

June 15, 1992  
VN:HDM:BRNPolcy

Introduced by: Barden  
Nickels

Proposed No.: 91-644

ORDINANCE NO. **10430**

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AN ORDINANCE relating to Comprehensive Planning; adopting the Burien Activity Center update policies list; to provide future guidance to the new City of Burien government and amending the Highline Community Plan, amending Ordinance 2883, Section 1, as amended and adding to K.C.C. 20.12.240.

Findings of Fact:

For the purpose of effective areawide planning and regulation, the King County Council makes the following legislative findings:

The Highline Community Plan, adopted May 11, 1981 by Ordinance 5453, augments and amplifies the King County Comprehensive Plan.

The Burien portion of the Highline Community Plan is an urban activity center and should have appropriate levels of urban services.

Land use, growth, redevelopment and adequate urban services are best addressed in the context of an update of the relevant part of the community plan.

It is in the public interest to update the Burien portion of the Highline Community Plan and address land use, zoning, capital improvement projects, formation of a business improvement area, development of a business recovery plan, and the general economic health of Burien.

Amending the Highline Community Plan will provide for coordination and regulation of public and private development and bears a substantial relationship to, and is necessary for, the public health, safety, and general welfare of King County and its citizens.

BE IT ORDAINED BY THE COUNCIL OF KING COUNTY:

SECTION 1. Ordinance 2883, Section 1, as amended and

K.C.C. 20.12.240 are hereby amended to read as follows:

Highline communities plan. A. The "Highline communities plan," attached to Ordinance 3530, is adopted as an addendum to the comprehensive plan for King County. The Highline communities plan is amended by those changes identified in the "Highline area zoning," to Ordinance 5453 as inconsistent with the plan pursuant to Ordinance 5401. As an amplification and augmentation of the comprehensive plan and the Sea-Tac

1 communities plan, it constitutes official county policy for the  
2 Highline area.

3 B. Any further changes and amendments to the plan  
4 initiated by King County which relate to the Sea-Tac Airport  
5 and its vicinity shall correspondingly change and amend the  
6 Sea-Tac communities plan. All proposed changes and amendments  
7 shall be transmitted to the Port of Seattle for review and  
8 official consideration by the Port of Seattle Commission prior  
9 to council approval.

10 C. In adopting the Highline communities plan, the  
11 council recognizes that cooperation and action by others,  
12 including but not limited to citizens, state and local  
13 agencies, is essential for proper implementation.

14 D. The land use plan amendment attached to Ordinance  
15 7291 as Appendix A, is adopted as an amendment to the Highline  
16 communities plan.

17 E. An amendment to the Highline area zoning, attached  
18 to Ordinance 7291 as Appendix B is adopted as the official  
19 zoning control for that portion of unincorporated King County  
20 defined therein.

21 F. An amendment to the Highline Area Zoning, attached  
22 to Ordinance 7640 as Appendix A is adopted as the official  
23 zoning control for that portion of unincorporated King County  
24 defined therein.

25 G. The McMicken Heights Land Use Study, attached to  
26 Ordinance 7490 as Appendix A, is adopted as an amplification of  
27 the Highline communities plan.

28 H. The McMicken Heights Area Zoning, attached to  
29 Ordinance 7490 as Appendix B, is adopted as an amplification of  
30 the Highline communities plan.

31 I. The Highline Plan Revision Study - Highline  
32 Community Hospital attached to Ordinance 8138 as Appendix A, is  
33 adopted as an amendment to the Highline Community Plan.

1 J. An amendment to the Highline Area Zoning, attached  
2 to Ordinance 8138 as Appendix B, is adopted as the official  
3 zoning control for that portion of unincorporated King County  
4 defined therein.

5 K. The Highline Plan Revision Study - Olde Burien  
6 attached to Ordinance 8251 as Appendix A, is adopted as an  
7 amendment to the Highline Plan.

8 L. An amendment to the Highline Area Zoning, attached  
9 to Ordinance 8251 as Appendix B is adopted as the official  
10 zoning control for that portion of unincorporated King County  
11 defined therein.

