

## **BURIEN COMPREHENSIVE PLAN POLICIES RELATED TO DOWNTOWN**

### **Goal DB.1**

*Enhance the distinctive character and viability of downtown Burien, and reinforce it as the focal point of the community by encouraging the implementation of the Conceptual Framework for the Town Square, the Downtown Master Plan, and the following downtown policies.*

### **Downtown Vision**

The following describes the vision of Downtown Burien the in 2020. It attempts to describe what a visitor or resident would see, feel and do in Burien's downtown in 2020.

Downtown Burien has seen much change over the last 20 years. Initially the change occurred almost imperceptibly, the pace increasing as the years progressed. Strong partnerships between the citizens, the government and private investors resulted in early pioneering efforts. As development succeeded, investments occurred more readily.

With its easy access to Seattle and the airport, and commanding views of Puget Sound, the downtown has become the town center for southwest King County, providing distinctive shopping, art and entertainment areas, offices, residences, parks and open spaces, and government services.

### *PEOPLE in 2020*

Downtown Burien's citizens are diverse and respectful of the vitality and vibrancy that their diversity has brought to the downtown. While retaining the personality of a small town, the downtown has all the positive assets of an urban area. Those who work and those who live in the downtown are personable, positive and optimistic about the future of their community. More than anything they are committed to seeing the community continue to succeed. Strong leadership has emerged in the downtown from both the businesses and residents to assure that the can-do attitude continues.

### *DESIGN in 2020*

Strong design guidelines adopted 20 years ago have assured that as development occurs it is in keeping with the overall vision for the downtown. All of the streets are fully landscaped, lighted and pedestrian-friendly. Landscaping is evident throughout

the area, from boulevard medians and street trees to rooftop gardens and balconies. Pedestrian and bike corridors link all areas of the downtown and the downtown to the rest of the community.

Throughout is a sense of permanence, attention to detail, quality and investment by the developers of each project. Heights vary from the three- to four-story structures along Southwest 152<sup>nd</sup> and 153<sup>rd</sup> streets to the six-story and higher structures further north along Southwest 150<sup>th</sup> and 148<sup>th</sup> streets. Early investment by the city in boulevards along Southwest 152<sup>nd</sup> and 148<sup>th</sup> streets set an overall tone of quality and commitment. No utility lines are evident. Signage reflects the commitment to quality and appropriate scale. Each individual development and improvement while unique and innovative seem to fit with everything else as if designed to complement each other.

Besides the Town Square with its water feature, plentiful open spaces have been developed either by the city or private developments. Public art is seen throughout; every turn along a sidewalk can bring a new and delightful surprise. Clear and consistent design standards for public improvements ensure that even the newest resident knows that he or she is in a distinctive and appreciated neighborhood. Public transit is accessible throughout the downtown and assures that downtown Burien is closely connected to the neighborhoods and to the entire region through the transit hub and the new light rail connection.

A frequent discussion at the City Council is the recurring proposal to further enhance the distinctiveness of the downtown by renaming the streets to reflect the heritage of the city. One of the elements clearly leading to the acceptance and success of the downtown has been the land use policies that have been in place and adhered to for 20 years, allowing the community and investors to plan with assurance for the future. Among the most important policies is the clear definition of the downtown and the commitment to maintain those boundaries.

### *LAND USE in 2020*

The downtown has become a clear destination for those seeking a quality shopping experience. Local and national retailers are evident and successful. While the downtown has retained and enhanced its position as the daily shopping and service area for residents in the surrounding neighborhoods and cities; comparison-shopping, hotels, art galleries, museums, educational services and entertainment have become regional attractions. With the monthly art walk among the galleries, live theater at the performing arts center, movie theaters and nationally renowned museums, downtown Burien has become much more than a neighborhood shopping area.

Offices also have increased in prominence. Newer offices in the northern portion provide professional services to the free trade area of the airport. International trade and commerce, technology, and education have become a major source of tenants throughout the downtown.

While 20 years ago there were few residences in the downtown, they now are a significant component in the mix of downtown uses. Among the options available are the upper levels of the three-story buildings along Southwest 152<sup>nd</sup> Street, immersed in the daily hum of activity, or the higher structures to the north, taking advantage of the spectacular views. Restaurants flourish in the downtown, many with regional reputations.

