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Appendix - Section 8

Comprehensive Plan and Zoning Amendments

**CITY OF BURIEN
AGENDA BILL**

Agenda Subject: Discussion of Proposed Northeast Redevelopment Area (NERA) Comprehensive Plan and Zoning Amendments		Meeting Date: November 23, 2009
Department: Community Development	Attachments: <u>1-Comprehensive Plan and Rezone Recommendations</u> <u>2-Zoning Code Recommendations</u>	Fund Source: N/A Activity Cost: N/A Amount Budgeted: N/A Unencumbered Budget Authority: N/A
Contact: Scott Greenberg, Community Development Director		
Telephone: (206) 248-5519		
Adopted Initiative: <u>Yes</u> <u>No</u>	Initiative Description: NE Redevelopment Area	
<p>PURPOSE/REQUIRED ACTION: The purpose of this item is for City Council to discuss the Planning Commission's recommendations for amendments to the City's Comprehensive Plan text and map, and zoning text and map relating to the Northeast Redevelopment Area (NERA). No action is required at this meeting.</p> <p>BACKGROUND (Include prior Council action & discussion):</p> <p>The City has been working with the Port of Seattle on a Redevelopment Strategy and Implementation Plan for our NE Redevelopment Area since mid-2008. Since then, we have produced a detailed critical areas study, market analyses, land use options and preliminary strategy and implementation plans. A Draft Supplemental Environmental Impact Statement (SEIS) analyzing the impacts of proposed Comprehensive Plan and zoning amendments was issued on October 5, 2009 with a comment period ending Nov. 4, 2009. The Final SEIS is scheduled for release on Nov. 23, 2009 and will include all public comments since issuance of the Draft SEIS.</p> <p>The Planning Commission held several meetings related to the NERA proposals, including a joint public hearing with the Hearing Examiner on the Draft SEIS and proposed amendments on Oct. 20, 2009. The Commission recommended approval of Alternative 1 as shown on Attachment 1 at their Nov. 10, 2009 meeting.</p> <p>Council must adopt the Comprehensive Plan text and map amendments in a single package with our other Comprehensive Plan amendments by the end of 2009, or the amendments cannot be adopted until fall of 2010. The zoning code and map amendments could be delayed until early 2010 if Council needs more time to consider these. Proposed schedule is:</p> <ul style="list-style-type: none"> • Dec. 7: Review draft ordinances • Dec. 14: Decision on proposed amendments <p>OPTIONS (Including fiscal impacts): N/A</p>		
Administrative Recommendation: Receive staff presentation and provide direction to staff.		
Committee Recommendation: N/A		
Advisory Board Recommendation: Adopt Alternative 1 (Planning Commission)		
Suggested Motion: N/A		
Submitted by: Scott Greenberg Administration <u>SG</u>	Mike Martin City Manager <u>[Signature]</u>	
Today's Date: November 17, 2009	File Code: R:\CC\Agenda Bill 2009\112309cd-1 NERA Comp Plan-Zoning.docx	

CITY OF BURIEN
Dept. of Community Development
400 SW 152nd Street, Suite 300
Burien, WA 98166
(206) 248-5510

2009 Comprehensive Plan Amendment and Rezone Request

AMENDMENT REFERENCE NUMBER: 2009-3

APPLICANT(S): City of Burien

LOCATION: NE Redevelopment Area (NERA)

REQUEST:

1. Amend Policy SE-1.5
2. Amend Land Use Map LU-1
3. Rezone the NERA to AI and PR Zones

TAX PARCELNUMBER(S): Not applicable

PLANNING COMMISSION AND STAFF RECOMMENDATION:

Amend Policy SE-1.5, Land Use Map LU-1 and the Burien Zoning Map as set forth in Alternative 1 on Attachment 1.

FINDINGS

HISTORY:

In 1997, the City's initial Comprehensive Plan recognized the impact of airport operations on the northeast portion of Burien. The Plan created the "Northeast Special Planning Area" to provide policy guidance for future redevelopment to airport-compatible uses.

In 2001-2003, the City created a "Joint Advisory Committee" of interested area residents, property owners, Port of Seattle and business interests to create a more specific plan for facilitating such redevelopment in the newly named "Northeast Redevelopment Area (NERA)". Following preparation of a Supplemental Environmental Impact Statement (SEIS), the City Council adopted new Comprehensive Plan policies and zoning regulations for "Special Planning Area 4" (SPA-4). The new SPA-4 was designed to encourage redevelopment of the entire NERA with business park uses. The Council established a 2 acre minimum parcel size for redevelopment and prohibited new residential uses.

Since 2003, SeaTac Airport's third runway opened, and the economy entered a recession. With little redevelopment over the past 6 years, the City Council authorized a new effort to redefine the NERA. The proposed Comprehensive Plan policy and map changes, and associated zoning map and code changes are shown in Attachments 1 and 2.

Two alternatives are shown. Both would encourage creation of an airport-compatible business park in a new "Airport Industrial" (AI) plan and zoning category, with new residential uses and small businesses allowed in a new "Professional-Residential" (PR) plan and zoning category in part of the area along 8th Avenue S. Both alternatives would also eliminate the 2 acre minimum required for redevelopment. The difference between the two alternatives is that auto sales and retail uses would be allowed in the southern portion of the AI area in Alternative 1 but not allowed in Alternative 2. A third alternative (maintaining existing plan and zoning provisions

for SPA-4) is analyzed in the Draft SEIS issued October 5, 2009 for this new effort, but is not analyzed in this staff report.

REVIEW OF CRITERIA FOR COMPREHENSIVE PLAN AMENDMENT

Zoning Code section 19.65.095.4 contains the criteria for review of a proposed Comprehensive Plan amendment. To be approved, the proposed amendment must meet all of the following criteria (in italics, followed by Planning Commission and staff response):

A. The request has been filed in a timely manner.

The request to amend the Comprehensive Plan for new NERA policies and land use designations was made prior to June 1, 2009, as required in BMC 19.65.095.

B. There is a public need for the proposed amendment.

The public need for the amendment is to update existing policies and mapping to reflect changed conditions in the area—opening of the third runway, a significant economic downturn, desire on the part of the city for increased and diversified revenues and the fact that little redevelopment has occurred under current policies and regulations.

C. The proposed amendment is the best means for meeting the identified public need.

The proposed alternatives are based on a market analysis, critical area mapping and delineation, and coordination with the major property owner in the area (the Port of Seattle). The alternatives will provide for flexibility in land use in both the AI and PR areas. Alternative 1 will provide the expansion area needed by Burien's new car auto dealers, which is not available along 1st Avenue So. This in turn would open former auto dealer sites on 1st Avenue So. to other uses such as retail, lodging or other uses to compliment the downtown area.

D. The proposed amendment is consistent with the overall intent of the goals and policies of the Burien Comprehensive Plan, Growth Management Act and Countywide Planning Policies; and

Goal IN.1 supports the proposed amendments: *Provide opportunities for the development of attractive Business Park, Warehouse, Manufacturing and Airport-Related uses in the northeast part of the City where impacts on the surrounding environment can be minimized.*

The proposed PR designation is a new concept, and as such the Comprehensive Plan is silent on the concept. There are goals and policies that support maintaining residential neighborhoods, and other goals and policies that support business growth and a mix of uses.

There are no applicable policies in the King County Countywide Planning Policies or Growth Management Act applicable to the proposed amendments. However, PSRC's Vision 2040 and other sections of State Law encourage the establishment of land uses that are compatible with airport operations when an airport is in the vicinity:

(Vision 2040) MPP-DP-51 Protect the continued operation of general aviation airports from encroachment by incompatible uses and development on adjacent land.

E. The proposed amendment will result in a net benefit to the community.

The proposed amendments will facilitate redevelopment of land impacted by airport operations, providing additional revenues to the community and more flexibility for property owners in the area.

F. The revised Comprehensive Plan will be internally consistent.

The proposed amendments will be consistent with the remaining portions of the Comprehensive Plan.

G. *The capability of the land can support the projected land use.*

The projected land use is similar to the current land use allowed. The major constraint to land capability is Miller Creek and associated wetlands. Required buffers have already been accounted for in the projections of ultimate build-out under the proposed alternatives.

H. *Adequate public facility capacity to support the projected land use exists or can be provided by the property owner(s) requesting the amendment, or can be cost-effectively provided by the City or other public agency.*

The projected levels of redevelopment will need some infrastructure upgrades, but otherwise can be accommodated. Upgrades would be funded by developers and/or public funders if grants or other revenues were made available.

I. *The proposed amendment will be compatible with nearby uses.*

Existing and proposed NERA development standards based on the proposed amendments would result in adequate protections.

J. *The proposed amendment would not result in the loss of capacity to meet other needed land uses, such as housing.*

Land in the NERA is not being counted on to provide capacity for housing or other land uses. It is currently planned for retail and industrial-type uses, which would change little under the proposed amendments.

