those projects authorized for funding during the next fiscal year.

Policy 12.3-3 Projects listed beyond the six year CIP may be generally described and estimated, or grouped into broad categories, while projects in the six year CIP should be more specifically described and individually listed.

Policy 12.3-4 Consider projects funded only when incorporated into the biennial City budget, as adopted by the City Council.

Policy 12.3-5 The entire CIP list shall be updated biennially along with anticipated funding capacities as part of the biennial budget process.

Policy 12.3-6 New additions to the six year project list, which are not identified as part of the long range Capital Improvement Program list, shall be evaluated for their consistency with the comprehensive plan prior to their incorporation into the six year project list.

Policy 12.3-7 Capital projects that are not included in the six-year Capital Facilities Plan shall be evaluated for consistency with the comprehensive plan prior to their inclusion into the City's biennial budget.

Policy 12.3-8 Biennially review the capital facility project list to ensure that the proposed capital program reflects equitable investments to meet the needs of the community, particularly overburdened communities.

Goal 12.4 Develop City facilities and services to direct land use patterns and intensities.

Policy 12.4-1 Allow development only in the case that all public facilities are adequate and such development can be adequately served by essential utilities and essential facilities without reducing levels of service elsewhere. (Amended Pol. CF 4.1)

Policy 12.4-2 If adequate facilities are currently unavailable and public funds are not committed to provide such facilities, require developers to arrange appropriate financing or directly provide such facilities in order to develop. (Amended, Pol. CF 4.2)

Goal 12.5 Finance the City's needed capital facilities in as economic, efficient, and equitable a manner as possible.

Policy 12.5-1 Ensure the burden for financing capital facilities is borne by the primary beneficiaries of the facility unless potential sharing of benefits is related to the purpose of the facility.

Discussion: Policy 12.5-1

- New development should bear the cost of new facilities that benefit such development, and areas that benefit from a specific facility should finance the cost of such facilities. However, this financing could be generated on a broader basis that supports several facilities. For example, a bond issue might be used to finance several parks that benefit the entire city.
- Neighborhood facilities may be financed by general revenue if there is an overall program to spread such benefits throughout the city over time.
- This principle would not apply to some types of facilities that are intended to serve special populations, such as schools, parks, low income programs, disabled people, etc.

Policy 12.5-2 Use general revenues to fund projects that provide a general benefit to the entire community.

Policy 12.5-3 3 Consider long term borrowing for capital facilities as an appropriate method of financing large facilities that benefit more than one generation of users in the future.

Policy 12.5-4 Where possible, use special assessment revenue and other self-supporting bonds instead of tax supported general obligation bonds. Special assessment financing mechanisms, such as Local Improvement Districts, should be preferred whenever the benefits of the proposed facility are limited to a specific geographic area.

Policy 12.5-5 Annually develop objectives for City programs by which to measure or evaluate progress towards customer satisfaction and service provision.

Policy 12.5-6 Consider the use of general obligation bonds for municipal improvements that are of general benefit to the public, such as arterial streets, bridges, lighting, municipal buildings, general maintenance facilities and equipment, community centers, and parks.

Policy 12.5-7 In evaluating whether to continue, change or begin a new contract for services, include the impact of such City decision on capital facility requirements.

Discussion: For example, if the City were deciding whether to internalize park maintenance functions, the cost of providing or constructing a building to house the maintenance materials and machinery should be included in the decision making process.

Policy 12.5-8 Include the costs of maintaining, operating, and other life cycle costs, in the consideration of whether to authorize or support the funding of any City capital facility. Funding of life cycle costs should be included in future financial forecasting and planning, and incorporated into City budget decisions.

Policy 12.5-9 Wherever possible, ensure the City, special districts and private utilities coordinate their construction programs to avoid unnecessary construction and street work. The six year plans of all special purpose districts shall be coordinated with the city street repaving program and other districts six year plans. (Amended, Pol. CF 5.9)

Goal 12.6 Ensure that development does not outpace the City's ability to provide and maintain adequate public facilities and services.