12 M. The "Sea-Tac communities plan," attached to  
13 Ordinance 2883, is adopted as an addendum to the comprehensive  
14 plan for King County. As an amplification and augmentation of  
15 the comprehensive plan, it constitutes official county policy  
16 for the vicinity of Sea-Tac International Airport.

17 N. The Highline Plan Revision Study - Beverly Park,  
18 attached to Ordinance 8822 as Appendix A, is adopted as an  
19 amendment to the Highline Plan and to the Highline area zoning  
20 as the official zoning control for that portion of  
21 unincorporated King County defined therein.

22 O. The Highline Plan Revision Study - Strom, attached  
23 to Ordinance 8863 as Appendix A, is adopted as an amendment to  
24 the Highline Plan and to the Highline Area zoning as the  
25 official zoning control for that portion of unincorporated King  
26 County defined therein.

27 P. The Highline Plan Revision Study - Terrace View  
28 attached to Ordinance 8922 as Appendix A, is adopted as an  
29 amendment to the Highline Plan and to the Highline area zoning  
30 as the official zoning control for that portion of  
31 unincorporated King County defined therein.

32 Q. The Sea-Tac Area Update and Area Zoning, attached  
33 to Ordinance 8996 as Attachment A is adopted as an  
34 amplification and augmentation of the Comprehensive Plan and as

1 such constitutes official county policy for the geographic area  
2 defined therein.

3 R. The Burien Activity Center update policies list,  
4 attached to Ordinance 10430 as Appendix A, is adopted in  
5 its entirety to provide future guidance to the new City of  
6 Burien government and is an amplification and augmentation of  
7 the Comprehensive Plan for King County and as such constitutes  
8 official County policy for the geographic area defined therein.

9 S. The Burien Activity Center Area Zoning attached to  
10 Ordinance 10430 as Appendix B, is adopted as the official  
11 zoning control for that portion of unincorporated King County  
12 defined therein.

- 13 1. Amend Highline Community Plan Land use map by  
14 designating the south 360 feet of Tax lot 70 from  
15 Community Facilities to Neighborhood Business.
- 16 2. Amend Highline Plan Area zoning by reclassifying the  
17 south 360 feet of Tax lot 70 from Single family  
18 residential, RS-7200 to Neighborhood Business BN-P.
- 19 3. Amend Highline Community Plan Land use map by  
20 designating the northern portion of the Puget Sound  
21 Jr. High School site from Community Facility to Park  
22 and Recreation.
- 23 4. Amend Highline Plan Area zoning by reclassifying the  
24 Northern portion of the Puget Sound Jr. High School  
25 site from RS-7200 and RM-900 to RS-7200-P.
- 26 5. Both portions of Puget Sound Jr. High School site  
27 are subject to the following P-suffix conditions:
  - 28 a. The existing structure on the site (the abandoned  
29 school) shall be demolished before final approval  
30 for redevelopment of any portion of the site may  
31 be granted; for the purposes of this provision,  
32 "final approval" shall mean prior to commencement  
33 of construction of any commercial structure, or  
34 final plat or short plat approval for any plat or

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short plat for residential or commercial purposes.

b. Landscaping adjacent to existing residential areas shall meet the Type II (Visual Buffer) standards of the zoning code. On street frontages, landscaping shall meet Type IV (Open Area Landscaping) standards.

c. Enclosed/roofed truck loading bays;

d. No more than four access points to the site (two for auto, two for service/delivery);

e. A transit information station on the site;

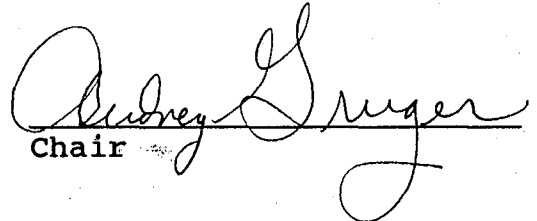
f. Bicycle racks to be provided on the site.

g. Exterior lights should be directed away from and shrouded from residential areas to minimize glare.


INTRODUCED AND READ for the first time this 19th day of August, 1991.

PASSED this 22nd day of June, 1992.