K. *For a Comprehensive Plan map change, the applicable designation criteria are met and either of the following is met:*

i. Conditions have so markedly changed since the property was given its present Comprehensive Plan designation that the current designation is no longer appropriate;

ii. The map change will correct a Comprehensive Plan designation that was inappropriate when established.

Either of these criteria could be met. The third runway is now in operation and the recent economic downturn has caused the City to re-evaluate its goals for the NERA.

REVIEW OF CRITERIA FOR REZONE

Zoning Code section 19.65.090.3 contains the criteria for review of a proposed rezone. To be approved, the proposed amendment must meet all of the following criteria (in italics, followed by staff response):

A. *The rezone is consistent with the Comprehensive Plan.*

The proposed rezone to PR and AI would be consistent with the proposed Comprehensive Plan if the Comprehensive Plan designation is changed (see criteria and discussion above). Staff is recommending that the Comprehensive Plan change be approved.

B. *The rezone bears a substantial relation to the public health, safety or welfare.*

The proposed rezones would provide additional flexibility for property owners in the NERA. For those in the proposed AI zone, the rezone would continue to allow for business parks and offices, and in a portion, auto sales and retail uses. The area where auto sales and retail uses would be allowed would be shifted south

from SPA 4C to other Port and privately owned lands closer to SR-518. This would open up other Port-owned and private land to business park development.

The PR zone would allow flexibility for owners to either convert their properties into small businesses or continue to have residential uses. The PR area is impacted by airport noise, but has many smaller lots insufficient for larger business park or warehouse uses. Allowing optional business use of these properties as well as the ability to build new homes that would be noise-insulated allows owners to make market choices in accordance with overall city objectives for the area.

C. *The rezone will not be materially detrimental to uses or property in the immediate vicinity of the property.*

The proposed rezone fits with the character of the surrounding land uses and would not be materially detrimental to uses or property in the immediate vicinity (see discussion under Comprehensive Plan amendment criteria section I).

D. *The rezone has merit and value for the community as a whole.*

The rezone has merit and value for the community as a whole (see discussion under Comprehensive Plan amendment criteria).

ATTACHMENTS

- 1—Proposed Comprehensive Plan amendments—Alternative 1
- 2—Proposed Comprehensive Plan amendments—Alternative 2

ALTERNATIVE 1: Proposed Comprehensive Plan Amendments

Replace existing Policy SE 1.5 with the following:

Comprehensive Plan Policy SE 1.5

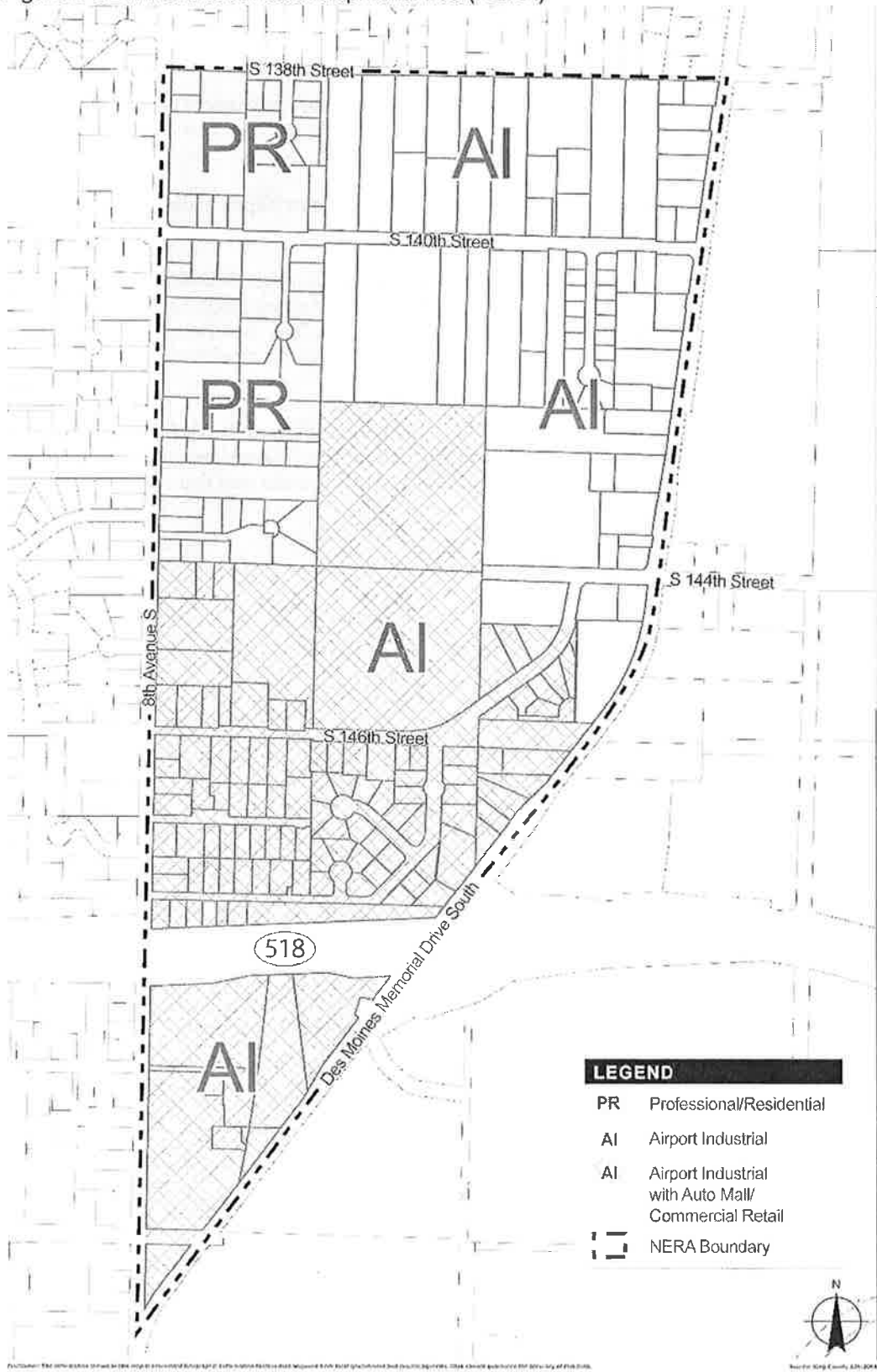
The Northeast Redevelopment Area (NERA) is an approximately 158 acre area located in the northeastern part of Burien that has been affected by SeaTac International Airport operations (see Figure 2-SE1). The NERA provides near and long term opportunities for economic development.

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

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

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

Figure 2-SE1: Northeast Redevelopment Area (NERA)



ALTERNATIVE 2: Proposed Comprehensive Plan Amendments

Replace existing Policy SE 1.5 with the following:

Comprehensive Plan Policy SE 1.5

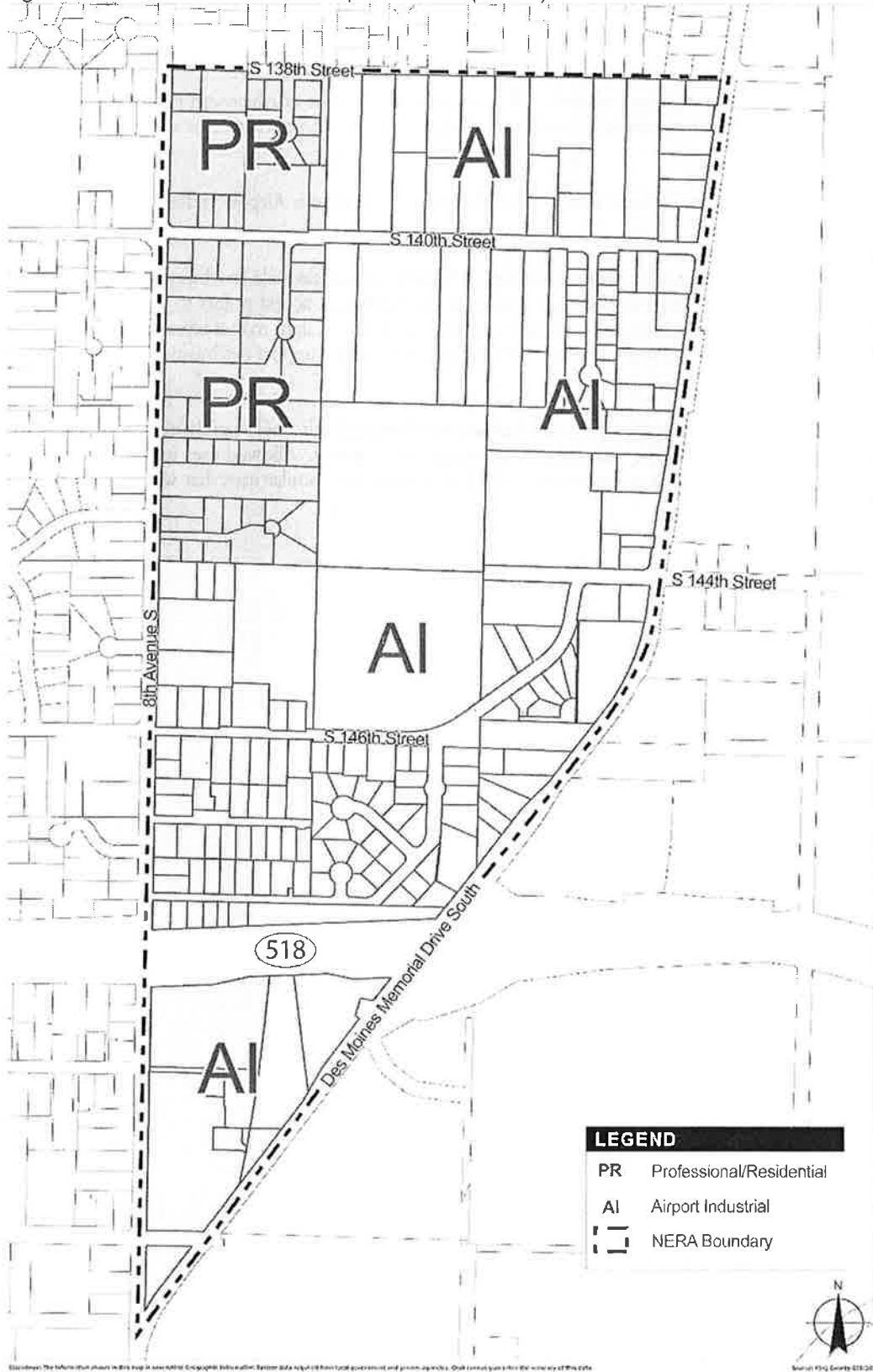
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Allowed Uses and Description: The NERA has been divided into two land use designations: Airport Industrial (AI) and Professional Residential (PR).