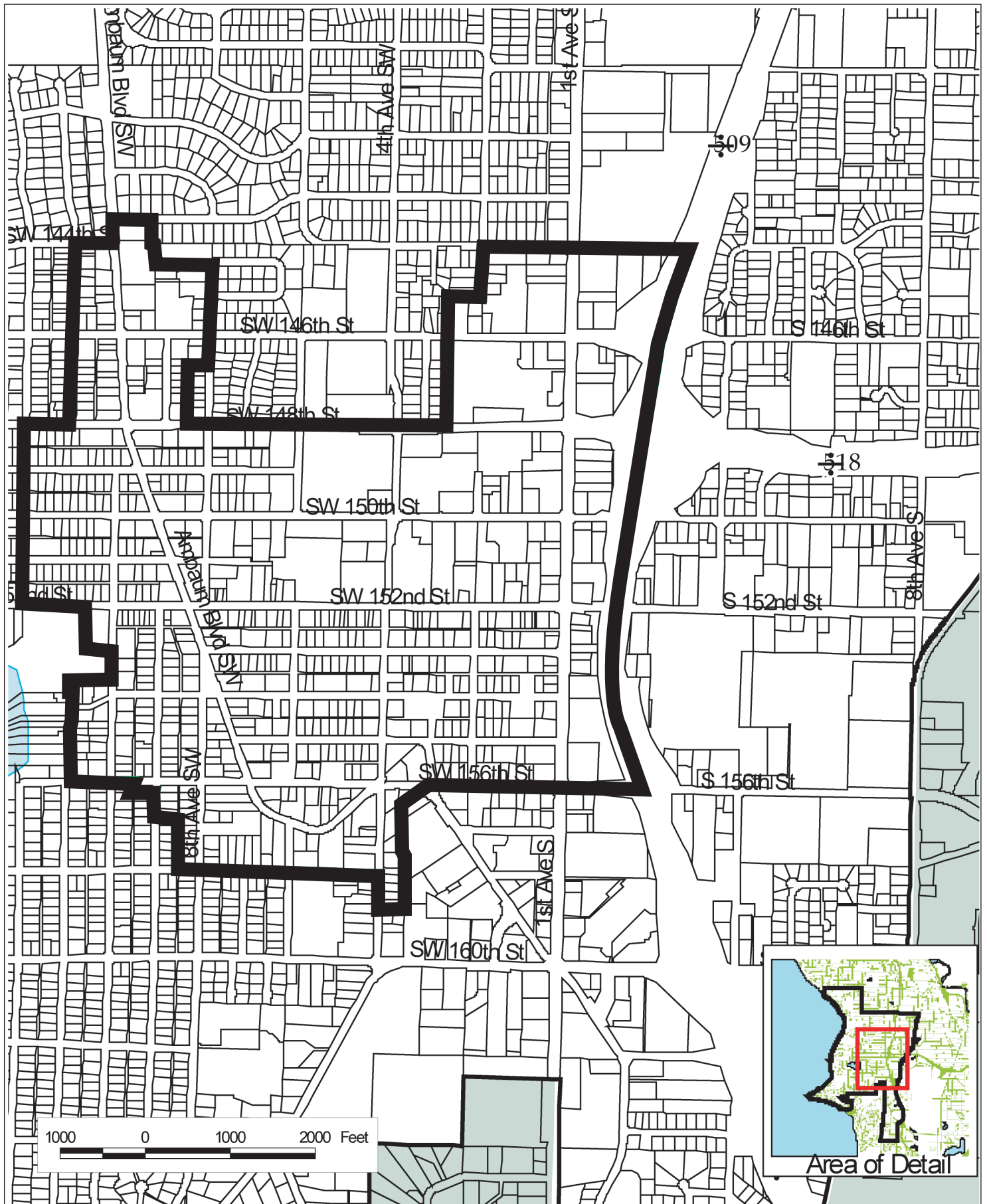
### *EVENTS in 2020*

A full schedule of public events centers on the downtown, particularly the Town Square, bringing positive regional and national notoriety to Burien. Whether it is the weekly farmers' market, the annual Burien Bite and Sip food festival and wine tasting, the yearly Burien Concours d'Elegance and Custom Car Show, or frequent events centering around the bandstand, the Town Square is the hub of activity in the downtown.

The diversity of Burien is frequently honored with events celebrating one or more of the cultures making up the community. The National Hydroplane Museum and the Burien Historical Museum draw visitors from around the region and the nation. Local residents also enjoy the fun and camaraderie both before and after buses leave from the transit hub or other downtown locations for sports and cultural events throughout the region. Whether it is for travel to a Husky or Hawk game or the symphony, the downtown serves as a major point for residents to gather and celebrate.

### **Policy Summary**

These policies promote new commercial development and residential development in the downtown area and encourage the type of development that will make downtown an attractive and vibrant place to work, shop, live and recreate. The plan envisions a downtown with the types of activity and uses that will enhance the distinctiveness and vitality of downtown while preserving its small town character. Special attention will be given to the scale and design of buildings to achieve this vision. An important part of these policies is promoting economic development in the downtown by encouraging mixed-use development. Pedestrian activity and transit access is also encouraged and emphasized in these areas.



**Figure 2LU-1.11 - Urban Center Boundry**

November 2003



## Goal LU.1

***Establish a development pattern that is true to the vision for Burien by supporting the neighborhoods and preserving the character of the well-established neighborhoods as defined by the Neighborhood Plans, enhancing the attractiveness and vitality of the downtown core, and preserving the City's small town character.***

Pol. LU 1.2 Land use in Burien should remain primarily residential, with the majority of non-residential development concentrated in the downtown core, in appropriate areas along First Avenue South and Ambaum Boulevard SW, and in specified areas in the northeast.

Pol. LU 1.11 The City of Burien designates downtown Burien and its surrounding residential and employment areas as an urban center in accordance with the King County Countywide Planning Policies. The boundaries of the urban center are shown on Figure 2-LU1.11

*Discussion:* The Countywide Planning Policies support development of Urban Centers to meet the region's needs for housing, jobs services, culture and recreation. An Urban Center is characterized by defined boundaries; a broad array of daytime and nighttime land uses that are transit-supportive; pedestrian emphasis, superior urban design, limitations on single-occupancy vehicles, public open space and recreational opportunities. The Burien Urban Center has these characteristics. The Urban Center designation recognizes existing city policy supportive of compact mixed-use development. The designation will assist the city to obtain funding for transportation improvements necessary to support the planned level of redevelopment.