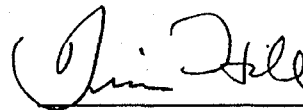
KING COUNTY COUNCIL  
KING COUNTY, WASHINGTON

  
Chair

ATTEST:

  
Clerk of the Council

APPROVED this 2nd day of July, 1992.

  
King County Executive

## Appendix A.

## Policies List

- BAC-1** Siting and developing airports and airport facilities consistent with state-wide planning in the central Puget Sound region requires cooperative planning between cities and counties. Section 1 of the Growth Management Act of 1991 (GMA) requires that King County's comprehensive plan include "process for identifying and siting essential public facilities" including, specifically, "airports". Recognizing the importance and impacts of air transportation facilities the State of Washington has formed the Washington State Air Transportation Commission to determine and recommend statewide air transportation policies through a comprehensive examination of issues. The Commission is to present an interim report by December of 1992.
- Pending the completion of the interim report of the Washington State Air Transportation Commission and the development of county-wide planning policies for airports pursuant to GMA, no additional airports or expansion of facilities to increase airport capacity are authorized or permitted.
- BAC-2** Commercial growth should occur through more intensive use and redevelopment of identified commercial centers.
- BAC-3** All new office development should occur in the Central Business District (CBD) or other areas designated for office use.
- BAC-4** To protect the existing affordable single family housing stock, upzoning to non-single family classifications should be avoided in areas where the existing housing stock is in generally good condition. Downzoning of selected areas with large blocks of existing single family homes from more intensive (non-single family) zoning should be considered to retain established single family neighborhoods.
- BAC-5** All new multifamily development should be at a scale and size proportionate to the surrounding development and provide variation of detail, form and siting to foster visual interest and attractive development. Multifamily buildings should incorporate elements such as setbacks, offsets, angled facets, deep roof overhangs, recesses, pitched roofs, and other features which serve to reduce perception of their scale.

Multifamily structures directly adjacent to single family homes should be limited to the height permitted in the single family area. Building design should incorporate facade modulation when facing streets or residential designated property. No more than 12 residential units should be permitted per building in multifamily development.

1. The following guidelines establish the facade modulation requirement.
  - a. Maximum wall length without modification shall equal 30 feet.
  - b. Minimum modulation depth shall equal three feet.
  - c. Minimum modulation width shall equal eight feet.
2. The following guidelines establish the roofline variation requirement.
  - a. The maximum roof length without variation shall be 30 feet;
  - b. The minimum horizontal or vertical offset shall be three feet;
  - c. The minimum variation length shall be eight feet;
  - d. Roofline variation shall be achieved using one or more of the following methods:
    - vertical off-set in ridge line;
    - horizontal off-set in ridge line; or
    - any other technique which achieves purpose of these conditions as approved by the manager of BALD
3. The following guideline establishes the height of modulation requirement.
  - a. All stories above the first story shall be set back from the street and from adjacent single story development a minimum of 15 feet.

BAC-6

A Solid Waste Management Program to reduce solid waste generation and to recycle waste that is generated should be established prior to building permit application (excluding single family residential). During site plan review, the program shall be reviewed for its consistency with current County policies and other regulatory requirements. The county, if

requested, will provide technical assistance to the applicant in developing such a program. At a minimum this program shall include:

- a. An in-house recycling program (non-residential buildings only).
- b. An on-site collection program for recyclables (multifamily only).

- BAC-7 The Central Business District (CBD) is where most new growth and redevelopment should occur in the Burien Activity Center. Downtown Burien is bounded by Southwest 148th Street on the north, the alley between Southwest 153rd Street and Southwest 154th Street on the south, Ambaum Boulevard Southwest on the west, and First Avenue South on the east.
- BAC-8 The First Avenue South corridor, commonly referred to as Burien Auto Row, should be the highway oriented commercial district where most auto oriented uses should be concentrated.
- BAC-9 King County should develop new sign controls to improve safety and aesthetic conditions along major arterials such as First Avenue South.
- BAC-10 In recognition of community history, development in Olde Burien should maintain the historic character identified in the Olde Burien Plan Amendment Study. Continuous street level retail uses along Southwest 152nd Street should be required in Olde Burien to maintain its character.
- BAC-11 In order to encourage greater housing opportunities close to downtown Burien, South Hill should contain neighborhood scale mixed use developments and high/maximum density multifamily housing.
- BAC-12 In order to accommodate the future health care needs of area residents, a limited expansion of Highline Community Hospital and associated uses should be allowed consistent with the overall master plan as identified in Appendix E.
- BAC-13 The Five Corners district should provide retail commercial and high density multifamily housing. The area between Southwest 156th and Southwest 160th between 1st Avenue South and Ambaum Boulevard should also be considered as a potential future site for an auto mall.



