



CITY COUNCIL REGULAR MEETING AGENDA
April 4, 2016

7:00 p.m.

PAGE NO.

- | | | | |
|---|---|---------------------|------|
| 1. CALL TO ORDER | 2. PLEDGE OF ALLEGIANCE | 3. ROLL CALL | |
| 4. AGENDA CONFIRMATION | | | |
| 5. PUBLIC COMMENT | Individuals will please limit their comments to two minutes on general issues not on the agenda. Concerns will be referred to staff for a response as appropriate and will be included in the next City Manager’s Report. The Council will take comments for a maximum of 20 minutes. | | |
| 6. PRESENTATION | a. Presentation from Southwest Youth and Family Services. | | |
| 7. CORRESPONDENCE TO THE COUNCIL | a. E-Mail Dated March 14, 2016, from Waskowitz Environmental Leadership School with Response from Planner Brandi Eyerly. | | 3. |
| | b. E-Mail Dated March 22, 2016, from Rob Johnson. | | 7. |
| | c. E-Mail Dated March 25, 2016, from Heidi Pomeroy. | | 9. |
| | d. E-Mail Dated March 25, 2016, from Lee Moyer with Response from Civil Engineer Dan O’Brien. | | 11. |
| | e. Letter Dated March 28, 2016, from C. Edgar. | | 89. |
| | f. E-Mail Dated March 30, 2016, from C. Edgar. | | 101. |
| | g. E-Mail Dated March 30, 2016, from C. Edgar with Response from City Clerk Monica Lusk. | | 105. |
| 8. CONSENT AGENDA | a. Approval of Check Register: Check Numbers 43127 - 43217 in the Amount of \$141,961.05 for Payment on April 4, 2016; and, Payroll Salaries and Benefits Approval Check Numbers 6792 – 6796 for Direct Deposits and Wire Transfers in the Amount of \$256,385.75 for March 1 – 15, 2016, Paid on March 18, 2016. | | 119. |
| | b. Approval of Minutes: Regular Meeting, March 21, 2016. | | 135. |
| | c. Motion to Adopt Ordinance No. 635, Relating to False Alarms. | | 139. |
| 9. BUSINESS AGENDA | a. Motion to Adopt Ordinance No. 637, Relating to Junk Vehicle Abatement on Private Property. (10 mins) | | 141. |
| | b. Discussion and Potential Action to Authorize the CARES Contract Amendment. (10 mins) | | 149. |

City Council meetings are accessible to people with disabilities. Please phone (206) 248-5517 at least 48 hours prior to the meeting to request assistance. American Sign Language (ASL) interpretation and assisted listening devices are available upon request.

COUNCILMEMBERS

Lucy Krakowiak, Mayor Bob Edgar, Deputy Mayor Stephen Armstrong
Austin Bell Lauren Berkowitz Nancy Tosta Debi Wagner

City Hall, 400 SW 152nd Street, 1st Floor

CITY COUNCIL REGULAR MEETING AGENDA

April 4, 2016

Page 2

9. BUSINESS AGENDA cont'd.	c. Discussion of Supplemental Human Services Funding. (30 mins)	153.
	d. Discussion and Potential Action on Resolution No. 370, Establishing the 2016 Comprehensive Plan Amendment Docket. (30 mins)	157.
	e. Review of Council Proposed Agenda Schedule. (10 mins)	213.
10. COUNCIL REPORTS		
11. CITY MANAGER'S REPORT		221.
12. ADJOURNMENT		

From: Luis Torres-Sepulveda <2507421@g.highlineschools.org>
Sent: Monday, March 14, 2016 11:27 AM
To: Public Council Inbox

Staff Follow-up by:

Hello Burien City Council, Brandi Eyerly, Planner, AICP

We are from Waskowitz Environmental Leadership School (WELS). We are a small school that informs 6th graders about the environment, as well as improve in our leadership skills and professionalism. We have participated in various activities that help our community, like volunteering at the food bank and planting trees along the green river. We are concerned about the loss of trees and green space around our school campus. Removing trees and other plants to increase areas of cultivation causes habitat loss and threatens the survival of numerous species of animals and plants. We have come to the solution that students need more green spaces for recreational purposes as well as a natural habitat for species that live in our community. Our campus is located near SeaTac airport, enhancing the amount of air pollution in our community. We need more green spaces to help dilute the somewhat toxic air for a healthier environment. Due to our main conflict of green spaces reducing faster due to the fact of new buildings and parking lots. We would like to have a meeting face to face so we can take action and talk about how the city council can come to a solution, to where you can take away nature but also restore it not just taking, but also giving back at the same time. We would love to meet and talk out a solution to all this.

Thank you,

Resa Brillantes (Sophomore), Savannah Badger (Sophomore), Brayan Hernandez (Sophomore), Anastasia Romero (Senior) Luis Torres (Sophomore) Marissa Elliott (Junior) April Rupley (Junior) Marcus Scott (Sophomore)

Carol Allread

From: Brandi Eyerly
Sent: Tuesday, March 29, 2016 1:58 PM
To: '2507421@g.highlineschools.org'
Cc: Public Council Inbox; Chip Davis
Subject: re: March 14, 2016 email- Trees and Green Space

Dear WELS Students Resa, Savannah, Brayen, Anastasia, Luis, Marissa, April, and Marcus,

Thank you for your March 14, 2016 email concerning the loss of trees and its impact to our environment. The Burien City Council in recognizing that Burien is losing its tree canopy has directed the Planning Department staff to revise the Burien Municipal Code (BMC) Title 19 Zoning Code Tree Retention and Landscaping section to better address the protection of existing trees in City rights-of way, parks and private properties. Currently BMC 19.25 Tree Retention and Landscaping prohibits removal of trees on vacant lots, sets percentages of trees that must be retained on newly developed lots, and has tree replacement requirements . BMC 19.40 Critical Areas also has restrictions on pruning and removal of trees in our critical areas especially landslide hazard slopes.

We are now in the research and fact finding process. We are looking at incentives for tree retention on private properties through surface water management strategies, coordinating regulations and requirements for trees that are located on public property with private properties, re-examining the tree replacement ratios and perhaps establishing a tree banking system to allow off-site tree replacement. There may be grant opportunities as well to assist the City in a city wide tree inventory. We will also be reviewing other jurisdictions' codes.

Planning staff will present our findings first to the Planning Commission for its review and recommendations, and then present to City Council the Planning Commission's recommendation and the revised code. We will notify you of the meeting dates and times so that you will have the opportunity to attend and comment. You may also comment in writing.

Thank you again for your correspondence. Please feel free to contact me if you have questions or comments.

Sincerely,

Brandi Eyerly, AICP
Planner
Community Development Department
(206) 248-5519
FAX (206) 248-5539
BrandiE@burienwa.gov

Counter Planning Assistance Available Monday – Wednesday & on Friday 8:00 am to 5:00 pm.
Thursdays by Appointment Only.



400 SW 152nd Street, Suite 300

Burien WA 98166

www.burienwa.gov

"Innovative Stewards of Public Trust"

NOTICE OF PUBLIC DISCLOSURE: This e-mail account is public domain. Any correspondence from or to this e-mail account may be a public record. Accordingly, this e-mail, in whole or in part, may be subject to disclosure pursuant to RCW 42.56, regardless of any claim of confidentiality or privilege asserted by an external party.

Carol Allread

From: Public Council Inbox
Sent: Thursday, March 24, 2016 11:50 AM
To: 'robj98168@yahoo.com'
Subject: RE: Burien CARES Contract

Dear Mr. Johnson,

Thank you for writing to the City Council to express your concerns. Your email will be included in a future Council agenda packet as Correspondence to the Council.