Pol. BU 1.5 The *Downtown Commercial* land use designation fosters a vibrant, compact, pedestrian oriented area by allowing high density residential development, office, retail and commercial uses, government activities, and restaurants, entertainment and cultural uses. Mixed use developments are encouraged, including well-designed townhouses and condominiums, providing a convenient living environment and making the downtown a community focal point and center, as well as a lively place in the evening and on weekends. Residential densities are limited only by physical constraints such as height, bulk, parking and infrastructure capacities. Moderate to high rise buildings, pedestrian amenities and facilities that help define downtown Burien's distinctive qualities are encouraged.

***Designation Criteria:*** Properties with the Downtown Commercial land use designation are appropriate for land within the area labeled "downtown area" as shown in Fig. 2-SE1.

- Pol. VQ 1.5 The City shall encourage the use of distinctive, finely crafted signs designed to enhance the aesthetics of the downtown area and to improve pedestrian and traffic safety. Signs should be integrated into the building design, compatible with their surroundings and clearly inform pedestrians and motorists of business names and services, but should not detract from the architectural quality of individual buildings or from the streetscape.

**Discussion:** A quality visual environment contributes to a positive overall image of the City, and helps maintain and enhance Burien's sense of place as a unique and desirable place to live. Of special concern to the City is how existing and new developments can enhance the quality of the built environment.

- Pol. DB 1.1 Downtown should continue to be recognized as the business, governmental and cultural focal point of the community.
- Pol. DB 1.2 The City should encourage and support locating distinctive, quality developments within the downtown area that are consistent with the character established by this comprehensive plan.
- Pol. DB 1.3 The City should encourage the provision of "gateways" and landscaping at points around the community which distinctively identify the entrances to downtown.
- Pol. DB 1.4 A town square should be developed as the central public focal point for the downtown core.
- Pol. DB 1.5 The City should encourage the development of a local, quality view restaurant in a moderate or high rise downtown building.
- Pol. DB 1.6 The City should offer development incentives for developers to design and construct public amenities into their projects. These incentives should include public benefits relating to elements such as pedestrian streetscapes, landscaping, public art and open space, preferred land uses, design elements, and purchase of development rights from properties that contain critical areas. In exchange for providing such public benefits, the developer should be allowed to increase building height and/or bulk, consistent with these policies. The magnitude of the development incentive should be based on the magnitude of the public benefit.
- Pol. DB 1.7 The City should encourage downtown developments to take advantage of the scenic views of Mount Rainier, Puget Sound, Cascade Mountains and Olympic Mountains that are available from portions of the downtown area.

- Pol. DB 1.8 The City should reinforce and enhance Burien’s unique character and sense of place by creating an attractive, distinctive and well-defined downtown that supports and encourages walking and use of transit, as well as travel by the automobile. To help achieve this objective, the City should implement the Downtown Master Plan and Conceptual Framework for the Town Square to address issues such as (but not limited to) street and right-of-way standards, design guidelines, infrastructure needs, and public facilities needs and locations (*these documents are on file with the City and are incorporated herein by reference*).

**Discussion:** In 1998, the City of Burien began a major planning effort to redevelop Downtown Burien into a more attractive, pedestrian and business friendly environment that would provide public gathering spaces, mixed use development, and special public facilities. Several strategic economic and planning endeavors (1998 HyettPalma Report, 1999 Makers Streetscape Design Plan, 2000 Town Square Study, 2002 Downtown Master Plan) culminated into the Conceptual Framework for the Town Square. This planning effort envisions a “multi-use and multi-faceted downtown that appeals to a broad spectrum of users as a place to work, shop, be entertained, and live—a downtown of businesses that are fun, funky, and functional, offering both the essentials and the enjoyments of life.” The City of Burien realizes the market for retail, office and residential growth in downtown and opportunities for views of Puget Sound, Mt. Rainier and the Olympic and Cascade mountain ranges. Views are one of downtown’s strongest assets, distinguishing downtown Burien from other economic centers in the area. Rather than protecting views from existing or future buildings, policies herein are intended to encourage developers to design projects to take advantage of this valuable asset, and to encourage those marketing downtown Burien to use this asset to attract new businesses. Burien’s proximity to SeaTac International Airport and downtown Seattle will prove to be a catalyst for retail, office, and residential development.

The policies in this plan support redevelopment of downtown Burien to evolve over time from a sprawling, inefficient, auto-oriented, moderate-quality suburban shopping area to a dense, distinctive, pedestrian-friendly, transit supportive, high-quality multiple-use urban center.

### *Public Art*

- Pol. DB 1.9 The City should support the growth of arts and cultural activities which are a vital part of the Burien Vision and community life in the downtown area.
- Pol. DB 1.10 The City should enhance the appearance and enjoyment of downtown by seeking opportunities to integrate public art into public and private improvements and developments.