- BAC-14 In order to provide a range of multifamily housing densities close to the CBD, the West Side District should contain low/medium and high density multifamily housing. Low/medium (7 to 18 units per acre) density multifamily housing in the West Side District should provide a transition between single family housing and more intensive uses.
- BAC-15 The Sunnydale District contains a Community Center at South 152nd Street and a neighborhood center at South 160th Street and Des Moines Way South. Existing centers should continue but not expand.
- BAC-16 In order to provided convenience shopping for nearby residential areas and to provide a range of housing choices, the North End District is recognized as a Community Center and should continue to provide retail commercial, offices and multifamily housing.
- BAC-17 A neighborhood center should be established in the area of Southwest 128th Street and First Avenue South and should include a portion of the former Puget Sound Junior High School site.
- BAC-18 A portion of former Puget Sound Junior High School site should include commercial development and King County should explore the acquisition of the remaining site for park use.
- BAC-19 The area between Southwest 128th and Southwest 134th along First Avenue South, should be designated as mixed-use to provide convenient goods and services to surrounding neighborhoods and to encourage mixed commercial and residential housing projects.
- "P"suffix conditions proposed for properties along First Avenue South that require residential components for new development are deleted.
- BAC-20 Offices should be developed along the Ambaum Boulevard Southwest arterial to provide convenient access to the public and to reduce impacts on residential neighborhoods.
- BAC-21 Medical and health care services should be encouraged along Ambaum Boulevard Southwest, generally at the intersections of Southwest 130th and Southwest 142nd.

- BAC-22 Deleted by Council
- BAC-23 King County, Port of Seattle and other public agencies should develop a relocation assistance program to assist with the relocation of the two mobile home parks in the planning area. The two parks should not be redeveloped under the RM 900 zone to other uses for two years from the date of this Update's adoption to allow a relocation assistance plan to be developed.
- BAC-24 Phase 1, or near term. Development should incorporate the Urban Design standards identified in this chapter through the application of a Pedestrian Overlay District.
- BAC-25 Phase II, or long term future option. Urban Activity Centers such as Burien should contain a variety of land uses including retail and office development; wholesale trade and distribution; and high density housing. The Central Business District (CBD) should be developed as a pedestrian-oriented retail and professional office center. The CBD should be allowed to realize a future high density development of up to 12-story mixed use office and commercial buildings when the following conditions have been met:
- o A regional decision that the Burien Activity Center should be a major employment center.
  - o Selection of SR-509 as a high capacity transit corridor and Burien for a major transit station location.
  - o Central Business District development shall not occur without public review, including a plan amendment, to determine additional conditions and requirements, as well as the need for land use redesignation, such as for high density multifamily, to support the CBD.
  - o Detailed economic analysis indicating there is market potential for the CBD redevelopment as envisioned in the plan.
  - o Programmed and budgeted extension of SR-509 to I-5 or other major freeway system and completed improvements of the First Avenue South Bridge.