Policy 12.6-1 Ensure City findings on land use decisions, including comprehensive plan amendments, are based on a finding that any proposed development can be supported by adequate public facilities consistent with this plan.

Policy 12.6-2 Approve the extension of any individual facility to serve new development, irrespective of the mode of financing, only if it is determined that adequate fiscal capacity exists to support:

(1) the extension of any other needed facilities, and

(2) cost effective service delivery by all on-going public services.

Discussion: For example, in deciding whether to build new streets, the City would need to evaluate the impact of providing police protection to the development, as well as

any associated costs. Or, if the water district were going to invest in new water mains, the City would need to look at the costs associated with improving existing streets or building new streets in areas where the new mains were to be located.

Policy 12.6-3 Evaluate the impact of any new development on the capacity of the supporting public facilities and require, prior to final development approval, that financing be guaranteed to correct any public facility deficiency related to the development. The impact of such development shall consider the cumulative effects of similar development proposals in the same area.

Discussion: The City may use Chapter 19.70 BMC, Adequacy of Public Facilities and Services or the procedures of the State Environmental Policy Act (SEPA) to achieve "concurrency" essential to support development.

Policy 12.6-4 Require developers to provide information relating to impacts that the proposed development will have on public facilities and services. The City shall evaluate the impact analysis and determine whether the development will be served by adequate public facilities.

Policy 12.6-5 Deny land divisions[10] which cannot be supported, either individually or cumulatively, by utilities or facilities considered essential for supporting new development defined as follows:

(1) Essential Utilities: Electrical power, sanitary sewer, domestic water, solid waste and disposal, stormwater drainage (as addressed in the Sustainability and Natural Environment Element) are herein designated essential utility services.

(2) Essential Facilities: Consider streets, fire services, schools and parks essential for supporting new development. Transportation and park needs and standards, as related to new development, are defined and set forth in the related planning elements.

Policy 12.6-6 As part of the City's annual review of the CIP list, determine whether capital facility funding is falling short of meeting existing needs and ensuring that the land use and capital facilities plan are consistent with the community's financial capacity. The city shall then consider any adjustments, whether to the plan, level of service standards, or financing mechanisms, appropriate for consistency during its next annual consideration of amendments to the comprehensive plan.

Policy 12.6-7 Ensure that new park and recreational services to support growth are provided concurrent with new development. Update development regulations and incentives to address parks and recreation demand and consistency with Burien's open space standards and the Parks, Recreation, and Open Space Plan, including appropriate studies and a comprehensive fee-in-lieu program.

[10] Consider adding other land use approvals.

Goal 12.7 Utilize all available capital improvement revenues to finance facilities to meet the community's need as established in this comprehensive plan.

Policy 12.7-1 Use all available capital revenues with the City's capital financing strategy. Project planning and funding decisions should reflect the capacities and constraints associated with each source of revenue allocate each project to the source that optimizes potential resources.

Policy 12.7-2 Identify opportunities to use available local and regional funding sources, grants, and other sources of revenue to finance projects that provide the most benefit such as in the downtown core or to support special planning areas.

Policy 12.7-3 Direct existing on-going revenues at the following needs, by priority:

(1) Meeting basic safety needs and removing hazards;

(2) Removing inefficiencies such as reducing maintenance and operational costs, or reducing traffic bottlenecks;

(3) Rehabilitating and enhancing existing facilities;

(4) Implementing significant comprehensive plan objectives through small strategic investments incrementally as part of a long-range strategy (such as small downtown projects), especially as incentives or cost sharing with private revenue sources; and

(5) Adding new capacity to support growth.

In applying these priorities, all needs should be addressed in a balanced program of funding. In evaluating projects, relative cost benefits shall be considered along with the relative priorities.