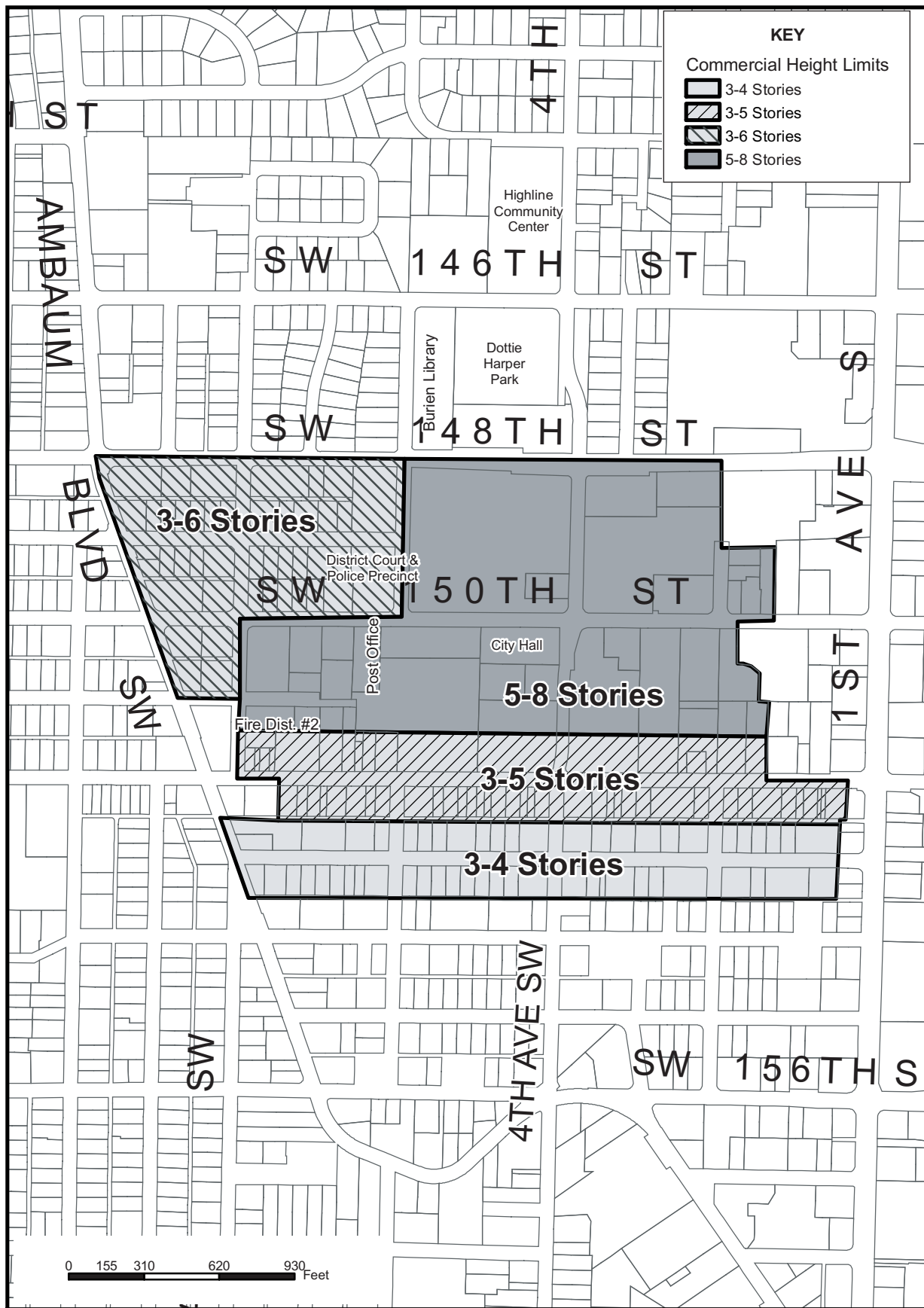


Figure 2-DB1.13 - DT Commercial Height Limits

November 2003





### *Open Space and Landscaping*

- Pol. DB 1.11 Downtown developments should seek to reduce the impact of the built environment by providing public open space as part of the development. Such open space may include gardens, water features, street furniture, public art, pocket parks, or pathways that connect other open spaces.
- Pol. DB 1.12 Public open space plazas or parks should be designed to be accessible from adjacent sidewalks or pedestrian linkages, and located in sunny areas with plenty of seating on benches, ledges or steps in order to serve both building tenants and the larger community.