Sincerely,

Carol Allread
Executive Assistant
City Manager Office
206-248-5508

CTTC: 4/4/16

cc: Nhan Nguyen, management
Analyst

From: robj98168@yahoo.com [mailto:robj98168@yahoo.com]
Sent: Tuesday, March 22, 2016 5:58 PM
To: Public Council Inbox <council@burienwa.gov>
Subject: Burien CARES Contract

It amuses me to see this is again an item before the Burien City Council. Why would certain council members favor King County Animal Control Services.(KCACS) over our own local Community Animal Resource and Education (CARES)?
The facts are CARES provides more service than KCAC.
CARES does it without operating a kill shelter. KCACS is still a kill shelter.
CARES is a vital part of the community, providing JOBS right here in Burien.
KCAC does not spend it's dollars in the Burien community for vet services; feeding of animals in it's care. CARES does.
The animals at CARES receive the best treatment available from loving volunteers.

I wonder if there is some political hanky panky going on here? I believe it is high time the Burien City Council starts practicing some good old fashioned common sense and quit trying to pay more money for inferior service.

Thank You
Rob Johnson
13422 6th Ave S

Carol Allread

From: Public Council Inbox
Sent: Monday, March 28, 2016 1:54 PM
To: 'Heidi Pomeroy'
Subject: RE: Economic Development Feedback

Dear Ms. Pomeroy,

Thank you for writing to the City Council to share your insights. Your email will be included in a future Council agenda packet as Correspondence to the Council.

Sincerely,

Carol Allread
Executive Assistant
City Manager Office
206-248-5508

CTTC: 4/4/16
cc: Dan Trimble, Economic Development Manager
Chris Craig, Economic Development Specialist

From: Heidi Pomeroy [mailto:heidi@mavenmeals.com]
Sent: Friday, March 25, 2016 1:11 PM
To: Public Council Inbox <council@burienwa.gov>
Subject: Economic Development Feedback

Good Afternoon City Council!

In the recent months, I have had the good fortune to meet & interact with Chris Craig. Chris originally approached me to participate in a focus group for the branding project. During that brief conversation I mentioned that I was evaluating some expansion options for Maven and therefore, was happy to be involved in the re-branding conversation. Following the focus group Chris reached out to see how he could support my expansion plans. After meeting one on one & listening to my questions, he went above & beyond to not only get answers to my questions, but offered additional information that I didn't even know I needed to consider. As a business owner & resident, I find that the economic development staff are providing real value; arming current & potential business owners with accurate & thorough information. Burien is headed in the right direction and as a business owner I feel that the increased B&O tax is a great investment in the continued growth & success of our city.

Thanks!

heidi pomeroy
Chef :: Owner
The Maven Mercantile
641 SW 152nd St.
Burien, WA 98166
206.295.8454

Carol Allread

From: Dan O'Brien
Sent: Wednesday, March 30, 2016 8:36 AM
To: 'Lee Moyer'
Cc: Public Council Inbox; Kamuron Gurol
Subject: RE: LID implementation
Attachments: Code Update Concepts Report 100515_Draft.pdf; Burien LID Code Review and Memo 2014.09.04_DRAFT.PDF

Hi Lee,

CTTC: 4/4/16
Staff Follow-up by Dan O'Brien, Stormwater Engineer

Thanks for writing. I apologize for Mandi's lack of response; she had a family emergency that called her away from work suddenly. I've written responses to your questions below.

1. How does one who is not a developer or builder learn about the details and have real input into the process?

The process has provided the following opportunities for public and stakeholder input to date:

- A briefing on the LID Code Update project was provided to City Council November 23, 2015. Public comments were offered at this meeting.
- Development/Building Industry Roundtable Discussion on February 24, 2016, Burien City Hall.

In addition, five more opportunities for stakeholder and public engagement are planned (listed below). The City encourages the public to provide input, particularly at the April 21st Open House and through June 2016 while LID Code Update language is being drafted.

- Development/Building Industry Open House: Thursday, April 21st in the afternoon at Burien Community Center.
- Public Open House: Thursday, April 21st in the evening at Burien Community Center. This open house will be for the general public. See information below about how the open house will be announced. The timeframe is still being confirmed.

The project team will be presenting concepts and ideas at the two open houses and asking for comments and input before proceeding to further develop and finalize LID Code language/modifications. There will be plenty of time for public/community input following this open house (through June 2016) as the team continues work on the code updates.

- Burien Planning Commission in fall 2016 (date to be determined)
- Burien City Council – two meetings after the Planning Commission (dates to be determined)

2. What companies and individuals have made input so far?

A Development/Building Industry Roundtable discussion was held February 24, 2016 at City Hall. The City invited developers, building contractors, and others involved in active development and construction projects

and in implementing LID in Burien to discuss LID requirements, challenges, and opportunities to achieve LID goals with new development. There were ten participants in the roundtable not including City staff and the consultant team. Companies that participated included: Jensen Construction, Rene Architecture, Duncanson Company, AC Associates, Powell Homes, Mayfly Engineering, PBG LLC, G-9 Investments, The Concept Group, and Dukat Design.

3. I presume that the city has reviewed its development related codes. I would like to see documentation of the review so far, such as the review form from Ecology's LID Code Update and integration Toolkit. I realize this is a work in progress and subject to change but I would much prefer continuous communication to a public records request.

To date, the project team has completed an analysis of Burien's Code and identified potential needs and gaps related to LID provisions. The team also has developed a list of potential Code Update concepts and topics. These draft documents are provided for your review.

4. Since code revisions require public input, what is being done to educate the public and encourage such input? I certainly have been unable to find out anything of substance.

The project is now referenced on the "Current Projects" page of the City's Public Works website, as well as on the "Stormwater" page. For the upcoming April 21st Open House, the City will be showing an announcement on its website inviting the public to attend. An announcement also will be published on the City's social media outlets. It is anticipated these announcements will be published about two weeks prior to the April 21st Open House date. The City also will send an email invitation to a list of people who have expressed interest in the LID Code Update and stormwater management topics.

The city has to adopt a Storm Water Management Manual. Here they have several choices: adopt the DOE version, adopt the King county version, adopt one from some other source, or write their own. Most Phase One cities chose to write their own with considerable expense and little benefit.

So:

5. What will be Burien's choice on how to come up with a Storm Water Management Manual?

The City has historically adopted the King County manual. As part of this code update process, the City has had discussions with its consultant about advantages and disadvantages of changing manuals. Based on an initial review of the new King County manual, staff feels that it offers improvements over the current Ecology manual – including its flexibility in providing a palette of LID choices for developers, and by requiring that minimum areas of impervious surface are served by LID. The King County manual also addresses conveyance and the Ecology manual does not; the City would have to address this separately if it chose to adopt the Ecology manual. Changing to a completely new manual would be a significant undertaking to train both staff and external users on implementation procedures. It is highly likely that staff will be recommending that the City Council adopt the new King County Manual.

I hope that this answers your questions and eases your concerns about public involvement in the process. Staff will not start drafting code revisions until after the April 21st public open house. Prior to that, our focus has been/will be on refining concepts and ideas for removing barriers in the existing code. The requirement to use LID for stormwater management is generally established in the new stormwater manuals,

one of which we are required to adopt by the end of this year. Our efforts with outreach to date have been on finding ways to make LID easier to incorporate by both developers and homeowners, as well as easy to maintain for the end user/property owner. This means not just writing code to adopt a manual and removing conflicts in the code, but also creating/referencing templates and details that can be shared with homeowners and contractors that are planning LID projects.