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

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


Figure 2-SE1: Northeast Redevelopment Area (NERA)



**CITY OF BURIEN, WASHINGTON
MEMORANDUM**

DATE: November 17, 2009

TO: Mayor McGilton and City Council

FROM: Scott Greenberg, AICP 
Community Development Director

SUBJECT: Proposed Zoning Code Amendments

As part of the NE Redevelopment Area (NERA) Redevelopment Strategy and Implementation Plan, staff and Planning Commission are recommending a number of amendments to the Zoning Code. The proposed changes are related to the proposed creation of two new zones—Airport Industrial (AI) and Professional Residential (PR)—and the elimination of the Special Planning Area 4 (SPA-4) zone.

The Draft Supplemental Environmental Impact Statement (DSEIS) analyzes two action alternatives. Alternatives 1 and 2 have separate (but similar) use zone charts for the AI zone. The rest of the proposed amendments are identical for both of these alternatives.

Attached to this memo are several documents containing all of the proposed amendments.

The proposed zoning code amendments would:

- Create new use zone charts for two new zones: AI and PR
- Eliminate the existing Special Planning Area 4 zone
- Amend Zoning Code Chapter 19.48 (SPA-4 Design Standards) to reflect the change from the SPA-4 zone to the AI zone.
- Amend 13 various Zoning Code sections. All changes involve removing references to the SPA-4 zone and adding references to the new AI and PR zones, except for:
 1. BMC 18.130: Repeal section that restricts use of publicly-owned property to parks & recreation or community facility use, unless specifically approved for another use by the City Council.
 2. BMC 19.17.080.3.I: Corrects an incorrect sign code reference (change BMC 18.50, which was repealed in 2002 to the current BMC 19.30).
 3. BMC 19.25.010.1: Adds missing reference to landscape category "F".

REVIEW OF CRITERIA FOR ZONING CODE AMENDMENT

Zoning Code section 19.65.100.4 contains the criteria for review of a proposed Zoning Code amendment. To be approved, the proposed amendment must meet all of the following criteria (in italics, followed by Planning Commission and staff response):

A. The amendment is consistent with the Comprehensive Plan.

The proposed amendments will be consistent with the Comprehensive Plan, as it is proposed to be amended.

B. The amendment bears a substantial relation to the public health, safety or welfare.

The proposed amendments would implement changes proposed to the Comprehensive Plan and zoning map. Having regulations that are consistent with the Comprehensive Plan and that implement the zoning map will support public health, safety and welfare.

C. The amendment is in the best interest of the community as a whole.

The proposed amendments would implement changes proposed to the Comprehensive Plan and zoning map. As the Comprehensive Plan expresses community interest, having regulations that are consistent with the Comprehensive Plan can be considered as being in the best interest of the community as a whole.

ATTACHMENT

Proposed code amendments for Alternatives 1 and 2.

19.48 Special Planning Area 4 Airport Industrial Design Standards (ALTERNATIVES 1 AND 2)

- 19.48.010 User Guide
- 19.48.020 General
- 19.48.030 Site Planning and Design.
- 19.48.040 Pedestrian and Non-Motorized Circulation.
- 19.48.050 Vehicular Access and Parking.
- 19.48.060 Building Design.
- 19.48.070 Surface Water.

19.48.010 User Guide

This chapter establishes design standards for ~~Special Planning Area 4 (SPA 4)~~ properties zoned Airport Industrial (AI). If you are interested in developing or making changes to property ~~within SPA 4 with an AI zone designation~~, you should read this chapter. Also, ~~you should read~~ refer to BMC 19.15.070 which contains additional regulations relating to uses and other standards for AI zoned properties. ~~SPA 4, BMC 19.65.090 relating to the rezone process for SPA 4.~~ [Ord. 479 § 1, 2007, Ord. 396 § 1, 2003]

19.48.020 General

1. Purpose and Intent. These standards are intended to direct the design of *buildings* and *sites* within the ~~SPA-4~~ Airport Industrial (AI) zone, in compliance with the City's Zoning Code and Comprehensive Plan. The standards will promote quality development and reinforce the opportunity for economic development in areas affected by aircraft noise from SeaTac International Airport. ~~SPA-4 is~~ Allowed uses within the AI zone are intended to develop as a coordinated, well-landscaped business park, with substantial buffers along the perimeter ~~of the area where residential uses will continue to be allowed~~. The standards are not intended to slow or restrict development, but rather to add consistency and predictability to the permit review process.
2. Compliance ~~With~~ with Design Standards. There are two types of design standards below. Mandatory standards contain the word "shall." All other standards must be complied with, unless the project design demonstrates a better means for achieving the standard. [Ord. 479 § 1, 2007, Ord. 396 § 1, 2003]

19.48.030 Site Planning and Design.

1. Coordinate proposed *site* development with planned development on adjacent properties.
2. *Screen* activities that produce glare ~~(such as are welding)~~ from adjacent rights-of-way and residential uses.
3. Landscaping.
 - A. *Landscaping* should comply with BMC 19.25.
 - B. ~~Encourage use~~ Landscaping along the Miller Creek Corridor shall include native plants that contribute to the overall health of indigenous plant material with the creek. There shall be an emphasis on trees and shade cover for landscaping along Miller Creek.
 - C. Encourage use of drought-tolerant or indigenous plants to minimize the amount of water required for irrigation.

D. Encourage use of “gray water” for irrigation.

4 Mechanical equipment. *Screen* mechanical equipment with *landscaping* or attractive architectural features integrated into the *structure* itself.

5. Fencing. *Screen* chain link *fences* by a Type I landscape “full screen” as described in BMC 19.25, or a dark colored coating approved by the *Director*.

6. Outdoor service, storage and loading areas.

A. Loading areas shall not be oriented towards or be visible from *rights-of-way*.

B. Locate service areas, incidental outside storage, construction storage and other areas which tend to be unsightly away from residential uses, rights-of-way and vehicular tracts and easements.

C. *Screen* such areas from view by either:

i. Use of *building* design and layout to provide the required *screening*, or

ii. Installation of a minimum six foot high solid *fence* or enclosure using materials (such as wood or concrete) in the same architectural style of the *building* on the property, or

iii. Installation of a minimum ten foot wide Type I landscape buffer.

7. Biofiltration swales. Integrate bio-filtration swales into the *site* landscape concept. The *Director* may waive or modify required *landscaping* widths, types or materials to accommodate an integrated bio-filtration swale.

8. Site lighting.

A. Provide adequate lighting levels in all areas used by pedestrians and vehicles, especially at *building* entrances and walkways.

B. Use light sources, lighting levels and fixture designs that minimize spillage of light off-*site*.

C. Direct lighting toward the interior of the project and away from rights-of-way and existing or planned residential uses. [Ord. 396 § 1, 2003]

19.48.040 Pedestrian and Non-Motorized Circulation.

1. Pedestrian and non-motorized access should comply with BMC 19.20.090.

2. Provide facilities for pedestrian and non-motorized access in accordance with the Comprehensive Plan and when adopted, the non-motorized pedestrian and bicycle facilities plan. Special consideration shall be given to developing a complete non-motorized network, including development of a trail system along Miller Creek and connections to such system.