- o Identification and mitigation of impacts on surrounding neighborhoods.
- BAC-26 Sub-areas within the CBD should be identified and developed to establish a distinct character and role. Development should be encouraged which is compatible and supportive of pedestrian-oriented retail streets.
- BAC-27 Building bulk and density should be increased in downtown Burien to allow a concentrated employment and retail center. Taller buildings should be sited where they have the greatest visual and economic benefit to the downtown.
- BAC-28 Development within the CBD should decrease in scale and intensity as it approaches adjacent western and southern districts. Special consideration should be given to:
- o Establishing a civic center with park-like qualities across from the residential neighborhood and existing civic facilities to the north.
  - o Locating higher buildings (up to 12 stories) adjacent to major arterial streets and auto-oriented commercial uses, and stepping buildings down to 3 to 6 stories when across from residential uses or fronting pedestrian streets.
- Establishing commercial uses of similar character on either side of Ambaum Boulevard Southwest and Southwest 153rd Street.
- o Encouraging uses along 1st Avenue South which are auto-oriented on the east side, and pedestrian-oriented facing 2nd Avenue Southwest, Southwest 150th Street and Southwest 152nd Street.
- BAC-29 Streets within the CBD should be designed to improve vehicular and pedestrian access and circulation, and provide better orientation. The existing street grid pattern in downtown Burien should be completed where streets do not currently exist (Phase 1 standard implemented by P-suffix condition).
- BAC-30 Gateways should be established to provide a welcoming image at key entry points to the CBD, downtown.
- BAC-31 Focal points should be developed within the CBD to give an identity to the surrounding area, and to provide a better orientation within the downtown by acting as a reference point.

- BAC-32 Sidewalks should be provided throughout the CBD to encourage walking and to reduce reliance on automobiles (Phase 1 standard implemented by P-suffix condition).
- BAC-33 Traffic signals and crosswalks should ensure safe pedestrian crossings with minimum pedestrian waiting times and adequate traffic flow (Phase 1 standard implemented by P-suffix condition).
- BAC-34 Parking should be planned and developed so not to discourage the use of sidewalks and to reduce the need for public off-street parking (Phase 1 standard implemented by P-suffix condition).
- BAC-35 Storefronts should be located next to sidewalks so that window displays attract pedestrians. Storefronts should provide awnings or covered areas to provide weather protection to pedestrians (Phase 1 standard implemented by P-suffix condition).
- BAC-36 Buildings in the CBD should be set back from the street far enough to ensure adequate sidewalk widths. Building frontages should abut sidewalks where pedestrian-oriented uses occur (Phase 1 standard implemented by P-suffix condition).
- BAC-37 Upper level building setbacks should allow maximum sun to reach the sidewalks and public open spaces (Phase 1 standard implemented by P-suffix condition).
- BAC-38 Sidewalk widths should allow adequate space for pedestrian movement as well as for street furnishings, street trees, storefront displays, cafe seating, and other storefront activities occurring on the sidewalk (Phase 1 standard implemented by P-suffix condition).
- BAC-39 A sidewalk furnishing zone should be established to provide adequate space at the curb to accommodate "elements of continuity", such as street trees and street furnishings which unify the image of downtown and define its boundaries, and to act as a buffer between pedestrians and traffic (Phase 1 standard implemented by P-suffix condition).
- BAC-40 A walkway zone should be established to provide adequate sidewalk space for at least three people to pass with no obstructions (Phase 1 standard implemented by P-suffix condition).
- BAC-41 A building frontage zone should be established on 16 foot sidewalks to provide adequate space for window shopping and activities or displays related to the

adjacent storefront (Phase 1 standard implemented by P-suffix condition).

- BAC-42 Paving in the CBD should be safe, easily maintained and aesthetically pleasing (Phase 1 standard implemented by P-suffix condition).
- BAC-43 Street and sidewalk light fixtures should increase the amount of light to assure a safe pedestrian environment.
- BAC-44 Benches should be provided in the CBD to enhance a friendly pedestrian-oriented atmosphere.
- BAC-45 Adequate numbers and convenient locations of litter receptacles should be provided in the CBD to discourage littering of the streets.
- BAC-46 Bollards should be provided to define special areas and enhance pedestrian safety at vehicular and pedestrian crossings in the CBD.
- BAC-47 Tree grates should be provided in the sidewalk furnishing zone to reinforce visual continuity in the CBD and to protect tree roots while allowing adequate aeration.
- BAC-48 Street trees should be planted in the CBD to provide greenery and shade. Trees should be located in such a way to allow visual access to storefronts (Phase 1 standard implemented by P-suffix condition).
- BAC-49 The transit center should serve as a focal point to heighten the visual identity of downtown Burien and provide a positive image in the community.
- BAC-50 The transit center should be compatible with the surrounding context to successfully integrate into the overall downtown Burien urban design plan.
- BAC-51 The long-term location of a transit center should best serve future mass transit ridership and respond to downtown development opportunities, adopted planning policies, and guidelines.
- BAC-52 The future (long-term) design concept for the mass transit center should meet METRO's operational needs while being compatible with development opportunities and downtown planning policies and guidelines.