Dan O'Brien
City of Burien
206-248-5538

From: Lee Moyer [mailto:moyerla@aol.com]
Sent: Friday, March 25, 2016 10:20 AM
To: Dan O'Brien <dano@burienwa.gov>; Council Members <CouncilMembers@burienwa.gov>; kamerong@burienwa.gov; moyerla@aol.com
Subject: LID implementation

Dan Obrian,

On Feb 28, I emailed some comments to you on the LID implementation and asked a couple questions. I received an email on March 14 from Mandi Roberts at OTAK requesting a phone conversation. I replied with contact info but requested email because I had little spare time I could schedule. I also asked for answers to the two questions I asked you.

I have received no further response.

I'm now adding a couple more questions and I'll number them all so we can keep track of them.

1. 1. How does one who is not a developer or builder learn about the details and have real input into the process?
2. 2. What companies and individuals have made input so far?
3. 3. I presume that the city has reviewed its development related codes. I would like to see documentation of the review so far, such as the review form from Ecology's LID Code Update and integration Toolkit. I realize this is a work in progress and subject to change but I would much prefer continuous communication to a public records request.
4. 4. Since code revisions require public input, what is being done to educate the public and encourage such input? I certainly have been unable to find out anything of substance.

The city has to adopt a Storm Water Management Manual. Here they have several choices: adopt the DOE version, adopt the King county version, adopt one from some other source, or write their own. Most Phase One cities chose to write their own with considerable expense and little benefit. So:

5. 5. What will be Burien's choice on how to come up with a Storm Water Management Manual?

There is a lot to do before the end of the year. I look forward to a prompt response.

Lee Moyer
206-246-3746 h 206-484-7618 m

Carol Allread

From: Dan O'Brien
Sent: Monday, February 29, 2016 8:06 AM
To: 'Lee Moyer'
Cc: Council Members; Public Council Inbox
Subject: RE: Phase II stormwater permit Low Impact Development implementation
Attachments: LIDCodeUpdateProcess timeline.pdf

Mr. Moyer,

City staff is diligently working on the required LID Code Update process. We provided the 2008 CH2MHill document to our consultants as a starting point. However, that document was fairly outdated and was drafted long before the current permit requirements were developed.

In response to your question about where the City is in this process, I have attached our project timeline from the November presentation for you. As of today, we have just completed step 5, receiving input from developers and builders. Our next steps are to develop concepts for code revisions based on input received from the developers and project stakeholders, and then to review the concepts with the developer group, our stakeholder group, and the general public. There will be two open houses in the coming few months for this purpose, one for developers and a second for the public. The City will be advertising for these meetings soon. After that, our consultant will draft the revised code language. The code language will be presented to the Planning Commission and then Council in the fall. We are planning to have final Council adoption in the October-November timeframe.

Dan O'Brien
City of Burien
206-248-5538

From: Maiya Andrews
Sent: Thursday, February 25, 2016 9:32 AM
To: Dan O'Brien <dano@burienwa.gov>
Subject: Fwd: Phase II stormwater permit Low Impact Development implementation

Begin forwarded message:

From: Nancy Tosta <nancyt@burienwa.gov>
Date: February 24, 2016 at 7:59:18 PM PST
To: Maiya Andrews <maiya@burienwa.gov>
Cc: Kamuron Gurol <kamurong@burienwa.gov>
Subject: FW: Phase II stormwater permit Low Impact Development implementation

Hi Maiya -

Lee approached me and asked about this last night at the police community meeting. I didn't know the status and told him I'd ask you. Thanks for whatever update you can provide.

Best,
Nancy

From: Lee Moyer [moyerla@aol.com]
Sent: Wednesday, February 24, 2016 5:03 PM
To: Nancy Tosta; Stephen Armstrong; Austin Bell; Lauren Berkowitz; Bob Edgar; Lucy Krakowiak; Debi Wagner; kamerong@burienwa.gov
Subject: Phase II stormwater permit Low Impact Development implementation

Nancy, et al

Per our brief conversation, here is some info on Low Impact Development.

In terms of storm water runoff, Burien is a phase II municipality and has until December 2016 to rewrite the municipal codes to make LID the preferred development method. This involves the use of raingardens, storm water retention systems, impervious pavement, etc. Retaining native vegetation, especially mature conifers, is one of the highest value items.

In April of 2008, CH2MHILL submitted an implementation Framework that was a comprehensive step by step plan of how to do this implementation. As best I can tell, nothing was done.

The power point discussion led by OTAK last November for the Burien City Council study session was a simple version of what LID is, but they seemed to miss a few points, especially that implementation is required by law by the end of 2016. I hope this is not news to the city council and the city manager.

It would be nice to see the City take an enlightened proactive approach to this issue. There is no need to make it like the painful, negative, reactionary approach used with the Shoreline Master Program. Springing this on the public at the last minute and complaining that Dept of Ecology is forcing this upon us will not be productive.

The Phase II Permit is at

<http://www.ecy.wa.gov/programs/wq/stormwater/municipal/phaseIIww/wwphiipermit.html>

Appendix 1 gives the technical requirements.

So my question is: where is the city in this process?

Lee Moyer

City-Wide LID Code Development
Code Update Concepts Report

Submitted to:
City of Burien
400 SW 152nd Street, Suite 300
Burien, WA 98166

Prepared by:
Otak, Inc.
11241 Willows Road NE, Suite 200
Redmond, WA 98052
Otak Project No. 31235G

October 1, 2015



HanniGlobal Partner

Acknowledgements

City-Wide LID Code Development

Code Updates Concepts Report

Submitted to:

City of Burien

Dan O'Brien

Prepared by:

Otak, Inc.

Trista Kobluskie

Stormwater Planner

Jesse Reynolds

Environmental Planner

Approved by:

Russell Gaston, PE

Principal

Table of Contents
City-Wide LID Code Development
Code Update Concepts Report

	Page
Section 1—Introduction	1
Purpose.....	1
Development Context.....	1
How to Use this Document.....	2
Section 2—Road Design	3
Typical Street Section.....	7
Sidewalk Placement.....	9
Roadside Features.....	9
Catch Basin Locations.....	9
Section 3—Subdivisions	10
▶ Site Planning and Preliminary Review.....	10
▶ Street Network.....	12
▶ Open Space.....	12
▶ Clustering.....	12
Section 4—Waters and Sewers	14
Definitions.....	14
Section 5—Zoning	15
Zoning—Definitions.....	15
Impervious Surface Coverage.....	15
LID in the Front Setback.....	15
Zoning—Parking and Circulation.....	16
▶ Required Parking.....	16
Parking Design and Construction Standards.....	17
Parking Lot Landscaping.....	18
▶ Zoning—Tree Retention and Landscaping.....	19
Section 6—Comprehensive Plan	21
Section 7—Summary	22
Section 8—References	23
 Figures	
Figure 1— Mill Creek Typical Cul-de-Sac Plan.....	6
Figure 2— RDCS Figure 2.1 Showing Vertical Curb Typical Roadway.....	7
Figure 3— Mill Creek Arterial Road Section with Bioretention.....	8
Figure 4 — Bioretention swale as parking lot landscaping.....	18

Section I—Introduction

The City of Burien is covered under the National Pollutant Discharge Elimination Systems (NPDES) Western Washington Phase II Municipal Stormwater Permit (Permit).

Permit condition S5.C.4.f requires permittees to incorporate and require low impact development (LID) principles and BMPs in local development-related codes, rules, and standards by December 31, 2016. The Permit states:

The intent of the revisions shall be to make LID the preferred and commonly-used approach to site development. The revisions shall be designed to minimize impervious surfaces, native vegetation loss, and stormwater runoff in all types of development situations.

The Permit requires permittees to engage in a process of review and revision of local codes similar to the process outlined in *Integrating LID into Local Codes: A Guidebook for Local Governments* (Puget Sound Partnership, 2012). For the remainder of this report, we refer to this document as the Guidebook.