3. Provide a ~~minimum 6' wide pedestrian and non-motorized~~ trail along Miller Creek. The exact location, ~~width and design~~ of the trail should ~~be determined through a master trails plan for SPA 4. The trail~~

~~should be located within a minimum 25-foot wide easement/tract~~ comply with the Burien Pedestrian and Bicycle Facilities Plan.

4. Develop an internal circulation plan to facilitate pedestrian and non-motorized access between major project phases and adjacent developments. The City may require recording of cross-easements and/or ~~right-of-way~~ dedication to achieve the objective of a coordinated, internal access system within ~~SPA-4~~ the AI zone. [Ord. 396 § 1, 2003]

19.48.050 Vehicular Access and Parking.

1. Vehicular access and parking should comply with BMC 19.20 and the City of Burien's adopted road standards (BMC 12.05).

2. Street system. Developments shall be designed to accommodate the planned internal *street* system shown conceptually on Figure 19.48-1.

3. Vehicle entrances and driveways.

A. Encourage shared vehicular access to reduce *imperious surfaces* and minimize the number of access points.

B. Limit vehicular access from the *right-of-way* to each property to no more than two locations. The City may allow additional access points upon review of *site* and traffic conditions, and *on-site* traffic patterns.

C. Design access points to direct traffic ~~within SPA-4~~ to a limited number of access points onto Des Moines Memorial Drive, So. 140th St. or So. 144th/So. 146th St., as shown conceptually on Figure 19.48-1.

D. Prohibit truck access onto 8th Avenue So. except for deliveries to properties accessed solely from 8th Avenue So. The City may allow truck access where necessary due to natural constraints (such as topography), or for required emergency access. [Ord. 396 § 1, 2003]

19.48.060 Building Design.

1. General.

A. Design *buildings* to provide a sense of quality and permanence.

B. Multiple *structures* within a development should share common design elements.

C. Design or *screen* rear *building* elevations to avoid or substantially minimize negative visual impacts facing Des Moines Memorial Drive or 8th Ave. South.

D. Photo-simulations of the completed development as viewed from adjacent hillsides, roadways and residential areas may be required.

2. Building facade. A *building facade* that exceeds 100 feet in length that is visible from a *right-of-way* or the shared internal *street* system shown conceptually on Figure 19.48-1 should be treated by one or more of the following methods:

A. Façade offset or modulation. The minimum offset or *modulation* depth should be 3 feet; minimum length should be 8 feet, minimum *height* should be 8 feet. The maximum wall length without offset or *modulation* should be 30 feet.

B. Material, color and texture variation. Use variation in *building* materials, colors and/or textures to minimize the visual effect of *building* scale.

3. Building colors. Use natural and earth tones on the major portions of the *building* façade. Accent colors are permitted on the minor portions of the *façade*.

4. Building materials.

A. Limit the percentage of wall area covered by reflective glass. The *applicant* may be required to provide documentation verifying reflective characteristics of glass proposed for *structures*. Provide awnings or other solar shading devices as needed to minimize sunlight reflection off of the glass.

B. The following materials shall not be used in visible locations unless an exception is granted by the City based on the integration of the material into the overall design of the *structure*.

- i. Corrugated or beveled metal siding.
- ii. Vinyl or plywood siding.
- iii. Corrugated fiberglass.
- iv. Crushed colored rock or crushed tumbled glass.

5. Building roof treatment.

A. Design and/or *screen* rooftop vents, air conditioning units, mechanical, electrical and other rooftop equipment to avoid unsightly appearance as viewed from surrounding properties. The *building* roof design and covering/*screening* materials shall be described in detail, and it shall be demonstrated how these items will mitigate the visual impact of the equipment.

B. Use non-reflective roofing materials in black, natural or earth tones.

C. Encourage the use of green roof technology to minimize the need for engineered storm water controls.

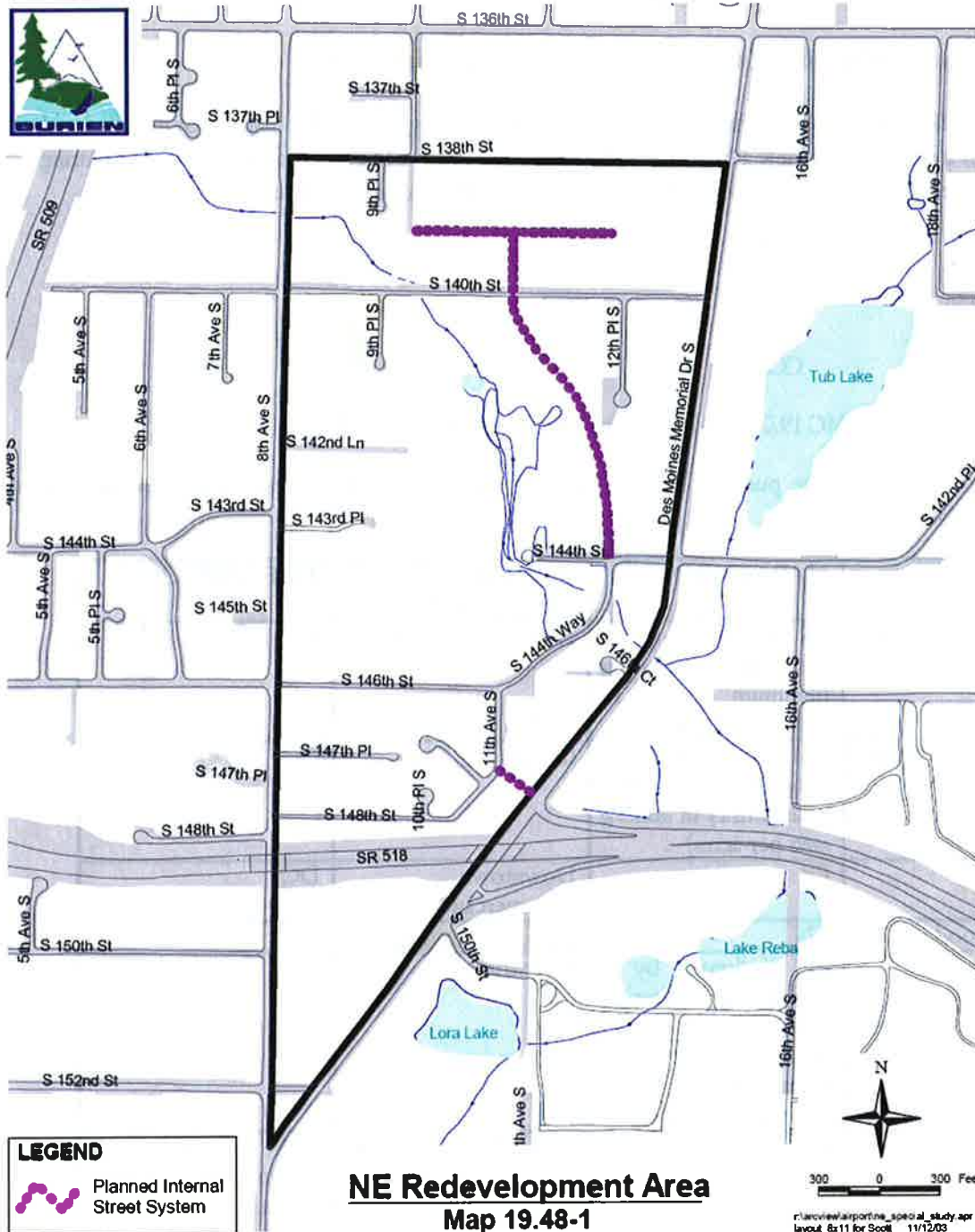
6. Water conservation. Encourage use of water conserving plumbing fixtures and other *building* conservation measures to minimize water consumption. [Ord. 396 § 1, 2003]

19.48.070 Surface Water.

1. Review proposed developments to ensure installation of proper drainage controls to prevent significant impacts to the storm drainage system, including Miller Creek.

2. Retain or slow release *site*-generated runoff using detention ponds, vegetated drainage swales, etc.

3. Encourage “zero” off-*site* release of on-*site* storm drainage runoff. [Ord. 396 § 1, 2003]



LEGEND

 Planned Internal Street System

NE Redevelopment Area
Map 19.48-1


 300 0 300 Feet
 c:\arcview\airport\ne_special_study.apr
 layout_&n11 for Scott 11/12/03

ADDITIONAL NERA-RELATED ZONING AMENDMENTS (ALTERNATIVES 1 AND 2)
(proposed changes highlighted)

- Property Acquisition by Public Entities--BMC 18.130: **Repeal entire section**
- User Guide--BMC 19.01.005.1. Find your property on the Zoning Map. This map is not included with this Code, but is available for review at the City of Burien Department of Community Development during regular business hours. The property will have one of the following zoning designations:

RS-A	RM-24	CR	SPA-2
RS-12,000	CN	O	SPA-3
RS-7,200	CI	I	SPA-4
RM-12	CC1	DC	AI
RM-18	CC2	SPA-1	PR

- General provisions—BMC 19.05.120-Zones and map designations established.