- BAC-53 King County should explore the acquisition of the Puget Sound Junior High School site for future use as a park.
- BAC-54 If the Puget Sound Junior High School site is acquired the Parks Division should build a running/walking trail at the school site to replace the current running track at the Puget Sound Junior High School site.
- BAC-55 All multifamily developments greater than four residential units, should provide park and open space that meets the basic goals and criteria for park and open space in King County Ordinance 3813 or new park standards which may be adopted. This land must be on site or within walking distance of all residents to provide opportunities for active and passive recreation close to every home.
- BAC-56 Land should be set aside within multifamily residential developments to provide opportunities for a mix of passive and active recreation. Fifty percent of this land should be developed as tot lots, playgrounds, open lawn area or with other recreation facilities. The remaining 50% may consist of all or a portion of sensitive areas. Land set aside for active recreation should be well-drained, level, and suitable for the active uses specified in the site plan.
- BAC-57 Because different densities generate different demand for recreational areas, the amount of land required to be set aside in residential developments should be dependent upon the number of households within the development. The amount of land set aside should be in accordance with current county standards for community and neighborhood parks specified in Ordinance 3813.
- BAC-58 If no land within or adjacent to the development meets the criteria as defined in BAC-56 (above) a fee-in-lieu of park dedication (equal to the value of land and facility development) may be substituted.
- BAC-59 King County should explore acquisition and/or development of a trail corridor along Miller Creek to connect with potential trails in Normandy Park and Sea Tac. King County should work with the two cities on acquisition and development of a trail corridor.
- BAC-60 Transportation facilities provided in Burien should be consistent with its urban character.

- BAC-61 Transportation improvement projects should emphasize changes in the function of the system over construction alternatives, where possible.
- BAC-62 Planning for utilities, transit (including high capacity transit), and pedestrian and bicycle facilities should be included in road improvement projects at the time such projects are being developed.
- BAC-63 The transportation system should be integrated to allow for easy transfer between bicycle, pedestrian, transit and automobile modes.
- BAC-64 Final decisions to construct improvements on both the 1st Avenue South Bridge and to extend SR 509 to I-5 should be made as soon as possible.
- BAC-65 Intersection and roadway improvements should be made to increase safety at high accident locations and increase capacity at critical intersections within Burien.
- BAC-66 While safety improvements should be the first priority for public funding of improvements, access to transit and shopping and completion of the sidewalk system should also be given top priority when deciding what public facilities improvements will be made in Burien.
- BAC-67 The bicycle network in Burien should be clearly defined and linked into the network serving Seattle, Des Moines and other destinations throughout the area.
- BAC-68 Metro should consider the park and ride site in Burien for eventual conversion to mixed-use development, moving the park and ride to a more peripheral location.
- BAC-69 King County, the Washington State Department of Transportation and the port of Seattle should work together to develop a plan to reinforce the ties between the airport and the Burien community.
- BAC-70 The Burien BIA rate payers board should present a work program and budget for the following year to the Planning and Community Development Division Manager by August 1 of each year. The work program should reflect activities in all four areas allowed by the state statute: parking, management, marketing and streetscape (beautification).
- BAC-71 The Burien BIA should set up a parking management system and participate with private industry in the construction and management of parking facilities.