In September 2014, Otak submitted a detailed investigation of barriers to or gaps in implementation of LID in Burien's development codes. In August 2015, Otak and Burien hosted a 4-hour introductory and working meeting with City staff to kick off a project to revise codes to incorporate LID principles.

In consideration of the barriers analysis findings, which were detailed in the September 2014 memo and then summarized in a spring 2015 memo, and in consideration of the ideas and feedback generated at the kickoff meeting in August 2015, Otak proposes numerous changes to Burien's codes and standards. Proposed changes have been developed to the conceptual level and are presented here for review by the City's LID team.

For reference, the barriers summary is attached. Notes from the kickoff meeting were distributed to the team in early September.

Purpose

The purpose of this report is to provide City decision-makers with our concepts for code updates and to obtain approval for going forward with those updates.

Development Context

As a small city of approximately 50,000 in heavily-developed King County, Burien's primary development pressures are expected to be infill and redevelopment. There are few areas of the City with intact native forests and undisturbed soils. Thus, the primary focus for the LID

Section I—Introduction

Continued

model of site development within the city will need to be on reducing new impervious surfaces, encouraging retrofit of existing impervious surfaces to permeable materials or reclaimed and restored landscaped areas, and managing stormwater close to its source before discharge to a water body.

Burien adopts the *King County Surface Water Design Manual, 2009*, (KCSWDM 2009) as its stormwater engineering design manual. This manual is expected to be updated over the next several months to include much more rigorous requirements for use of LID on most development and construction sites. We refer to the presumed update as KCSWDM 2016, although the name of this manual has not been advertised.

It is necessary to ensure that Burien's development codes do not prohibit or restrict the use of these techniques to manage stormwater close to its source.

Our recommendations center on:

- Measures to encourage reduction of impervious surfaces on development sites.
- Measures to encourage restoration of soils in landscaped areas.
- Measures to ensure that Burien's development codes do not prohibit or restrict the use of LID on development sites.

How to Use this Document

We provide a brief discussion of gaps and barriers that we documented in our previous Barriers Analysis, conducted in 2014.

The document is organized by document/Code title (e.g. Road Design and Construction Standards, Zoning) and then by topic within each document/title.

We develop conceptual level proposed updates to Burien's municipal code or standards for each topic.

Some of our recommendations are tentative based on our inability to review a draft KCSWDM 2016. In some cases, the manual may adequately address the topic in question. These recommendations are denoted by the * symbol.

In a discussion with City staff on August 28, 2015 we learned that the City plans to update several portions of its development codes in 2016 separately from this process. For these code sections or titles, we provide recommendations for consideration during the City's own effort to update codes and standards. These recommendations are denoted by the ► symbol.

Section 2—Road Design

Burien's road design standards are contained in the *2008 Road Design and Construction Standards* (RDCS). Roads are known to make up a substantial portion of impervious coverage in developed areas. An analysis in Olympia determined that transportation component of a suburban watershed accounts for 60% of total impervious coverage (City of Olympia, 1995).

Materials and Surfacing

Standard definitions and references throughout the RDCS refer to asphalt and concrete, with no reference to permeable options.

It will be critical that Burien's standards do not prohibit use of permeable pavements where they may be allowed or required by the KCSWDM 2016 for paved surfaces. When the KCSWDM becomes available for review, we will be able to better ensure that materials standards do not conflict.

City staff expressed concern about the use of permeable pavements on streets. Burien currently takes a prescriptive approach to pavement materials in road cross-sections, citing AASHTO design standards. City of Tacoma convened a permeable pavements task force using regional experts in permeable pavement design and has published several draft specifications, including those for pervious concrete pavement and porous hot mix asphalt. (City of Tacoma, 2015). Another option is to use a structural equivalent specification such as the Equivalent Single Axle Load (ESAL) standard.

RDCS Section 4.03 requires street widening projects to use the same surfacing materials as the existing roadway. This requirement prohibits use of permeable materials for shoulders and bike lanes on asphalt and concrete streets.

Permeable pavement options also require different installation techniques than traditional pavements. It will be important to specify installation techniques that are appropriate for each type of material, or to refer to manufacturers' specifications for proprietary products. These requirements are found in Chapter 4.

Code Update Concepts

1. Throughout the RDCS, for non-roadway surfaces in the ROW such as sidewalks, driveway skirts, and bike lanes, specifically list the appropriate permeable surface option(s) at each mention of the required surfacing materials. For example, 3.02.H, requiring Portland cement concrete, could be modified to list both Portland cement concrete and pervious concrete. Note: we recommend that the permeable version of

Section 2—Road Design Continued

the current required surfacing be listed. We do not recommend, for example, that sidewalks offer a porous asphalt option.

2. *Update Chapter 4 with requirements for roadway surfaces. We propose no change where traditional pavement surfaces are selected. For permeable surfaces, we propose to wait until the KCSWDM 2016 draft is published for review before making a recommendation. We also request further discussion on this topic with City Public Works staff.
3. Prohibit use of permeable pavements on the traveled way for road classifications above Local Subcollectors, so long as this does not prohibit use where required in the KCSWDM 2016.
 - a. Insert explanatory language in 2.01 stating that classification governs road surfacing options (in addition to the currently-listed options of right-of-way, road width, and road geometry.)
 - b. Insert surface selection limitations for roadway types in Tables 2.1(A) through (C)
4. Modify Section 4.03 to require the same surfacing as existing roadway only for the traveled way, leaving open the option of using permeable materials for bike lanes and parking lanes in road widening projects.
5. *Insert new requirements in 4.06 for materials and installation procedures. As these may also vary depending on requirements in KCSWDM, develop these ideas further after a draft is available for review.
6. Insert a requirement in 4.07 for roadway repairs of both pervious asphalt and permeable pavement to be of like material. Provide an exception for repairs smaller than 25 SF.

Subgrade Compaction

Throughout RDGS, subgrade compaction requirements for various paved surfaces are specified at 95% of maximum density, which is incompatible with infiltration into the subgrade under permeable pavements. LID guidelines typically recommend subgrade compaction from 90-92% Standard Proctor.

Code Update Concept

1. Update requirements throughout RDGS to vary subgrade compaction based on surface selection. Require 90-92% compaction for subgrades when a permeable option is used, while maintaining existing compaction requirements for traditional paving options, when selected.

Curb Type Roads

Section 2.01 requires land development to provide “curb” type road improvements and then goes on to define curb type roads as those typically requiring underground piped storm drainage. Moving runoff quickly into pipes and conveyances contravenes LID principles of managing stormwater as close to its source as possible.

Code Update Concept

1. Modify the description of curb type road development to include options for managing stormwater adjacent to the pavement surface using bioretention and dispersion.

Islands

Section 2.06 discusses use of cul-de-sacs and requires use of a landscaped island in cul-de-sacs greater than 80 feet diameter. To support LID, bioretention should be explicitly allowed in these areas. Note: islands and traffic circles are also discussed in Section 5.03. Bioretention should also be allowed in traffic circles, and language in the two sections should be harmonious.

Code Update Concept

1. Explicitly allow bioretention as an option with cul-de-sac islands. Ensure language in 5.03 is harmonious with 2.06.
2. Explicitly allow bioretention as an option in traffic circles. Insert this language in 2.06. Harmonize 5.03.
3. For public streets, we recommend the City accept maintenance responsibility of these features if bioretention is used.