In order to accomplish the purposes of this Code the following zoning designations and zoning map symbols are established:

ZONING DESIGNATION	MAP SYMBOL	ZONING DESIGNATION	MAP SYMBOL
Residential, Single-Family	RS (followed by a designation indicating minimum <i>lot area</i> in square feet)	Regional Commercial	CR
Residential, Multi-Family	RM (followed by a designation indicating base density in <i>dwelling units</i> per acres)	Office	O
Professional Residential	PR	Downtown Commercial	DC
Neighborhood Center	CN	Airport Industrial	AI
Community Commercial	CC (followed by a designation indicating which sub-zone within the Community Commercial Zone)	Industrial	I
Intersection Commercial	CI	Special Planning Area	SPA (followed by a designation indicating which Special Planning Area)

- Definitions.

19.10.369 Non-Residential Zone – The following zones: CN, CI, CG-1, CC-2, DC, CR, **PR**, O, **AI**, I, SPA-1, SPA-2, and SPA-3. **and SPA 4.**

- Use Zone Charts.

Repeal the following sections that require a rezone to SPA-4 for any new use or development:

- BMC 19.15.005.1.A**

- BMC 19.15.010.1.A
- BMC 19.15.020.1.C
- BMC 19.15.050.1.E

6. Adult entertainment facilities.

BMC 19.17.030.4. Location and separation requirements.

A. An *adult entertainment facility* shall only be located in the I (Industrial) and Special Planning Area 4C Airport Industrial (AI) zones.

7. Cargo containers.

BMC 19.17.040.3. *Cargo containers* are not allowed in the Downtown Commercial (DC), Office (O), Neighborhood Center (CN), Professional Residential (PR) and Special Planning Area 1 (SPA-1) zones, except as permitted in BMC 19.17.040.2.

BMC 19.17.040.5. *Cargo containers* are permitted as *accessory uses* in the Industrial (I), Intersection Commercial (CI), Community Commercial (CG-1 and CG-2), Regional Commercial (CR), Special Planning Area 3 (SPA-3), Special Planning Area 4 (SPA-4) Airport Industrial (AI) zones and in the SPA-2 zone as part of the master plan review (pursuant to BMC 19.15.060.1). *Cargo containers* in these zones are subject to the requirements below. *Airplane unit load devices* located in the I and SPA-4 AI zones are not regulated as *cargo containers*.

8. Bed and Breakfast establishments.

BMC 19.17.080.2 Applicability. The regulations of section 19.17.080 apply to *bed and breakfast establishments* in residential zones (RS and RM), Professional Residential (PR) and the Neighborhood Center (CN) zone. *Bed and breakfast establishments* in zones that allow *lodging facilities* are subject to those regulations.

BMC 19.17.080.3.I Signs. *Signs* for *bed and breakfasts* are subject to the standards in BMC Chapter 18.50 Signs 19.30, as now in affect, and as may be subsequently be amended.

9. Secure Community Transition Facilities.

BMC 19.17.110.4. Siting Criteria:

A. *SCTFs* shall locate in ~~an~~ the Industrial zone, Special Planning Area 4A (SPA-4A) zone, or the portion of the Special Planning Area 4B (SPA-4B) zone north of South 140th St. or Airport Industrial (AI) zone.

10. Lot area – Minimum lot area for construction.

BMC 19.17.170 Except as provided for *nonconformances* by Chapter 19.55 BMC: In the R or PR zones construction may be permitted on:

1. Any legally subdivided *lot* of record created by the City of Burien; or
2. Any legally subdivided *lot* of record created prior to February 28, 1993, or created prior to any annexation into the City; or
3. Any *lot* created prior to the enactment of any applicable state subdivision statute, provided the size of the lot was not reduced by more than 50 percent through acquisition for public purposes. On such lots new homes may be built and existing houses may be expanded and remodeled. [Applicable setbacks, lot coverage, critical area restrictions, design review requirements (if any), height limits and other applicable

regulations in the zoning code shall be met.}]

11. Landscaping.

BMC 19.25.010.1 User Guide: Chapter 19.15 of this Code containing the use zone charts assign a *landscaping* category to each *use* in each zone. This category is either “A”, “B”, “C”, “D” or “E” or “F”. This Chapter contains the specific requirements that pertain to each category. This Chapter also establishes certain minimum requirements for all *uses*, and minimum requirements for *landscaping* of parking lots and retention of existing trees.

Table 19.25.040-1

Landscape Category	Along Property Line Abutting a Public Right-of-Way (Except a Freeway or Alley)	Along Property Line Abutting a Freeway*	Along All Other Property Lines (Except Along an Alley)	Along Building Façade Greater Than 35' High or 50' Wide	Surface Parking Area Landscaping Required? (see BMC 19.25.070)
A	None	None	None	None	No
B	10' wide Type III	10' wide Type II	None, except in a transition area (see BMC 19.17.015)	5' wide Type IV	Yes
C	10' wide Type III	10' wide Type II	None, except in a transition area (see BMC 19.17.015)	5' wide Type IV	Yes
D	15' wide Type I	10' wide Type I	10' wide Type II, except when abutting an I zone, then none	5' wide Type IV	Yes
E	See BMC 19.47 and 19.49 for <i>landscaping</i> requirements in the DC and SPA-1 zones. The only sections of BMC 19.25 that apply to the DC and SPA-1 zones are: BMC 19.25.080, 19.25.100, 19.25.110, 19.25.170 and 19.25.180.				
F**	25' wide, Type II (along 8 th Ave. So. or Des Moines Memorial Dr.); otherwise, 15' wide, Type III	None	50' wide Type I (along northern perimeter of the SPA-4 <u>Comp. Plan designation AI zone</u>); otherwise, 10' wide Type III	5' wide Type IV	Yes

12. Freestanding Signs.

BMC 19.30.060.4 Freestanding signs: Certain permitted *signs* in Table 19.30-1 are included in total *sign area* allowed for a *freestanding sign*. The following standards apply to *freestanding signs*:

A. Freestanding sign area allowed: The maximum *freestanding sign area* allowed is 1 s.f. of *sign area* for each linear foot of *street frontage* per *site*, subject to the limitations below. The property owner shall allocate the amount of *sign area* allowed in this section to his or her tenants. This allocation shall be made in writing as part of the tenant's sign permit application. Minimum letter height for signs identifying more than one business or tenant shall be 10 inches.

- i. DC, CN, **PR** and SPA-1 zones: Maximum 32 s.f.
- ii. CI, CG-1, O and I zones: Maximum 48 s.f.
- iii. **AL**, CG-2, CR and SPA-3 zones: 50 s.f. plus 1 additional square foot of signage for each three (3) linear feet of *street frontage* (or portion thereof) up to a maximum total of 200 s.f.

B. Maximum height allowed: The maximum allowable *height* for a *freestanding sign* is as follows:

- i. DC, CN, **PR** and SPA-1 zones: 5 feet.
- ii. CI, CG-1, O and I zones: 8 feet.
- iii. **AL**, CG-2, CR and SPA-3 zones: 20 feet plus 1 additional foot of *height* for each 25 linear feet (or portion thereof) of *street frontage*, up to a maximum total *height* of 35 feet.

C. Number of freestanding signs allowed: One (1) *freestanding sign* per *site* per *street frontage*. An additional *monument sign* is allowed on a *site's street frontage* of 400 feet or greater. On a *site* with multiple *street frontages*, each *street frontage* shall be considered independent of the other *street frontages*. Multiple *freestanding signs* shall be separated by at least 150 feet, drawn in a straight line between the closest edges of the *signs*. The additional *monument sign* shall comply with the following standards:

- i. DC, CN, **PR** and SPA-1 zones: Maximum 32 s.f. and 5 foot height.
- ii. CI, CG-1, O and I zones: Maximum 48 s.f. and 8 foot height.
- iii. **AL**, CG-2, CR and SPA-3 zones: Maximum 64 s.f. and 12 foot height.

13. Personal Wireless Service Facilities.

BMC 19.50.020.1 Personal Wireless Service Facility Locations and Permit Process. The following table indicates the hierarchy of locations to be used in reviewing an application for a *PWSF*. The *applicant* bears the burden to show that location in a higher priority is not technically feasible. Pursuant to WAC 197-11-800(27), some *PWSF* may require a SEPA Review as part of the review processes outlined below.

Priority (highest to lowest)	Special Review Process (See Chapter 19.65)	Type of PWSF and Location
1	None	<p>A. Collocation of <i>antennas</i> on an existing <i>support structure</i> in a <i>non-residential zone</i>.</p> <p>B. Attachment of <i>antennas</i> to existing <i>structures</i> in the I, CR, CC-1, CC-2, and SPA-4 AI zones.</p> <p>C. <i>Antennas</i> attached to existing or replacement ball field light standards, electrical transmission towers, water tanks or existing utility poles in any zone.</p>
2	Type 1	Attachment of <i>antennas</i> to existing <i>structures</i> (except <i>single detached dwelling units</i> and their <i>accessory structures</i>) in the O, SPA-1, SPA-2, SPA-3, DC, CI, PR, RM and RS zones.
3	Type 2	Any <i>PWSF</i> not listed above, except for the following which are prohibited: lattice towers in all zones, new <i>monopoles</i> in the DC zone and new <i>monopoles</i> in <i>residential zones</i> .