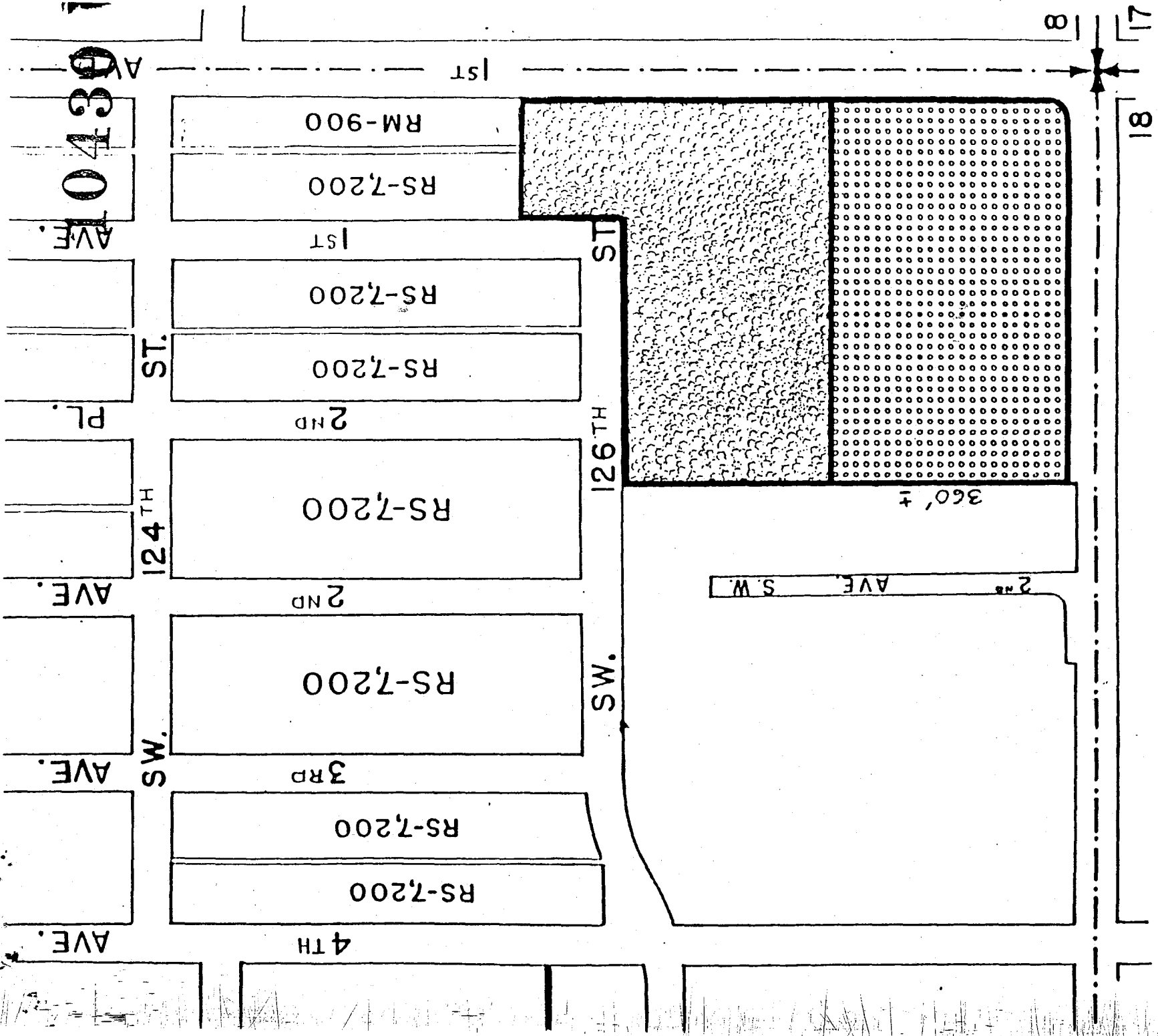
- BAC-72 Assessments to fund parking improvements should only be levied on businesses that will use or benefit from the improvement. A range of rates that reflect the degree of use and/or benefit should be established.
- BAC-73 The Burien BIA should provide seminars and other training relating to finance, merchandising, personnel management and training, marketing and other strategies that will help businesses improve.
- BAC-74 The Burien BIA should work closely with banks, other funding sources and public agencies to develop loan and grant programs that allow businesses to expand, increase inventory, train personnel, purchase equipment, conduct research, improve buildings and conduct other activities necessary to a healthy business.
- BAC-75 The Burien BIA should work closely with property owners, leasing agents, public agencies and the private sector to upgrade or provide additional, retail, commercial and office space within the district.
- BAC-76 The Burien BIA should work closely with King County and other public agencies to implement the Burien Activity Center update, to insure a high quality of public services and facilities, and to continue to advocate Burien's needs.
- BAC-77 A plan to define the overall marketing strategy for Burien should be developed. A Burien theme, logo, and advertising technique should be part of the strategy.
- BAC-78 The Burien BIA should develop cooperative advertising to help businesses reduce their marketing costs. This program could include newspapers, radio and direct mail.
- BAC-79 The Burien BIA should prepare publications such as newsletters and brochures to keep area businesses and customers informed about BIA activities, business opportunities and upcoming events.
- BAC-80 The Burien BIA should prepare business recruitment tools such as an information packet, a video, or brochures to encourage businesses in the district to expand and to attract new businesses to the area.
- BAC-81 The Burien BIA should work closely with King County to identify specific sites and design improvements for