### *Building Bulk and Scale*

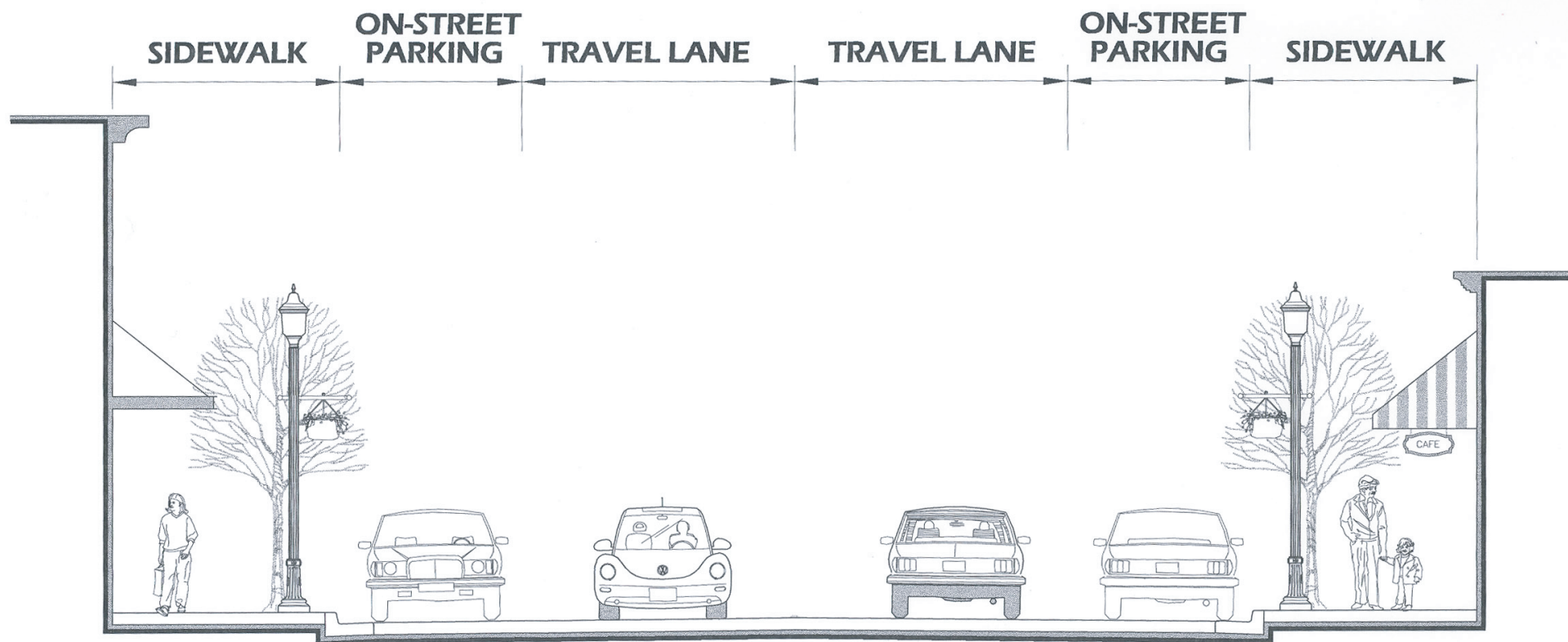
- Pol. DB 1.13 Building height limits in downtown should not exceed those identified in Figure 2-DB1.13.

**Discussion:** The tallest buildings should be located north of SW 152nd Street in the central portion of downtown. This area has the largest parcels and ownerships in downtown, where adequate on-site area would be available for parking and amenities, and where the greatest opportunity for higher density redevelopment exists. Building height should step down from these larger parcels to the edges of downtown, especially on the northwest and south in proximity to residential areas. Lower buildings along SW 152nd Street would allow for adequate light to reach the most important pedestrian-oriented street in downtown, without new buildings creating a canyon effect. Three to five story buildings along SW 152nd Street will maintain the current pedestrian scale of the corridor. Lower buildings (3-4 stories) along the SW 153rd Street corridor provide a visual transition between the higher SW 152nd Street corridor and the lower multi-family area south of downtown. In the northwest corner of downtown, 3-6 stories are appropriate as a transition between the taller buildings to the east and south, and the community commercial and residential neighborhoods to the north and west.

### *Streetscapes*

- Pol. DB 1.14 Streets within downtown should be designed to allow both pedestrian and vehicular use. However, vehicular traffic speeds should be controlled to facilitate pedestrian safety and movement, and to be consistent with a pedestrian oriented environment.

- Pol. DB 1.15 The City should prepare a downtown street plan that provides for adequate right-of-way width to accommodate existing and future vehicular and non-motorized transportation needs. In exchange for allowing building height and bulk to exceed the base amount referenced in Policy DB 1.13, right-of-way width complying with the street plan should be dedicated to the City. Figure DB1.15 provides a general illustration of streetscape aesthetic components the City encourages Downtown. Until this plan is adopted (scheduled for 2000), the 1999 Makers Streetscape Design Plan should be used. If a street is not addressed by the Streetscape Design Plan, the Streets not addressed in this process should apply the following standards:
- a. New sidewalks, or improvements to existing sidewalks, should be required at a minimum width of eight feet. Reductions in the width of existing sidewalks greater than eight feet should not be allowed.
  - b. Curbs, sidewalks and pedestrian oriented street furnishings should be required by the City to develop a stronger pedestrian-oriented identity.
  - c. Other street design elements, such as right-of-way and paving widths, should comply with the City's adopted road standards.
- Pol. DB 1.16 Downtown streets should have a high level of pedestrian-oriented amenities to provide a comfortable street-level environment. Figure DB1.16 designates Class A and Class B pedestrian streets. Class A pedestrian streets are intended to be those streets in which a high level of pedestrian activity will occur. Class B pedestrian streets will have less intensive pedestrian activity than a Class A pedestrian street.
- Pol. DB 1.17 Sidewalks should be maintained in a clean and safe condition, absent broken or buckled sections.
- Pol. DB 1.18 Interconnected traffic and pedestrian-actuated signals should be required on all downtown arterial streets, including all pedestrian connections to surrounding neighborhoods.
- Pol. DB 1.19 The types of uses which attract pedestrians, such as cafe seating and small-scale merchandise displays, should be encouraged to extend out onto sidewalks where there is adequate building setback and sidewalk width to ensure that the uses do not impede pedestrian circulation and safety.
- Pol. DB 1.20 Pedestrian amenities should be encouraged along buildings that front sidewalks in the downtown area.