Section 19.15.070—Airport Industrial—ALTERNATIVE 1



PURPOSE AND INTENT: The Airport Industrial (AI) zone implements the Airport Industrial Comprehensive Plan designation. The purpose and intent of this designation is to facilitate economic development and provide flexibility for airport-compatible uses in a campus-like setting with internal circulation to minimize the number of access points to Des Moines Memorial Drive.

ONLY THOSE USES LISTED ON THE FOLLOWING USE ZONE CHARTS MAY BE ALLOWED IN THE AI ZONE, SUBJECT TO MEETING ALL APPLICABLE REQUIREMENTS OF THE ZONING CODE. THE FOLLOWING SPECIAL REGULATIONS APPLY TO ALL USES IN THE AI ZONE. BE SURE TO CHECK THE APPLICABLE USE ZONE CHART FOR ADDITIONAL REQUIREMENTS THAT PERTAIN TO SPECIFIC USES. WHERE A SPECIAL REGULATION BELOW CONFLICTS WITH A SPECIAL REGULATION IN A USE ZONE CHART FOR A SPECIFIC USE, THE USE ZONE CHART SHALL APPLY.

19.15.070.1: SPECIAL REGULATIONS:

A. GENERAL.

- i Use and development within this zone may be affected by *FAA* regulations associated with SeaTac Airport operations.
- ii. Uses shall conform with the following requirements (excluding reasonable construction activity):
 - a. Does not emit significant quantities of dust, dirt, cinders, smoke, gases, fumes, odors or vapors into the atmosphere.
 - b. Does not emit any liquid or solid wastes or other matter into any stream, wetland, or other waterway.
 - c. Does not emit radiation or discharges glare or heat, or emits electromagnetic, microwave, ultrasonic, laser or other radiation levels over what is considered safe by the *FCC*.
 - d. Does not emit radiation or discharges glare or heat, or emits electromagnetic, microwave, ultrasonic, laser or other radiation levels that would adversely impact electronic equipment of residences or businesses outside of the boundaries of the property the business is located.
 - e. Does not use heavy trucking as a principal use, such as truck terminals or heavy truck repair.
 - f. Does not produce excessive noise or ground vibration perceptible without instruments at any point exterior to any lot.
 - g. Is not considered an aviation hazard as defined in State and Federal law.

h. Does not use high intensity lighting or make it difficult for pilots to distinguish between airport lights and others; create electrical interference with navigational signals or radio communication between the airport and aircraft; result in glare in the eyes of pilots using the airport; create reflectivity that interferes with airport radar function; create smoke, dust or other particulates that would impair visibility for aircraft; allow the storage of highly flammable or explosive materials, create bird-strike hazards; or otherwise create a hazard which may in any way endanger the landing, takeoff, or maneuvering of aircraft intending to use the airport.

B. DESIGN STANDARDS. Development within the AI zone is subject to compliance with the design standards in BMC 19.48.

C. BUILDING HEIGHT. No structure shall be permitted to be erected, altered or maintained that would constitute a hazard to air navigation, encroach into the limits of the FAA Part 77 imaginary surfaces, or cause an increase in minimum flight or approach procedure altitudes as determined by the FAA. An additional 12 feet of height is allowed for under-building or underground parking. A written certification of height compliance from the FAA may be required.

D. TRANSPORTATION IMPACT MITIGATION. In addition to providing street improvements on adjacent streets pursuant to BMC 12.05, the City may require off-site improvements necessary to mitigate transportation impacts of the proposal as part of the Supplemental Environmental Impact Statement for the Northeast Redevelopment Area dated _____, SEPA planned action or other SEPA review under BMC Title 14. Transportation impact fees also apply pursuant to BMC 19.35.

E. IMPERVIOUS SURFACE COVERAGE.


i. The maximum allowable impervious surface coverage is 95%.

ii. Public pedestrian and non-motorized facilities are excluded from impervious surface coverage.


iii. The City will give credit for low impact development techniques such as but not limited to pervious pavement and green roofs. The amount of credit shall be determined by the Public Works Director.

F. RESIDENTIAL USES. Existing residential uses may continue to exist pursuant to the standards located in BMC 19.55. New residential uses are prohibited.


DIRECTIONS: FIRST, read-down to find use... THEN, across for REGULATIONS

 ↑ REGULATIONS USE ↓	MINIMUMS		MAXIMUMS				Special Review Process (See Ch. 19.65)	Landscape Category (See Ch. 19.25)	Minimum Required Parking Spaces (See Ch. 19.20)	Special Regulations (See also Section 19.15.070.1 and Miscellaneous Use, Development and Performance Standards Ch. 19.17)	
	Lot Area	Front Setback	Interior Setback	Building Coverage	Lot Coverage						Building Height
					Impervious Surface Coverage	Building Coverage					
19.15.070.2 Air Cargo Facility Distribution <i>Eating and Drinking Establishment</i> Flex-Industrial Flex-Tech Flight Kitchen Light Industry Office Off-Site Commercial Parking Plant Nursery Retail Warehousing and Wholesale Trade	None	10'	10'	None	See BMC 19.15.07 0.1.E.	45' See BMC 19.15.070.1	F	See Section 19.20.030.2.			
19.15.070.3 New Car Auto Dealer Auto Rental	None	10'	10'	None	See BMC 19.15.07 0.1.E.	45' See BMC 19.15.070.1	F	See Section 19.20.030.2.	1 Sales of used vehicles and service facilities are only allowed as an accessory use.		

DIRECTIONS: FIRST, read down to find use... THEN, across for REGULATIONS

 USE ↓	↑ REGULATIONS		MINIMUMS				MAXIMUMS			Special Review Process (See Ch. 19.65)	Minimum Required Parking Spaces (See Ch. 19.20)	Landscape Category (See Ch. 19.25)	Special Regulations (See also Section 19.15.070.1 and Miscellaneous Use, Development and Performance Standards Ch. 19.17)		
	Lot Area	Front Setback	Interior Setback	Building Coverage	Impervious Surface Coverage	Building Height	None	None	None					F	See Section 19.20.030.2.
19.15.070.4 Community Facility Government Facility Public Park and Recreation Facilities Recreational Facility Religious Facility	None	10'	10'	None	See BMC 19.15.07 0.1.E.	45' See BMC 19.15.070.1	F	See Section 19.20.030.2.							
19.15.070.5 Public Utility	None	10'	10'	None	See BMC 19.15.07 0.1.E.	45' See BMC 19.15.070.1	F	See Section 19.20.030.2.		1. Shall be designed, located, constructed and buffered to blend in with their surroundings and minimize adverse impacts on adjacent properties. Special attention shall be given to minimizing noise, light and glare impacts.					
19.15.070.6 On-site hazardous waste treatment and storage facility Off-site hazardous waste treatment and storage facility	Type 2	10'	10'	None	See BMC 19.15.07 0.1.E.	45' See BMC 19.15.070.1	F	See Section 19.20.030.2.		1. These uses are required to conduct an environmental review and mitigate all impacts. 2. Must comply with the state siting criteria adopted in accordance with RCW 70.105.210.					
19.15.070.7 Essential Public Facility	Type 1	10'	10'	None	See BMC 19.15.07 0.1.E.	45' See BMC 19.15.070.1	F	See Section 19.20.030.2.		1. Shall be designed, located, constructed and buffered to blend in with their surroundings and minimize adverse impacts on adjacent properties. Special attention shall be given to minimizing noise, light and glare impacts. 2. Shall comply with criteria for siting found in the Burien Comprehensive Plan.					

DIRECTIONS: FIRST, read down to find use... THEN, across for REGULATIONS

 <p>↑ REGULATIONS</p>	Special Review Process (See Ch. 19.65)	MINIMUMS				MAXIMUMS			Landscape Category (See Ch. 19.25)	Minimum Required Parking Spaces (See Ch. 19.20)	Special Regulations (See also Section 19.15.070.1 and Miscellaneous Use, Development and Performance Standards Ch. 19.17)
		Lot Area	Front Setback	Interior Setback	Building Coverage	Lot Coverage	Impervious Surface Coverage	Building Height			

19.15.070.8 Any use not listed in the use column of any use zone chart	Type 2	Development standards shall be determined on a case-by-case basis through the Type 2 review process.									1. The proposed use shall be compatible with <i>adjoining</i> uses. 2. The facility shall be designed, located, constructed and buffered to blend in with its surroundings and mitigate all adverse impacts on <i>adjoining</i> properties and the community. Special attention shall be given to minimizing noise, light, and glare impacts.
19.15.070.9 Adult Entertainment Facility	Type 2	None	10'	10'	None	See BMC 19.15.07 0.1.E.	45' See BMC 19.15.070.1	F	See Section 19.20.030.2.	1. See Sec. 19.17.030 for additional requirements.	
19.15.070.10 Secure Community Transition Facility	Type 2	See Section 19.17.110									
19.15.070.11 Personal Wireless Service Facility		See BMC 19.50 for specific requirements.									