Section 2—Road Design Continued

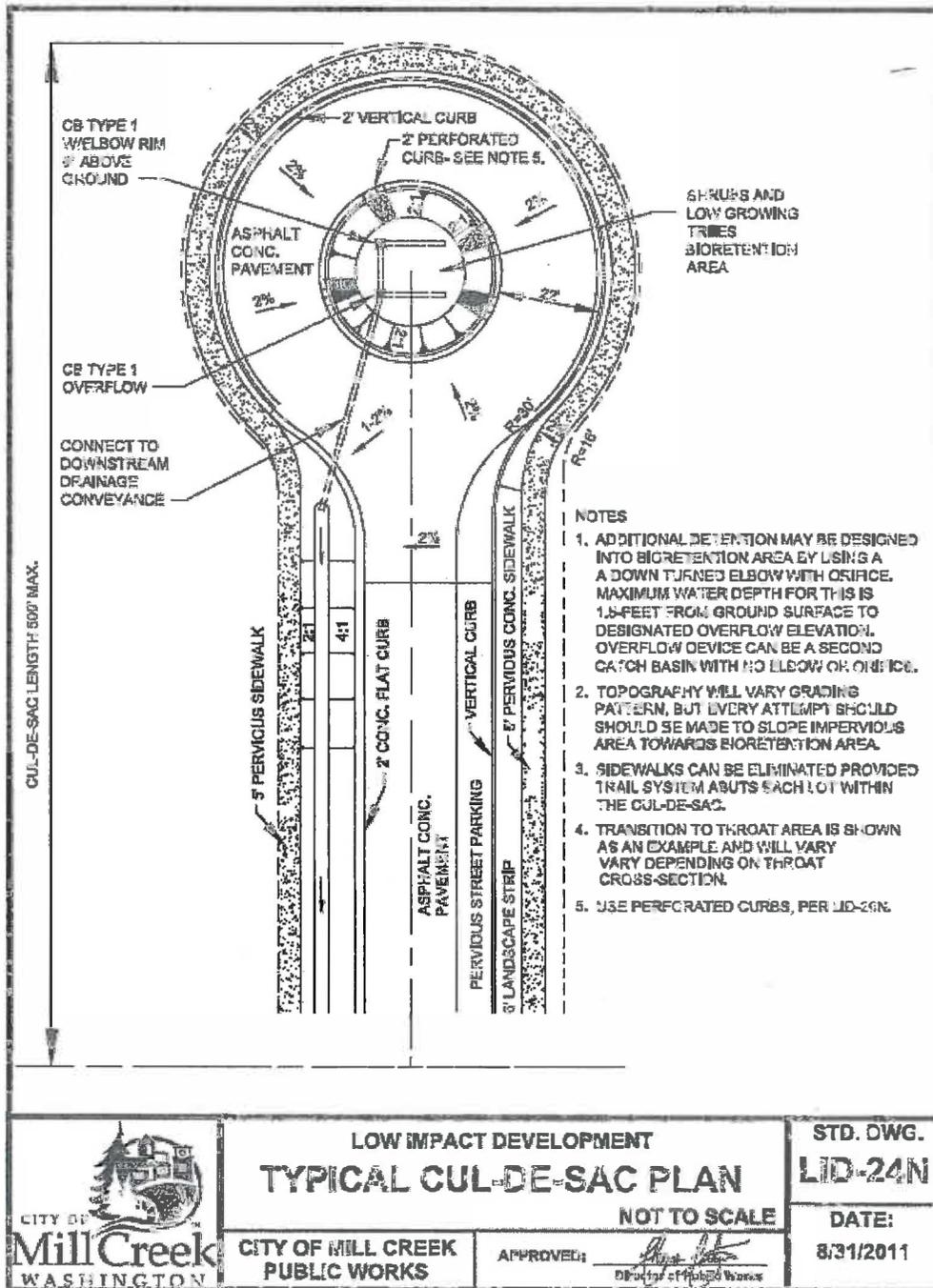


Figure 1— Mill Creek Typical Cul-de-Sac Plan
(Source: *Integrating LID Into Local Codes*)

Section 2—Road Design Continued

Typical Street Section

RDCS Figures 2.1 and 2.2 show typical street sections for vertical curb and rolled curb type roadways. These figures show typical drainage techniques that serve to quickly concentrate flows and remove them off site. To support LID, also include a typical roadway section showing techniques to handle drainage on the surface near the roadway.

FIGURE 2.1 - VERTICAL CURB TYPE ROADWAY

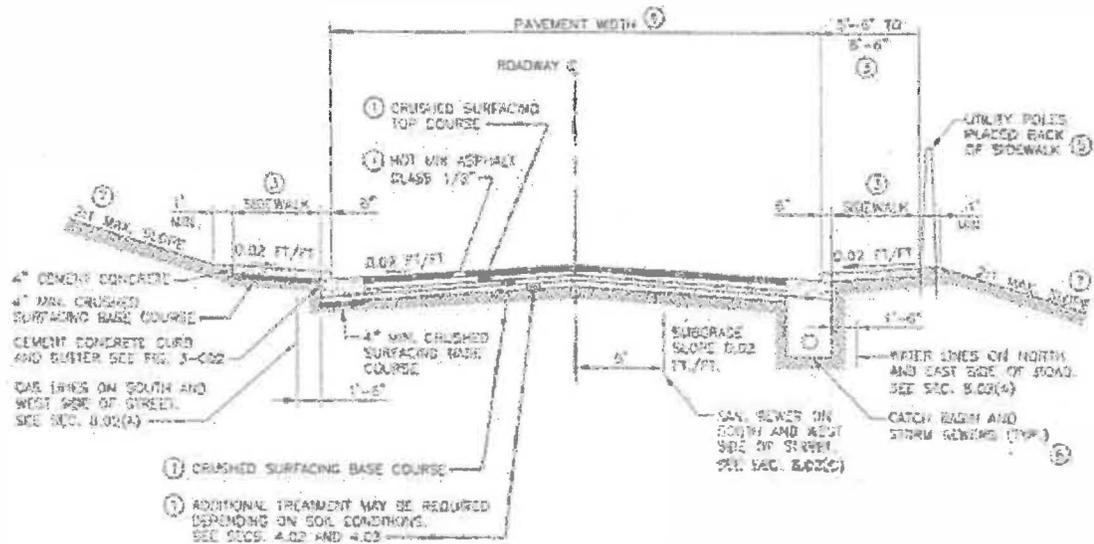


Figure 2— RDCS Figure 2.1 Showing Vertical Curb Typical Roadway

Code Update Concept

1. Include an additional figure illustrating a typical street profile using bioretention and reverse slope sidewalks, similar to a figure below.

Sidewalk Placement

Section 3.02 requires sidewalks to be constructed next to the curb unless an exception is obtained. This approach discourages use of bioretention in the right of way, since sidewalks are often placed at the back of swales and planters in curb bump-outs.

Code Update Concepts

1. Delete the preference for sidewalk placement next to the curb and replace it with a list of acceptable options, including sidewalk behind roadside bioretention facilities. Provide a typical plan.
2. Requirements to use curb and gutter and requirements for impervious materials are found throughout the RDCS. Ensure that roadside LID facilities are allowed and encouraged by updating definitions, and by adding details that show curb cuts, reverse slope sidewalks, reduced widths, and roadside bioretention and dispersion. Ensure that definitions, requirements, and details allow and show use of pervious materials where appropriate.

Roadside Features

Requirements in Section 5.03 for street trees and roadside landscaping may not be compatible with LID. For example, if bioretention is allowed in the right-of-way, and dually functions as a planting strip, plant selection should be tailored for the facility's conditions.

Code Update Concepts

1. Provide an additional plant list in 5.03 specifically geared toward use of bioretention in the right-of-way to ensure that plants meet both City needs for safety and maintenance and can survive in LID facilities.