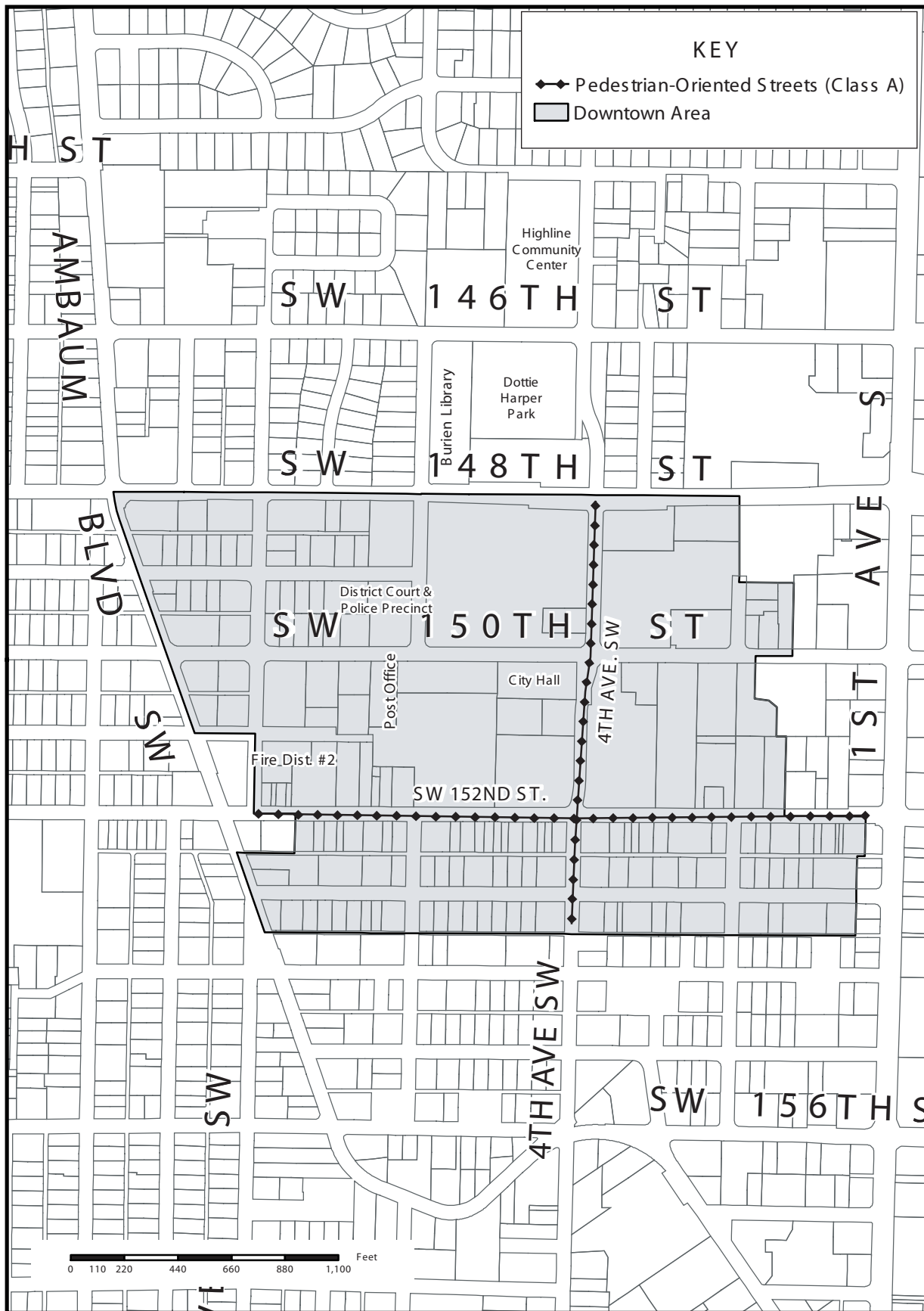


**Figure 2-DB1.15 - Typical Downtown Street Section**

Source: KPG, Inc, 2003  
 p/1e066.01 Burien Crit\_Comp/Graphics/Figures/FinalPDFs/Figure2DB115.pdf

November 2003





**Figure 2-DB1.16 - DT Pedestrian Oriented Streets**

November 2003



## *Land Uses*

- Pol. DB 1.21 The City should encourage the development of uses in or near Burien's Transit Center that are compatible with transit activity, reinforce transit use and are consistent with the Burien Vision for the downtown.
- Pol. DB 1.22 Prohibit auto-oriented uses such as car sales within downtown.
- Pol. DB 1.23 Prohibit drive-through facilities (except financial institutions), that may conflict with pedestrian circulation or degrade the pedestrian environment along Class A pedestrian streets.
- Pol. DB 1.23 Outdoor storage areas or industrial uses should be prohibited.
- Pol. DB 1.24 Mixed use and owner-occupied residential developments are encouraged. Mixed use developments should include retail uses and restaurants on any floor, but especially on the street-level, office uses on upper floors (offices may be allowed on the street level, but are not encouraged) and residential uses on upper floors.
- Pol. DB 1.25 Development of transit-oriented uses are encouraged on the current Burien Transit Center property. The City should continue to work with King County METRO and Sound Transit to facilitate development of a mixed use project on the property that accommodates the short-term needs of both the Transit Center and Park & Ride functions, as well as uses supportive of transit such as quality, high density housing, shops and offices. The City, King County METRO and Sound Transit should evaluate the feasibility of the long-term future transition of the Park and Ride functions (but not the Transit Center functions), to an alternative location or an enhanced configuration at the Transit Center property, as part of the mixed-use project.
- Pol. DB 1.26 Maximum residential density in downtown developments should be limited by structure height and bulk, parking requirements and infrastructure needs and capacity.
- Pol. DB 1.27 Downtown Burien shall be the preferred site for City and other governmental buildings.