Section 19.15.070—Airport Industrial—ALTERNATIVE 2



PURPOSE AND INTENT: The Airport Industrial (AI) zone implements the Airport Industrial Comprehensive Plan designation. The purpose and intent of this designation is to facilitate economic development and provide flexibility for airport-compatible uses in a campus-like setting with internal circulation to minimize the number of access points to Des Moines Memorial Drive.

ONLY THOSE USES LISTED ON THE FOLLOWING USE ZONE CHARTS MAY BE ALLOWED IN THE AI ZONE, SUBJECT TO MEETING ALL APPLICABLE REQUIREMENTS OF THE ZONING CODE. THE FOLLOWING SPECIAL REGULATIONS APPLY TO ALL USES IN THE AI ZONE. BE SURE TO CHECK THE APPLICABLE USE ZONE CHART FOR ADDITIONAL REQUIREMENTS THAT PERTAIN TO SPECIFIC USES. WHERE A SPECIAL REGULATION BELOW CONFLICTS WITH A SPECIAL REGULATION IN A USE ZONE CHART FOR A SPECIFIC USE, THE USE ZONE CHART SHALL APPLY.

19.15.070.1: SPECIAL REGULATIONS:

- A. GENERAL.
- i. Use and development within this zone may be affected by FAA regulations associated with SeaTac Airport operations.
 - ii. Uses shall conform with the following requirements (excluding reasonable construction activity):
 - a. Does not emit significant quantities of dust, dirt, cinders, smoke, gases, fumes, odors or vapors into the atmosphere.
 - b. Does not emit any liquid or solid wastes or other matter into any stream, wetland, or other waterway.
 - c. Does not emit radiation or discharges glare or heat, or emits electromagnetic, microwave, ultrasonic, laser or other radiation levels over what is considered safe by the FCC.
 - d. Does not emit radiation or discharges glare or heat, or emits electromagnetic, microwave, ultrasonic, laser or other radiation levels that would adversely impact electronic equipment of residences or businesses outside of the boundaries of the property the business is located.
 - e. Does not use heavy trucking as a principal use, such as truck terminals or heavy truck repair.
 - f. Does not produce excessive noise or ground vibration perceptible without instruments at any point exterior to any lot.
 - g. Is not considered an aviation hazard as defined in State and Federal law.

h. Does not use high intensity lighting or make it difficult for pilots to distinguish between airport lights and others; create electrical interference with navigational signals or radio communication between the airport and aircraft; result in glare in the eyes of pilots using the airport; create reflectivity that interferes with airport radar function; create smoke, dust or other particulates that would impair visibility for aircraft; allow the storage of highly flammable or explosive materials, create bird-strike hazards; or otherwise create a hazard which may in any way endanger the landing, takeoff, or maneuvering of aircraft intending to use the airport.

B. DESIGN STANDARDS. Development within the AI zone is subject to compliance with the design standards in BMC 19.48.

C. BUILDING HEIGHT. No *structure* shall be permitted to be erected, altered or maintained that would constitute a hazard to air navigation, encroach into the limits of the FAA Part 77 imaginary surfaces, or cause an increase in minimum flight or approach procedure altitudes as determined by the FAA. An additional 12 feet of *height* is allowed for *under-building* or underground parking. A written certification of *height* compliance from the FAA may be required.

D. TRANSPORTATION IMPACT MITIGATION. In addition to providing *street* improvements on adjacent *streets* pursuant to BMC 12.05, the City may require *off-site improvements* necessary to mitigate transportation impacts of the proposal as part of the Supplemental Environmental Impact Statement for the Northeast Redevelopment Area dated _____, SEPA planned action or other SEPA review under BMC Title 14. Transportation impact fees also apply pursuant to BMC 19.35.

E. IMPERVIOUS SURFACE COVERAGE.


i. The maximum allowable impervious surface coverage is 95%.

ii. Public pedestrian and non-motorized facilities are excluded from *impervious surface* coverage.

iii. The City will give credit for low impact development techniques such as but not limited to pervious pavement and green roofs. The amount of credit shall be determined by the Public Works Director.

F. RESIDENTIAL USES. Existing residential uses may continue to exist pursuant to the standards located in BMC 19.55. New residential uses are prohibited.

DIRECTIONS: FIRST, read down to find use... THEN, across for REGULATIONS

 AI Zone USE ↓	MINIMUMS				MAXIMUMS			Special Review Process (See Ch. 19.65)	Lot Area	Front Setback	Interior Setback	Building Coverage	Impervious Surface Coverage	Building Height	Landscape Category (See Ch. 19.25)	Minimum Required Parking Spaces (See Ch. 19.20)	Special Regulations (See also Section 19.15.070.1 and Miscellaneous Use, Development and Performance Standards Ch. 19.17)	
	SETBACKS		Lot Coverage		Building Coverage	Impervious Surface Coverage	Building Height											
	Front Setback	Interior Setback	Lot Coverage	Building Coverage														
19.15.070.2 Air Cargo Facility Distribution Flex-Industrial Flex-Tech Flight Kitchen Light Industry Office Off-Site Commercial Parking Plant Nursery Warehousing and Wholesale Trade	None	10'	10'	None	None	See BMC 19.15.07 0.1.E.	45' See BMC 19.15.070.1	F	See Section 19.20.030.2.									
19.15.070.3 Convenience Retail Eating and Drinking Establishment	None	10'	10'	None	None	See BMC 19.15.07 0.1.E.	45' See BMC 19.15.070.1	F	See Section 19.20.030.2.									1. Allowed only as accessory use related to or supporting the primary use of the site. 2. Total gross floor area devoted to convenience retail and eating & drinking establishments shall not exceed 20% of the gross floor area of the primary use on the site. 3. Occupancy of an eating and drinking establishment is limited to the lesser of 40 people per acre or the occupancy allowed by the construction code.

DIRECTIONS: FIRST, read down to find use... THEN, across for REGULATIONS

<div style="border: 1px solid black; padding: 5px; display: inline-block;"> AI Zone </div> USE ↓	↑ REGULATIONS		MINIMUMS				MAXIMUMS		Landscape Category (See Ch. 19.25)	Minimum Required Parking Spaces (See Ch. 19.20)	Special Regulations (See also Section 19.15.070.1 and Miscellaneous Use, Development and Performance Standards Ch. 19.17)
	Special Review Process (See Ch. 19.65)	Lot Area	SETBACKS		Lot Coverage	Impervious Surface Coverage	Building Coverage	Building Height			
			Front Setback	Interior Setback							
19.15.070.4 Community Facility Government Facility Public Park and Recreation Facilities Recreational Facility Religious Facility	None	None	10'	10'	None	None	See BMC 19.15.070.1.E.	45' See BMC 19.15.070.1	F	See Section 19.20.030.2.	
19.15.070.5 Public Utility	Type 1	None	10'	10'	None	None	See BMC 19.15.070.1.E.	45' See BMC 19.15.070.1	F	See Section 19.20.030.2.	1. Shall be designed, located, constructed and buffered to blend in with their surroundings and minimize adverse impacts on adjacent properties. Special attention shall be given to minimizing noise, light and glare impacts.
19.15.070.6 On-site hazardous waste treatment and storage facility Off-site hazardous waste treatment and storage facility	Type 2	None	10'	10'	None	None	See BMC 19.15.070.1.E.	45' See BMC 19.15.070.1	F	See Section 19.20.030.2.	1. These uses are required to conduct an environmental review and mitigate all impacts. 2. Must comply with the state siting criteria adopted in accordance with RCW 70.105.210.
19.15.070.7 Essential Public Facility	Type 1	None	10'	10'	None	None	See BMC 19.15.070.1.E.	45' See BMC 19.15.070.1	F	See Section 19.20.030.2.	1. Shall be designed, located, constructed and buffered to blend in with their surroundings and minimize adverse impacts on adjacent properties. Special attention shall be given to minimizing noise, light and glare impacts. 2. Shall comply with criteria for siting found in the Burien Comprehensive Plan.

DIRECTIONS: FIRST, read down to find use... THEN, across for REGULATIONS

 ↑ REGULATIONS USE ↓	MINIMUMS		MAXIMUMS				Special Review Process (See Ch. 19.65)	Landscape Category (See Ch. 19.25)	Minimum Required Parking Spaces (See Ch. 19.20)	Special Regulations (See also Section 19.15.070.1 and Miscellaneous Use, Development and Performance Standards Ch. 19.17)	
	Lot Area	Front Setback	SETBACKS		Lot Coverage	Impervious Surface Coverage					Building Height
			Interior Setback	Building Coverage							
19.15.070.8 Any use not listed in the use column of any use zone chart	Type 2	Development standards shall be determined on a case-by-case basis through the Type 2 review process.									
19.15.070.9 Adult Entertainment Facility	Type 2	None	10'	10'	None	See BMC 19.15.07 0.1.E.	45' See BMC 19.15.070.1	F	See Section 19.20.030.2.		
19.15.070.10 Secure Community Transition Facility	Type 2	See Section 19.17.110									
19.15.070.11 Personal Wireless Service Facility	See BMC 19.50 for specific requirements.										