Discussion: For example, a small capacity project that would have large benefits can outweigh an expensive safety project with relatively small benefits. Also, in the case of general funding sources, projects with general benefits should outweigh projects that benefits only specific areas. In these cases, local funding approaches, such as a Local Improvement District might be considered instead).

Policy 12.7-4 Use general obligation bonds sparingly, but on a regular basis, for municipal improvements that are of general benefit to the public, such as arterial streets, bridges, lighting, municipal buildings, general maintenance facilities, community centers, and parks.

Policy 12.7-5 Consider evident community support for any major public project that adds significant capacity to an existing facility, provides significant increase in level of service, or provides another major enhancement to the community. Such projects may include major transportation improvements, new parks, or major downtown improvements. In such cases, the most appropriate financing of these projects should be a voter approved bond issue to provide revenue.

Policy 12.7-6 Coordinate potential King County Bond Issues for open space with any local planning for bond issues for Parks.

Discussion: Since generally in the past the King County bond issues have been used to develop passive parks or open space resources, County bond programs might best be directed at these purposes while local bond issues would best used to address active recreational needs, such as sports fields and playgrounds.)

Policy 12.7-7 Use Real Estate Excise Tax funds to finance small project capital needs or to address capital needs that can be met on an incremental basis. Such projects include pursuing basic comprehensive plan objectives such as:

(1) Rehabilitation and redevelopment of deteriorating facilities;

(2) Supplement the arterial gas tax funds for transportation;

(3) Small projects to improve and enhance existing parks and recreational facilities;

(4) Small down town improvements in accord with the downtown plan;

(5) Links in the community path system; and

(6) Gateways.

Policy 12.7-8 Use the arterial gas tax in coordination with major state and federal programs to support improvement of the city arterial street system consistent with the policies of the Transportation Element.

Policy 12.7-9 Use the Community Development Block Grant (CDBG) program to supplement other on-going sources of revenue if the CBDG criteria can be met. Particular opportunities may include:

(1) Continuing the housing rehabilitation program as an implementing tool of the housing element;

(2) Improving local streets, especially installing sidewalks in higher density low-income neighborhoods, or near facilities serving qualifying population groups;

(3) Coordinating installation of handicapped facilities with CBDG funds and small-scale downtown improvements; and

(4) Supporting social service providers with supporting facilities, in accord with a Human Services Plan.

Goal 12.8 Develop and implement an effective strategy that includes public health and safety to balance land use with capital facility development.

Policy 12.8-1 Provide a policy basis for collection of school impact fees by the City of Burien. The Highline School District's capital facilities plan, as amended yearly, is adopted by reference in this Comprehensive Plan.

Policy 12.8-2 Site and design public facilities to protect and promote public health, particularly in areas housing vulnerable populations.

Essential Public Facilities

Goal 12.9 Identify essential public facilities that may be sited in Burien.

Policy 12.9-1 Define "essential public facilities" as described in RCW 36.70A.200.

Policy 12.9-2 Site essential public facilities as described in the Growth Management Act (GMA) in Burien provided that the facility is sited in accord with Goal 12.10.

Goal 12.10 Establish criteria for the siting of essential public facilities in Burien.

Policy 12.10-1 Base the planning and siting of essential public facilities on sound planning and resource management principles including:

(1) Objective identification and analysis of alternatives, including demand management as well as alternative siting options;

(2) Identification and analysis of impacts, including socioeconomic impacts, associated with each alternative;

(3) Providing appropriate mitigating measures;

(4) Equitable distribution of impacts and benefits associated with the facility; and

(5) Extensive and meaningful public participation.

Policy 12.10-2 Include the following components in the site selection process for essential public facilities identified in this plan or listed on the list maintained by the Office of Finance and Management pursuant to RCW 36.70A.200:

(1) The facility sponsor must provide a demonstrated need for the public facility and its location in Burien based upon forecasted needs and a logical service area; and

(2) The sponsor must establish a public process by which residents of Burien have an opportunity to participate in the site selection process.