Catch Basin Locations

Section 7.04 requires all road runoff to be collected in a catch basin unless an alternate design is approved. A common LID design is to direct stormwater through curb cuts into adjacent bioretention or dispersion. Ensure that LID designs are not prohibited and do not require an exception.

Code Update Concept

1. Provide an exception in 7.04 allowing runoff to be directed via surface flow to an adjacent above-ground LID facility.

Section 3—Subdivisions

Burien’s subdivision standards are codified in Title 17 – Subdivisions, although Title 19 – Zoning also encodes numerous requirements applicable to land divisions.

Discussion at the August 28 meeting indicated that Community Development plans to re-write the subdivision code in 2016. The following discussions and recommendations are intended to inform Burien’s own effort to re-write this code.

► Site Planning and Preliminary Review

Burien’s subdivision standards lack a unified site planning process, which could be used, among other things, to require applicants to incorporate LID site analysis and planning principles at the earliest stages of the land division process. Site planning and review is emphasized in various references as a critical first step in achieving LID goals (WSU Extension, 2012; Ecology, 2014). The purpose of an enhanced site planning process is to allow buildings and impervious surfaces to be sited over the least permeable soils, retaining natural features and functional soils as open space or for use in stormwater management.

There are two elements of an LID model of site planning that differ from traditional models: earlier intensive site assessment and an earlier municipal review of plans. Generally, in an LID model, the site assessment involves a greater degree of subsurface investigations and the review process evaluates hydrology and stormwater control options earlier compared to traditional models (WSU Extension, 2012; Ecology, 2014).

For site planning, the *Low Impact Development Technical Guidance Manual for Puget Sound* (WSU Extension, 2012) gives a detailed discussion of the appropriate level of site investigation required for LID projects. Our recommendations are below.

For review, the Guidebook lays out a recommended 4-step process for review and approval of LID projects. Note: given the requirements of the Phase II permit, we consider all development to occur in Burien beginning January 1, 2017 to be LID projects. Our recommendations are below.

Note that site planning and review may also be covered in the KCSWDM 2016 in a manner that covers these concerns. It is advisable to wait until a draft is available for review before moving forward on these recommendations.

Recommendations

1. Insert a new section in 17.15 – General Principles of Acceptability, to indicate that land divisions should achieve the goals of minimizing impervious surfaces, reducing

Section 3—Subdivisions Continued

effective impervious area (ELA), and retaining native vegetation to the extent feasible. This short section could be modeled after 17.15.050.

2. ✳Insert a chapter in Title 17 devoted to site assessment and review.

Address LID planning and review for all types of land divisions discussed in Title 17. (An alternate method would be to individualize the site assessment process for each type of land division and place the language within each of those chapters.)

Note that some elements of this proposed assessment are considered preliminary at the site planning phase. These elements will require further investigation and refinement by a qualified professional during the drainage review phase. We recommend that the City develop handouts for applicants that indicate where investigations and observations are considered preliminary. Applicants may then, at their option, choose to conduct the full suite of investigations during the site planning phase.

1. Require site assessment elements as discussed below.
 - a. Site inventory assessment:
 - i. Inventory the following using a survey prepared by a registered land surveyor:
 1. Site boundaries
 2. Existing public and private development
 3. Contours
 4. Minor hydrologic features
 5. Major hydrologic features
 - ii. Inventory critical areas and Shorelines as defined in 19.40 and Title 20.
 - iii. Inventory areas of undisturbed soil and native vegetation.
 - iv. Inventory the surface and subsurface soils on site using a certified soils scientist, professional engineer, geologist, hydrogeologist, or engineering geologist (or licensed on-site sewage designer for site that intend to create or replace less than 5,000 square feet of hard surface), as follows:
 1. Underlying soil texture and stratigraphy using a soil survey, soil test pits, or soil borings.
 - v. Use the information gained in the inventories described above to:
 1. Direct placement of buildings and other impervious surfaces over soils least able to infiltrate. Consider clustering, if appropriate.

Section 3—Subdivisions

Continued

2. Select areas of native vegetation to preserve.
 3. Preliminarily locate on-site stormwater management facilities (e.g. bioretention), preferably distributed throughout the site, and traditional treatment and flow control facilities, if required.
2. Delineate a City review process for site assessment information gathered for preliminary land use review:
 - a. Pre-application conference.
 - b. Land use submittal. Provide City review goals similar to the list provided in 19.40.090(2), Critical area review.

► Street Network

Plans for street networks should be flexible to allow for routing around natural features to be preserved.

Recommendation

Allow street network to deviate from the master plan (17.15.030) and the suggested plan (17.15.040) when site assessment shows that the projected location of a street is over soils with good infiltration or intact native soils and vegetation.

► Open Space

The City integrates open space reservations for residential zones with subdivisions in Chapter 17.60. In this chapter, the City allows stormwater detention ponds to be located within dedicated or reserved open spaces. Within this allowance is a requirement that 50% of all area reserved or dedicated to open space is to be usable for active recreation. Ensuring that LID BMPs can also be used in dedicated open space would be more supportive of LID.

Code Update Concepts

1. Change the title of 17.60.050 from “Storm water runoff detention ponds” to “Stormwater management facilities”.
2. Subject to the same or similar limitations for safety, access, and aesthetics, allows LID stormwater management practices such as bioretention and dispersion within reserved or dedicated open space.

► Clustering

Clustering may be employed in a LID site development model to retain native soils, vegetation, wetlands, and stream corridors. Clustering may be most effective where greenfield development is predominant, which is not the case in Burien.

Section 3—Subdivisions

Continued

Clustering is currently encouraged in Chapter 19.40.190, General development standards for critical areas (within the Zoning code) as a way to avoid locating structures within critical areas and their buffers. Critical areas include a variety of designated natural features, many of which are applicable to clustering for LID-purposes. The current language would not, however, allow clustering for the purpose of maintaining portions of a site that contribute to natural stormwater management, such areas of intact native soils and native vegetation.

Since clustering is already allowable, it would be supportive of LID principles to also allow or encourage clustering for stormwater management purposes. It may also be beneficial to allow flexibility in setbacks when clustering is used since individual lots will be smaller than usual within the clustered development.

Recommendations

1. Move language regarding clustering out of Title 19 into Title 17. Insert a new section within 17.20, Dimension and Layout Standards, titled Clustering. Insert existing language from 19.40.190(1).
2. Update the language to allow clustering around areas of intact native soils and native vegetation.
3. Insert a new sub-section allowing for setbacks to be reduced by a designated percentage when clustering is used for residential uses in a residential zone.
 - a. Allow a 20% reduction in the front setback and a 10% reduction in the interior setback.
 - b. To allow for a more natural transition from surrounding uses, consider establishing a perimeter setback for lots lines on the perimeter of the cluster development that would use the same front and interior setbacks normally established for the use and Zone in Title 19.
4. Within 19.40.190, consider maintaining a cross-reference to clustering provisions in Title 17.

Section 4—Waters and Sewers

Title 13 contains administrative requirements and some of the technical requirements for surface water management. The remainder of the technical requirements (the majority) is included in the KCSWDM and is expected to be updated to incorporate a specific LID BMP selection process.

Definitions

For this process, the primary need in Title 13 is to ensure that definitions include those needed to apply LID BMPs and that definitions are consistent with the (future) KCSWDM.