19.15.070.8 Any use not listed in the use column of any use zone chart	Type 2	Development standards shall be determined on a case-by-case basis through the Type 2 review process.									
19.15.070.9 Adult Entertainment Facility	Type 2	None	10'	10'	None	See BMC 19.15.07 0.1.E.	45' See BMC 19.15.070.1	F	See Section 19.20.030.2.		
19.15.070.10 Secure Community Transition Facility	Type 2	See Section 19.17.110									
19.15.070.11 Personal Wireless Service Facility	See BMC 19.50 for specific requirements.										

Section 19.15.030—Professional Residential Zone—ALTERNATIVES 1 AND 2




PURPOSE AND INTENT: The Professional Residential zone implements the Northeast Redevelopment Area designation of the Comprehensive Plan. The purpose and intent of this zone is to provide land use flexibility by allowing both single-family homes and small businesses in an area near but not directly under SeaTac International Airport's third runway.

ONLY THOSE USES LISTED ON THE FOLLOWING USE ZONE CHARTS MAY BE ALLOWED IN THE PR ZONE, SUBJECT TO MEETING ALL APPLICABLE REQUIREMENTS OF THE ZONING CODE. THE FOLLOWING SPECIAL REGULATIONS APPLY TO ALL USES IN THE PR ZONE. BE SURE TO CHECK THE APPLICABLE USE ZONE CHART FOR ADDITIONAL REQUIREMENTS THAT PERTAIN TO SPECIFIC USES. WHERE A SPECIAL REGULATION BELOW CONFLICTS WITH A SPECIAL REGULATION IN A USE ZONE CHART FOR A SPECIFIC USE, THE USE ZONE CHART SHALL APPLY.

19.15.030.1: SPECIAL REGULATIONS:

- A. GENERAL.
 - i. Hours of trash pickup should be restricted to reduce potential disturbance from noise.
 - ii. New and conversion of existing residential structures shall be architecturally consistent with the surrounding character of the neighborhood and include similarities in materials, color, roof pitch and detailing. The intent of this provision is for businesses to look like residential structures.
- B. TRANSPORTATION MITIGATION. In addition to providing *street* improvements on adjacent *streets* pursuant to BMC 12.05, the City may require *off-site improvements* necessary to mitigate transportation impacts of the proposal as part of the Final Supplemental Environmental Impact Statement for the Northeast Redevelopment Area dated _____, SEPA planned action or other SEPA review under BMC Title 14. Transportation impact fees may also apply pursuant to BMC 19.35.
- C. CONVERSION OF RESIDENTIAL STRUCTURES TO NON-RESIDENTIAL USES. In order to facilitate and encourage non-residential uses to reuse existing residential structures, the Director may modify landscaping and parking design requirements. The intent of this provision is to maintain the residential character of properties, reduce the amount of new paving and storm runoff, and provide landscaping and screening where it is most beneficial to buffer adjacent residential uses.

DIRECTIONS: FIRST, read down to find use... THEN, across for REGULATIONS

 ↑ REGULATIONS USE ↓	Special Review Process (See Ch. 19.65)	MINIMUMS				MAXIMUMS			Minimum Required Parking Spaces (See Ch. 19.20)	Special Regulations (See also Section 19.15.030.1 and Miscellaneous Use, Development and Performance Standards Ch. 19.17)
		Lot Area	SETBACKS		Lot Coverage	Impervious Surface Coverage	Building Height	Landscape Category (See Ch. 19.25)		
			Front Setback	Interior Setback						
19.15.030.1 Single Detached Dwelling Unit	None	7,200 s.f.	20'	5'	35%	70%	35'	A	2 spaces per unit	1. One <i>single detached dwelling unit</i> may be built on a lot that has less than the stated minimum lot area. 2. No lot shall be created less than the minimum lot area except through the application of lot averaging. Lot averaging is permitted through a short plat, subdivision or lot line adjustment. However, no lot shall be created with an area less than 90 percent of the stated minimum lot area. 3. Chapter 19.17 contains regulations regarding home occupations, and other accessory uses, facilities and activities associated with this use.
19.15.030.2 Professional Office	None	7,200 s.f.	20'	10'	70%	85%	35'	C	See Sec. 19.20.030.2	
19.15.030.3 Art Studio	None	7,200 s.f.	20'	10'	70%	85%	35'	C	See Sec. 19.20.030.2	1. May include artists' lofts at a maximum density of one dwelling unit per 7,200 s.f. of lot area.
19.15.030.4 Convenience Retail Eating and Drinking Establishments	None	7,200 s.f.	20'	10'	70%	85%	35'	C	See Sec. 19.20.030.2	1. Convenience auto service uses are not permitted. 2. Outdoor activities related to eating and drinking establishments are only permitted between the hours of 7:00AM and 9:00PM. 3. Outdoor retail sales or storage are not permitted.
19.15.030.5 Day Care Center	None	None	20'	10'	70%	85%	35'	B	See Sec. 19.20.030.2	1. Day Care Center: Must provide State certification of safe passenger loading area.

DIRECTIONS: FIRST, read down to find use... THEN, across for REGULATIONS

REGULATIONS ↑ PR Zone USE ↓	MINIMUMS					MAXIMUMS			Special Review Process (See Ch. 19.65)	Minimum Required Parking Spaces (See Ch. 19.20)	Landscape Category (See Ch. 19.25)	Special Regulations (See also Section 19.15.030.1 and Miscellaneous Use, Development and Performance Standards Ch. 19.17)
	Lot Area	SETBACKS		Building Coverage	Impervious Surface Coverage	Building Height	Building Coverage	Lot Coverage				
		Front Setback	Interior Setback									
19.15.030.6 Family Day Care Home I and II	None	See Special Regulation 1								1. Must comply with requirements of the primary use. 2. Must provide State certification of safe passenger loading area.		
19.15.030.7 Public Park and Recreation Facilities	None	20'	10'	70%	85%	35'	A	See Sec. 19.20.030.2	1. Lighting for structures and fields shall be directed away from dwelling units.			
19.15.030.8 Religious Facility	Type 2	20'	10'	70%	85%	35'	C	See Sec. 19.20.030.2	1. Accessory use shall comply with the requirements for that use listed in this use zone chart (BMC 19.15.030).			
19.15.030.9 Community Residential Facility	Type 2	20'	10'	70%	85%	35'	B	1 space for every 2 bedrooms				
19.15.030.10 School	Type 2	20'	10'	70%	85%	35'	C	See Sec. 19.20.030.2				
19.15.030.11 Senior Citizen Assisted Dwelling Unit	Type 2	20'	10'	70%	85%	35'	B	0.5 spaces per unit	1. Minimum lot area per dwelling unit is 7,200 s.f. 2. Conversion to another use is allowed, provided that all requirements for the new use are met, including density limitations.			
19.15.030.12 Essential Public Facility	Type 2	Development standards shall be determined on a case-by-case basis through the Type 2 review process.								1. Shall be designed, located, constructed and buffered to blend in with their surroundings and minimize adverse impacts on adjacent properties. Special attention shall be given to minimizing noise, light and glare impacts. 2. Shall comply with criteria for siting found in the Burien Comprehensive Plan.		

DIRECTIONS: FIRST, read down to find use... THEN, across for REGULATIONS

<div style="border: 1px solid black; padding: 5px; display: inline-block;"> PR Zone </div> ↑ REGULATIONS USE ↓	MINIMUMS		MAXIMUMS				Special Review Process (See Ch. 19.65)	Minimum Required Parking Spaces (See Ch. 19.20)	Landscape Category (See Ch. 19.25)	Special Regulations (See also Section 19.15.030.1 and Miscellaneous Use, Development and Performance Standards Ch. 19.17)		
	Lot Area	Front Setback	SETBACKS		Lot Coverage	Building Coverage					Impervious Surface Coverage	Building Height
			Interior Setback	Lot Coverage								
19.15.030.13 Community, Cultural or Government Facility	None	20'	10'	70%	85%	35'	C	See Sec. 19.20.030.2				
19.15.030.14 Public Utility	None	30'	30'	35%	70%	20' See Spec. Reg. 1	D	See Sec. 19.20.030.2		1. The Hearing Examiner may approve height no greater than 35 feet if the applicant shows that no feasible alternative is available. 2. Shall be designed, located, constructed and buffered to blend in with their surroundings and minimize adverse impacts on adjacent properties. Special attention shall be given to minimizing noise, light and glare impacts.		
19.15.030.15 Personal Wireless Service Facility	See Chapter 19.50											