Policy 12.10-3 Do not locate in or significantly impact designated resource lands, critical areas, areas of cultural or historic resources, or other areas where the siting of such essential public facilities would be incompatible.

Policy 12.10-4 Require the sponsor of the essential public facility to first consider a site appropriately zoned for the use wherever appropriate. Other sites can only be considered if the sponsor can demonstrate that appropriate sites are not reasonably available within appropriate zones.

Policy 12.10-5 Encourage siting these facilities adjacent to or near corridors for major utilities, trails, and transportation modes.

Policy 12.10-6 Base the siting of public facilities outside of an appropriately zoned site upon criteria including, but not limited to:

(1) Specific facility requirements (acreage, transportation access, etc.);

(2) Land use compatibility;

(3) Potential social impacts on the community;

(4) Potential fiscal impacts;

(5) Potential environmental impacts;

(6) Potential traffic impacts;

(7) A complete consideration of alternatives, both in terms of sites and demand management measurements if appropriate; and

(8) Fair distribution of such public facilities throughout the County and region.

The application of these criteria shall be documented by independent professional analysis in an appropriate form such as an Environmental Impact Statement and be subject to meaningful public review prior to approval.

Policy 12.10-7 Wherever applicable, include the proposal within any relevant adopted state or regional service plan which was developed through an appropriate public process. Such plans shall be based on applicable GMA Comprehensive Plans, subarea plans, or capital plans, and shall be consistent with applicable statutes and ordinances.

Policy 12.10-8 Site or expand essential public facilities or facilities of regional importance using a process that incorporates broad public involvement, especially from historically marginalized and disproportionately burdened communities, and that equitably disperses impacts and benefits while supporting Burien's Comprehensive Plan Policies.

Policy 12.10-9 Consider climate change, economic, equity, and health impacts when siting and building essential public services and facilities.

Policy 12.10-10 Require an analysis of the facility's impact on City finances as part of the analysis of alternatives. If the study shows that locating a facility in the community would result in a disproportionate financial burden on the City of Burien or its citizens, the project's

proponents shall mitigate the adverse financial impacts or the proposal should be conditioned or denied as allowed by law.

Policy 12.10-11 Ensure City plans and development regulations identify, allow and regulate the siting of essential public facilities. The City should work cooperatively with surrounding municipalities and King County during the siting and development of facilities of regional significance.

Policy 12.10-12 Assist and facilitate the siting of essential public facilities when those facilities meet the siting criteria of Goal 12.10 and policies, and all significant adverse environmental impacts are mitigated to the maximum extent allowed by law.

Implementation

This element is primarily implemented by the CFP Appendix and biennial CIP. It is also implemented by system plans developed by capital facility providers. The City also evaluates capital facility and essential public facility proposals with its Zoning Code based on district standards and Chapter 19.70 BMC Adequacy of Public Facilities and Services.

The City could consider adding more capital facility and public service types to its Chapter 19.70 BMC to match its definition of essential utility and essential facility in this chapter. Additionally, the City will consider amending its zoning code to address new GMA definitions of essential public facilities.

Consistent with the Equity Element and this Capital Facilities Element, a greater emphasis is added in goals and policies to ensure that capital facilities and essential public facilities are equitably designed, sited, and located to avoid impacts to overburdened communities.

The following objectives and metrics in Exhibit 12-4 are intended to be tracked as part of the City's progress reports and periodic updates. The CFP Appendix contains an equity checklist to help implement the listed metrics.

Exhibit 12-4. Capital Facilities Element Outcomes and Metrics

Outcomes	Metrics
▶ Increased investment in areas with deficient infrastructure and greater shares of persons that are socially vulnerable. ▶ Design capital investments for climate resilience.	▶ Provide consistent process to review and prioritize CFP projects across the city so investments are equitable across the city ▶ Develop project priority criteria in the CFP Appendix. ▶ Consider areas of climate vulnerability based on the Climate Vulnerability Index.