Code Update Concepts

Include or modify definitions as follows:

1. Insert a definition of low impact development. Note: KCSWDM may use the term on-site stormwater management. Include that definition if used in KCSWDM.
2. Insert a definition of hard surface, as distinguished from impervious surface, in a manner consistent with KCSWDM.
3. Insert a definition of pervious surface, in a manner consistent with KCSWDM.
4. Revise the definition of “developed parcel” to include those parcels altered solely with pervious hard surfaces, such as permeable pavement BMPs.
5. Revise the definition of “drainage” to include the word “disperse”.
6. Revise the definitions of “drainage facility” and “stormwater facility” to include the word “disperse” and to list LID facilities.
7. Revise the definition of “new impervious surface” to reference “impervious surface”, which already uses an appropriate definition of imperviousness.
8. Revise the definition of “redevelopment project” to include those that add, replace or modify hard surfaces (not just impervious surfaces).

Section 5—Zoning

Title 19 is the City's Zoning code. It is a large code, so we've broken it into more manageable parts for discussion.

Zoning—Definitions

Several definitions could be changed to better accommodate LID principles.

Impervious Surface Coverage

Within 19.15 – Use Zone Charts, the City's zoning code establishes maximum impervious surface coverage for lots. The impervious surface coverage maximum limits, by percentage, the amount of a lot's surface that may ultimately be covered by developed surfaces such as buildings, driveways, and parking lots.

In this context, to be supportive of LID principles to reduce site disturbance and retain native vegetation and land cover, the maximum lot coverage should be construed to include permeable hard surfaces, such as permeable pavement BMPs, so that driveways, sidewalks, patios, sport courts, and similar structures are included in the calculation of maximum surface coverage, even when those surfaces are constructed using a permeable pavement. The current set of definitions for “impervious surface” and “impervious surface coverage” are ambiguous enough that an argument could be made to exclude surfaces covered in permeable pavements from the calculation.

Code Update Concepts

1. Clarify the definition of “impervious surface coverage” to specifically include all “hard surfaces” as defined, as recommended, in Title 13.
 - a. These would then include both impervious surfaces, such as roofs, and other hard surfaces, whether or not they are constructed of traditional impervious materials or of permeable materials.
 - b. Another option is to clarify the definition of “impervious surface coverage” as described above, and also insert a new definition of “hard surface” in Title 19, rather than relying on the definition in Title 13.

LID in the Front Setback

Elsewhere in Title 19, front setbacks are established that limit placement of structures in the front of lots. The current definition of “structure” in 19.10.525 includes LID BMPs such as rain gardens, bioretention and cisterns, thus restricting the placement of these BMPs in the front setback. To be supportive of LID, the City should allow rain gardens, bioretention, and other LID BMPs in the front setback.

Section 5—Zoning Continued

Code Update Concepts

1. Update the definition of “structure” in 19.10.525 to specifically exclude LID BMPs that can store up to 600 gallons of water, thus allowing LID practices serving small drainages to be placed in the front setback. (Note: KCSWDM 2016 likely will establish setbacks from each LID BMP that likely will serve to ensure that these BMPs are not placed too near lots lines.)

Zoning—Parking and Circulation

Burien’s general parking and circulation standards are codified in Chapter 19.20, although it is important to note that many parking standards are also contained in 19.15, Use Charts. Surface parking is known to make up a high percentage of total impervious cover and may be provided in excess of need. A study by City of Olympia found that most parking lots have at least 25% unused capacity even during peak hours (City of Olympia, 1995).

Requirements for parking have two themes: 1) amount of parking provided and 2) design of parking facilities.

Discussion at the August 28 meeting indicated that Community Development plans to re-write parking standards in 2016 after a mobility study has been completed. City staff anticipates this study will result in recommended reductions in parking, at least in specific districts like downtown and Old Burien.

We propose that City staff use recommendations in this report and in the mobility study to update standards for amount of parking required. We propose to develop the updates for design of parking facilities.

► Required Parking

The following recommendations are intended to inform Burien’s own effort to re-write standards for required parking, mostly within the Use Charts in 19.15.

Burien’s parking and circulation standards, in general, impose impervious surfaces by establishing a minimum number of parking spaces without regard to actual anticipated use. The City could change its tactic around parking by instituting maximums, or minimums paired with maximums, to ensure adequate but not excessive parking.

Recommendations

1. Parking maximums. Implementing parking maximums discourages excess impervious surface by minimizing unnecessary parking (19.20.040).

2. Consider reducing both the minimum and maximum parking when a site is in proximity to a public transit stop.
3. Retain the shared parking language in 19.20.050.
4. Consider establishing requirements for shared parking in the Downtown and Old Burien districts when mixed-use developments are proposed (with uses having compatible peak parking demands).

Parking Design and Construction Standards

Parking design standards can affect size of the lot, materials used, and stormwater management options for parking facilities. City staff indicated they are open to changing design standards to reduce impervious cover and better accommodate LID BMPs.

Design standards are contained in 19.20.100.

Stall and aisle dimensions contribute to impervious surface creation. We compared 40 dimensions listed in Table 19.20-1 to dimensions in the Puget Sound Partnership's draft off-street parking and loading requirements model ordinance. Twenty nine of Burien's dimensions are more conservative (encourage less impervious surface) than the model ordinance and 11 are less conservative (encourage more impervious surface) than the model ordinance. We found the greatest differences in the dimensions for 90 degree standard size space - all dimensions except minimum space width exceed those in the model ordinance.

Techniques such as curbless design and bioretention can be incorporated into the standards.

Note: our concepts for parking lot landscaping are included in the next section.

Recommendations

1. Reduce dimensional requirements for the 90 degree standard space. The requirements for this space type appear to exceed comparable requirements. Other standard spaces appear to be in alignment with comparables.
2. Establish a minimum number of compact spaces in lieu of a maximum.
3. Eliminate the requirement for parking for single detached dwellings to be in a garage, carport, or on an approved impervious surface. Replace "approved impervious surface" with "approved hard surface."
4. Delete the requirement in 19.20.110 for all parking areas to be enclosed by curbs.
 - a. Allow curbless designs, promoting sheet flow into adjacent stormwater facilities (either in interior landscaping or adjacent to the lot).
 - b. Allow curbs with curb cuts, allowing drainage through cuts into adjacent stormwater facilities.

Section 5—Zoning Continued

5. Insert a construction standard requiring bicycle parking, where provided, to be located on a pervious surface (e.g. permeable pavers).
6. As parking lots constructed of permeable materials will be considered stormwater facilities, in addition to parking lots, insert a requirement in 10.20.130, Maintenance, for any permeable surfaces to be maintained in accordance with the applicable section(s) of KCSWDM 2016.

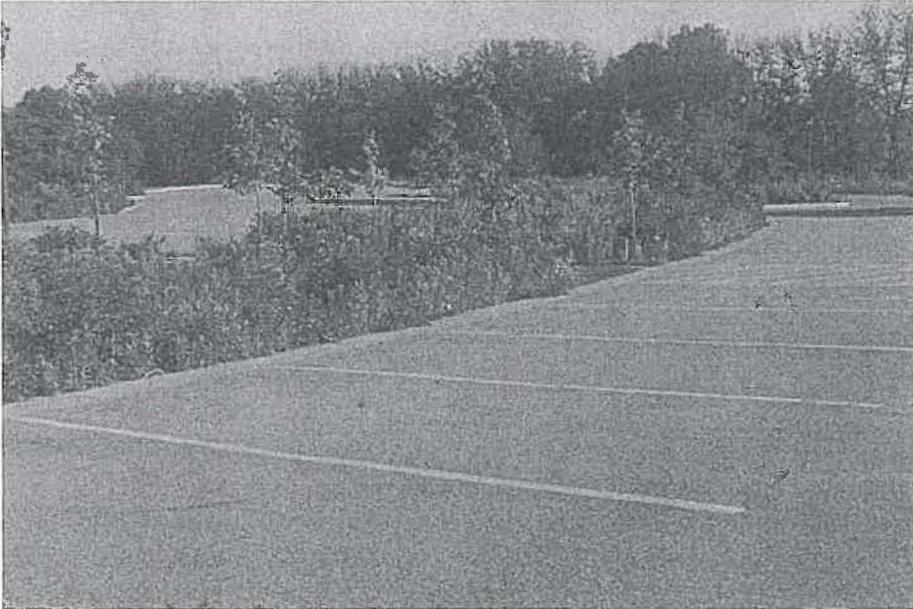


Figure 4 — Bioretention swale as parking lot landscaping

(Source: University of Florida, <http://hort.ufl.edu/woody/parking-island-examples.shtml>)

Parking Lot Landscaping

Landscaping requirements for surface parking lots are expressed in 19.25.070. These should be updated to encourage and allow the use of bioretention in parking lots.