entry points to Burien. The BIA should provide ongoing maintenance for these improvements.

- BAC-82 The Burien BIA should work closely with King County and METRO on the improvements to the Burien Transit Center, relocation of the Park and Ride lot and redevelopment of the existing Park and Ride lot.
- BAC-83 The Burien BIA should work closely with METRO and King County to insure the provision of special street lights, paving, street furniture and other receptacles at the Transit Center and as part of street improvements throughout Burien.
- BAC-84 The Burien BIA should provide seasonal decorations throughout the district. These could include flower baskets, banners, holiday decorations and lighting.
- BAC-85 The Burien BIA should provide litter control throughout the district to keep sidewalks, alleys and road shoulders clean. This should be accomplished by providing trash receptacles, street and sidewalk sweeping and public education programs on litter control.
- BAC-86 The preservation and restoration of historic resources should be encouraged to retain tangible reminders of the community's history.
- BAC-87 King County should work with residents, property owners and community groups and other agencies to identify, evaluate and protect historic resources in the Burien area.
- BAC-88 Des Moines Memorial Drive should be placed on the King County Historic Resources Inventory.
- BAC-89 Resources with a potential for Landmark Status should be identified by King County and property owners should be contacted to assess interest.
- BAC-90 New Development, including road construction and work in stream corridors adjacent to landmarks, landmark resources or archaeological resources, should retain and enhance the historic features of the landmark to the greatest extent possible. Such development should also be compatible in scale with the landmark whenever possible.
- BAC-91 Development of parks, trails and open space uses should be coordinated with the preservation, restoration and use of historic resources.

- BAC-92 To protect historic resources within Burien, property specific development standards (P-suffix) zoning should be used to apply development guidelines consistent with the County's historic policies.
- BAC-93 Space in Special District Overlay area should be allocated for open space (excluding parking) and might include landscaping, watercourses, paths, resources for fountains or other outdoor works of art, or other visual/environmental features.
- BAC-94 Where possible, artists should work in a design team approach with architects and landscape architects to enhance the opportunities for incorporation of visual art or interesting and original design elements into the environment.
- BAC-95 Special District Overlay area should be a community as well as a regional art resource. Where possible, covered areas to exhibit artwork should be encouraged.
- BAC-96 Long-term planning to develop a permanent, full service performing arts center should be encouraged.
- BAC-97 When the Seattle-King County Health Department identifies a health hazard caused by a failing on-site septic system, the owner shall take steps to repair the system. If repair is not possible, if the soils are not suitable for an on-site system, or if an enhanced system is not possible the owner shall hook up to a public sewer system.



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124<sup>TH</sup> ST. SW. SW.

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3<sup>RD</sup>

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2<sup>ND</sup>

1<sup>ST</sup>

RS-7,200

RS-7,200

RS-7,200

RS-7,200

RS-7,200

RS-7,200

RS-7,200

RM-900

SW. 126<sup>TH</sup> ST.

2<sup>ND</sup> S.W. AVE.

360' ±

Land Use

Commercial

Parks and Recreation

E7-23-4

Appendix B

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Appendix B

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