13 Glossary of Terms



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

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

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

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

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

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

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

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

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

Capital Facilities or Capital Improvements: Capital facilities generally have a long useful life and include city and non-city operated infrastructure, buildings, and equipment. Capital facilities planning does not cover regular operation and maintenance, but it does include major repair, rehabilitation, or reconstruction of facilities.

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

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

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

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

Cohousing: An intentional community of private homes clustered around shared space. Each attached or single family home has traditional amenities, including a private kitchen. Shared spaces typically feature a common house, which may include a large kitchen and dining area, laundry, and recreational spaces. Shared outdoor space may include parking, walkways, open space, and gardens. Households have independent incomes and private lives, but neighbors collaboratively plan and manage community activities and shared spaces. The legal structure is typically an HOA, Condo Association, or Housing Cooperative.

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

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

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

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

Conditional Use/Conditionally Approved Use: A use that requires approval through a formal review process. This usually requires that conditions be reviewed for approval or that the proposed use meet certain conditions.

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

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

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

Critical Areas: See Environmentally sensitive areas.

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

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

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

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

Development activity: The division of a parcel of land into two or more parcels; the construction, reconstruction, conversion, structural alteration, relocation, or enlargement of any structure; any mining, excavation, grading, landfill, drainage, removal of vegetation, or disturbance of land or water; and use of land or water or the intensification or extension of the use of land or water that creates the additional demand for school, street, utility, or other public facilities.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Level of Service (LOS): A qualitative rating of how well some unit of public facility or service (e.g., street, intersection, transit route, water and sewer) meets current or projected demand.

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

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

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

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

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

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

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

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

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

Modular Home: A dwelling structure located on a permanent foundation and permanently connected to public utilities, consisting of preselected, prefabricated units or modules, and transported to and/or assembled on the site of its permanent foundation.

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

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

Natural System: Interdependent components of air, water, land and biological resources. An ecosystem is an example of a complex natural system that includes plants, animals, organisms, weather and landscape.

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

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

Nonconformance: Any use, improvement or structure established in conformance with City of Burien, or King County if prior to March 1, 1993, rules and regulations in effect at the time of establishment, that no longer conforms to the range of uses permitted in the site's current zone, or to the current development standards of the code due to changes in the code or its application to the subject property. A "nonconforming building lot" for the purposes of this plan is a lot that does not meet the standards set in policy RE 1.3. A "Nonconformance" is also referred to as "grandfathering."

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Puget Sound Regional Council (PSRC): Formerly the Puget Sound Council of Governments, the PSRC is a regional planning and decision-making body for growth and transportation issues in King, Kitsap, Pierce, and Snohomish counties. Under federal transportation law, the Council is the Metropolitan Planning Organization (MPO) responsible for regional transportation planning and programming of federal transportation funds in the four counties. It is also the designated Regional Transportation Planning Organization for the four counties. PSRC manages the adopted regional growth strategy, VISION 2050.

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

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

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

Sensitive Area: See Environmentally Sensitive Areas.

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

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

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

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

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

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

Single Occupant Vehicle: Vehicle carrying only one passenger.

Solid Waste Facility: A facility that handles solid waste. State law defines solid waste handling (RCW 70.95) as including the management, storage, transportation, treatment, utilization (including recycling), processing and disposal of solid waste. Landfills and other large disposal or processing facilities would not be applicable within the city limits of Burien.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

VISION 2050: VISION 2050 is the plan for growth for the four-county central Puget Sound Region applicable to King, Kitsap, Pierce, and Snohomish Counties developed by the member cities and counties with the Puget Sound Regional Council (PSRC). VISION 2050 is a plan for the long-term

that sets forth a regional growth strategy and multicounty planning policies consistent with the Growth Management Act.

Visual Access: Non-physical public use of the shoreline or other areas, including views of the water from indoors or out of doors, and visual.

cues to the water's presence that are provided for the benefit of pedestrians, bicyclists, motorists, and occupants of buildings near water bodies.

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

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

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

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

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

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