## **Downtown Urban Design**

### **Goal DB.2**

***Recognize urban design principles which promote quality development and reinforce the City's identity in the downtown core, and implement these principles in the design of both public and private development.***

- Pol. DB 2.1 Burien's downtown area should be the most prominent and intensively developed area of Burien's built environment, yet still achieve the Burien Vision for an attractive, customer-friendly downtown.
- Pol. DB 2.2 The City should develop design guidelines to encourage the appropriate design of new development that is consistent with and implements the Burien Vision and the goals for downtown.
- Pol. DB 2.3 Existing structures should be considered conforming to the design guidelines, if the structure is not enlarged, intensified, increased or altered more than 50% of the value of the existing structure.
- Pol. DB 2.4 The City should provide a mechanism for project applicants to apply for a "design departure" from the design guidelines, if they can show that the guidelines or requirements disadvantage a project unnecessarily or if a different method could be used to achieve the design objective of the guideline or requirement.
- Pol. DB 2.5 The City's design guidelines should encourage new development to provide features which contribute to a unifying visual framework for the City.
- Pol. DB 2.6 City design guidelines should encourage a harmonious blend of colors to be used on buildings within the downtown area. Garish or bright colors intended to call attention to individual buildings in order to dominate the landscape are not allowed. The following general principles should be used to guide the use of color downtown:
  - a. where appropriate, use the natural color of materials such as brick, stone, tile and stained or painted wood;
  - b. use only high quality coatings for concrete;
  - c. reserve bright colors for trim or accents;

- d. avoid highly tinted or mirrored glass (except stained-glass windows) as a major building element; and
- e. consider the color of neighboring buildings when selecting colors repainting existing buildings, or for new structures.

Pol. DB 2.7 Public buildings should serve as models of superior design quality. These buildings should serve as community gathering areas and as a community resource. Public art should be incorporated into the design of the building and its site.

Pol. DB 2.8 The City should encourage the use of development patterns and architectural elements that create a compatible transition between the downtown core and adjacent residential areas.

Pol. DB 2.9 Building design, zoning regulations and design standards should:

- a. provide for buildings of a character and scale appropriate to the site and are consistent with, and achieve the type of development envisioned by this comprehensive plan;
- b. encourage building variety while providing for designs that reflect the distinctive natural features and local and historic character;
- c. provide for building setbacks and orientations appropriate to the site and use that implement the type of development envisioned by this comprehensive plan;
- d. encourage building fronts along streets in downtown that provide pedestrian friendly features, such as recesses, trellises with climbing vines or with landscaping, window displays, artwork or other means of breaking up the blank wall surface;
- e. encourage pedestrian access to buildings at frequent, regular intervals and discourage long, uninterrupted facades;
- f. encourage continuous building frontages and discourage large breaks, driveways or parking between buildings.

- g. encourage parking to be located within structures or behind buildings rather than in surface parking lots between buildings and streets.
- h. encourage buildings to face the street and have front doors onto the street.
- i. encourage use of materials and designs that convey a sense of permanence, attention to detail and quality.
- i. use landscaping to enhance building and site appearance.
- j. regulate signs to minimize clutter, view blockage and other adverse impacts.
- k. be flexible and balance the community's desire to create a well-designed downtown with the preservation and maintenance of existing, viable downtown developments.

Pol. DB 2.10 Building and site design should encourage personal safety by providing adequate lighting that allows building occupants and people passing by to view parking areas and open spaces as part of their daily activities.

Pol. DB 2.11 All on-site service areas, loading zones, garbage collection, recycling areas and similar activities should be screened and located in an area not visible from public streets or pedestrian areas. Common service courts at the interior of blocks should be developed.

**Discussion:** To achieve a quality downtown that is pedestrian oriented, it is necessary to look at a variety of mechanisms that can enhance Burien's downtown character. These mechanisms include building and site design requirements and standards that implement the Vision of a small town atmosphere, attractive downtown, and pedestrian oriented areas.

Pol. SC 1.1 Pedestrian and other non-motorized travel facilities should be provided where appropriate, giving priority to community pathways that connect public places, such as parks, recreation facilities, open spaces, downtown, schools, and neighborhood gathering spots.

Pol. SC 1.7 The City should establish guidelines for pedestrian walkway widths, types and materials to accommodate varying levels of pedestrian traffic and to ensure that streets are "pedestrian friendly" depending on the area in which the use occurs.



**Pol. SC 1.16** Vehicular access and pedestrian linkages through mid-blocks and between properties in the downtown core should be provided using creatively designed, clean cross-block routes. Lighting should be provided for pedestrian safety. Amenities such as sculptures, planters and water features should be provided to encourage pedestrian circulation. Pedestrian linkages should be integrated into adjacent development and located and designed to be obvious and inviting.

**Discussion:** The Burien Vision calls for a transportation system that links the different areas of the City and offers alternatives to the automobile, including travel by foot, bicycle or transit. Standards and design guidelines for transportation system improvements need to be sensitive to the characteristics and desires of the area through which the circulation system passes. New commercial and residential development also needs to be designed so that the specific transportation and land use goals for an area are achieved.

***Objective TR 4.2***

In coordination with King County METRO, (1) work to relocate and redevelop the Burien Transit Center on the Burien Park & Ride lot, and (2) promote the development of the Burien Park & Ride as a Transit Oriented Development (TOD) with uses that support Burien's vision for the downtown area and Town Square.

***Objective TR 4.3***

Encourage multimodal connections where feasible, including strong pedestrian linkages between the transit center/TOD with downtown Burien.

***Objective TR 4.4***

Explore the feasibility of a downtown shuttle bus.

***Objective TR 4.5***

Coordinate with Sound Transit, Seattle Monorail Project, or other agencies to explore the development of commuter/light rail or elevated transportation in Burien.

**Pol. MM 3.9** The creation of a pedestrian oriented commercial area corresponding to Old Burien and the downtown area should be encouraged. The goals and policies of the land use and community character elements establish the character of development in these areas. (Amended, Ord. 272, 1999)

**Pol. MM 3.10** The City should give priority to the development and maintenance of pedestrian improvements in the downtown core. (Amended, Ord. 272, 1999)

**Goal TR 9      Parking**

*Establish coordinated parking strategies that achieve the City’s overall goals for economic activity, transportation and circulation, existing and future land use, and downtown design.*

***Objective TR 9.1***

Off-street (on-site) parking should continue to be the primary source of parking supply for mixed-uses and commercial corridors in Burien.

**Pol. TR 9.1.2** The City should reduce the impact of parking lots in the downtown area by encouraging the redevelopment of parking lots where excess parking exists for current and future uses, discouraging the development of new parking lots adjacent to existing parking lots, and incorporating landscaping, defined edges, and safe connected pedestrian circulation within lots and between lots and streets, storefronts, and transit.

***Objective TR 9.2***

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

**Pol. TR 9.2.1** The City should promote short-term on-street parking in the downtown area to allow access to businesses (e.g. 2-hour limits) as well as reduce traffic speed and provide a buffer between traffic and pedestrians.

**Pol. TR 9.2.2** The City should promote shared parking, carpool use, and bicycle/pedestrian/transit use by allowing developers reductions in on-site parking requirements if such measures are used.

**Pol. TR 9.2.3** The City should implement parking strategies that maximize the ability for the greatest number of people to use the downtown and accommodate “person trips” as opposed to “vehicle trips”.

**Pol. UT 1.8** The City will encourage the installation of fiber optics, including T-1 lines, in the downtown area when franchising and working with the communication utilities.

Pol. UT 1.9 Street lights commensurate with an area's character and ultimate level of density should be provided, based upon the following prioritized criteria:

- a. Enhancement of pedestrian and vehicular safety;
- b. Existing and projected traffic volumes;
- c. Location of school or transit stops;
- d. High-density land uses;
- e. Proximity to nearest intersection; and
- f. Other relevant state, federal, local or utility design requirements.

Pol. PRO 1.5 The City shall plan to provide, in coordination with other agencies, a range of park facilities that serve a variety of recreational and open space purposes. Such planning should use the following designations and guidelines to provide such diversity:

## **6. Downtown Special Use Park**

*Use Description:* Specialized publicly or privately owned parks or open space facilities that are open to the public and oriented to the pedestrian, and can be used to balance the built environment in the downtown area, enhance pedestrian activity, and provide for community gathering spots. Such parks or open spaces may contain special amenities or features such as landscaping, water features, public art, historic landmarks, and places for pedestrians to rest, such as steps or benches.

*Service Area:* Variable

*Size:* Depends on nature of facility.

*Desirable Characteristics:* These facilities should be located in pedestrian oriented areas of the downtown, and be accessible to the public via sidewalks or paths.

*Examples:* This type of facilities may include a pedestrian pocket park, landscaped area, plaza, or town square. Currently, there is one small pocket park located on SW 152nd Street across from the Feed Store in Old Burien.

- Pol. PRO 2.5 Residential units in the downtown area may be exempted from the requirement to provide on-site park, recreation or open space facilities. Instead, upon approval by the City, in lieu of fees may be accepted, to be spent on designated park, recreational or open space resources that serve the development within the downtown area.

***Discussion:*** The City should encourage the development of parks, plazas, courtyards, landscaped areas and other open space resources as part of any development in the downtown core to balance the built environment and create “people places.” However, site size and configuration may make this requirement impracticable. In lieu of fees can be used to encourage the development of these facilities elsewhere in the downtown core that are more appropriate in terms of space and location.

- Pol. PRO 2.9 In the process of planning for downtown amenities (such as parks, public art and open spaces) during the development of the City’s downtown plan, the City should consider the responsibility of new commercial development in financing these amenities. In addition, the city should offer development bonuses as an incentive for developers to design and construct such public amenities.