Burien staff requested a discussion of bioretention design dimensions compared to landscaping required dimensions. It appears that minimum dimensions of interior landscaping are compatible with bioretention designs as discussed in the *Stormwater Management Manual for Western Washington* (Ecology, 2014) SWMMWW, especially for planter designs. For example, recommended minimum planter widths of 2' - 3' could fit within the minimum interior landscaping dimension of 4'. SWMMWW also has a minimum horizontal area at the facility's overflow for bioretention BMPs meeting its Minimum Requirement #5 of 5% of the impervious surface draining to the BMP. If an average 30-stall parking lot is approximately 9,750 SF, then a bioretention facilities of 487.5 SF would be required (not

including vertical cement walls, if a planter design were used, or berms and exterior side slopes, if a swale or basin design were used). The corresponding required interior landscaping would be 600 SF. It appears that bioretention can fit inside required dimensions.

Burien could consider abandoning the requirement for an island at the end of each row, since small islands are not particularly compatible with plant growth. Larger interior landscaping areas could be used more effectively to site bioretention while still providing visual relief. A minimum number of landscaping islands (per SF of area, for example) could be established in lieu of the required end island.

Code Update Concepts

1. Allow retained native vegetation and trees to act as perimeter landscaping.
2. Allow perimeter landscaping (if Types 1 and 2) and interior landscaping requirements to be met with bioretention facilities.
3. Provide a standard plan that shows a bioretention planter in an aisle between stalls and meeting minimum landscaping requirements.

► Zoning—Tree Retention and Landscaping

Burien's tree retention and landscaping code is in Chapter 19.25. In general this chapter is favorable to LID techniques but could be modified to more easily incorporate LID principles.

Landscaping types that provide light to moderate screening could be updated to explicitly allow bioretention in these areas.

Landscaping along street frontages has strict spacing and species requirements which may encourage removal of existing trees that might otherwise be retained on the site.

Landscaping for surface parking lots is also addressed in this Chapter, but we addressed opportunities to integrate LID into parking lot landscaping standards above.

General landscaping requirements are given in 19.25.080. A requirement for 2 inches of compost amendment in turf grass and ground cover areas will be in conflict with a new requirement in the KCSWDM for all areas landscaped as part of a project to meet much more rigorous requirements for amendments and incorporation into existing soils. In SWMMWW, this BMP is T5.13, Post-Construction Soil Quality and Depth. The name and designation of the equivalent BMP in the KCSWDM is not yet known. This section also requires concrete curbing to protect all landscaped areas, which would prevent sheet flow from adjacent impervious surfaces.

Section 5—Zoning Continued

An important aspect of the Chapter is the requirement in 19.25.120 to retain significant trees. City staff indicated that language protecting significant trees on private land may be enhanced in the upcoming update. Code enforcing stronger oversight should be created, but with homeowner protections in mind. In addition, the significant tree retention plan requirement should be strengthened to help ensure that trees are not damaged during construction.

Discussion at the August 28, 2015 meeting indicated that Community Development plans to re-write this Chapter in 2016. The following recommendations are intended to inform Burien's own effort to re-write these standards.

Recommendations

1. Update 19.25.050 to allow bioretention to be used in Types 3 and 4 landscaping.
2. Update 19.25.060 with an exception to spacing and species requirements, if approved by the Director, for retained native vegetation.
3. Update 19.25.080 to require all landscaped areas developed as part of a project to meet soil composition and depth requirements of the SWMMWW's BMP T5.13, Post Construction Soil Quality and Depth, or the KCSWDM equivalent BMP.
4. Update 10.25.080 to provide an exception to protecting landscaped areas with concrete curbing when stormwater from adjacent impervious surfaces will be directed to a stormwater management facility in the landscaped area, such as bioretention or dispersion, via sheet flow or concentrated surface flow through curb cuts.
5. Update 19.25.120 as discussed in the August 28, 2015 meeting to better serve the City's goals.
6. Update 19.25.120 to prioritize or incentivize the conservation of evergreen trees, particularly conifers, as these do a better job of preventing stormwater runoff than deciduous trees.
7. Update 19.25.120 to require an arborist or landscape architect to provide a plan for tree protection during construction, to include measures to protect each tree's critical root zone. Require the plan to be submitted as part of the drainage review for the site, and enforce the plan during site inspections for erosion and sediment control, development, and building.

Section 6—Comprehensive Plan

Burien last updated its Comprehensive Plan in April 2013 and continues to refine it to ensure consistency with Washington’s Growth Management Act (City of Burien, 2015).

A previous review found that Burien’s Comprehensive Plan is largely supportive of LID principles (Otak, Inc., 2014). It includes Policy EV 1.9 in the Land Use Element which states “Encourage minimizing the amount of impervious surfaces in new development through the use of appropriate low-impact development techniques and removing paved areas or using retrofit options in existing developments, where applicable, to minimize runoff” (City of Burien, 2013).

Municipal updates to comprehensive plans are often driven by the Growth Management Act and require significant public outreach. We are not proposing any updates to Burien’s Comprehensive Plan as part of this process.

► For future updates, we recommend that the City address one small gap in Policy ST 1.4 in the Stormwater Element. This policy allows open space requirements to be partially fulfilled by stormwater retention/detention facilities. This policy should also allow dispersion techniques, where stormwater flows from small areas are spread (dispersed) over a vegetated land surface, to partially fulfil open space requirements. Note that bioretention is considered a retention facility and is already encouraged under this policy.

Section 7—Summary

The purpose of this report is to provide City decision-makers with concepts for code updates and to obtain approval to begin drafting updates pursuant to the recommended concepts.

We propose to update the following sections or chapters of Burien’s standards using concepts described above:

- RDCS Chapter 3
- RDCS Chapter 4
- RDCS Chapter 5
- Title 13 – definitions portion
- Chapter 19.20 – design and construction standards and landscaping standards portions
- Very small changes to RDCS Chapters 2 and 7 and Chapter 10.10 – definitions portion

We also provided recommendations for the City’s consideration in its update of:

- Title 17, Subdivisions
- Chapter 19.15 for required parking
- Chapter 19.25, Tree Retention and Landscaping
- Comprehensive Plan

Section 8—References

- City of Burien. (2013). *Comprehensive Plan*. Burien, WA: Department of Community Development.
- City of Burien. (Accessed September 30, 2015). Comprehensive Plan web page: <http://www.burienwa.gov/index.aspx?nid=147>.
- City of Olympia. (1995). *Impervious surface reduction study: Final report*. Olympia, WA: Public Works Department, Water Resources Program.
- City of Tacoma (Accessed September 30, 2015). Permeable Pavement Specifications web page: https://www.cityoftacoma.org/government/city_departments/environmentalservices/surface_water/green_stormwater_infrastructure_gsi/permeable_pavement_specifications.
- Otak, Inc. (2014). *Burien LID Barriers Detailed Review*. Burien, WA. Unpublished.
- Puget Sound Partnership. (2012). *Integrating LID into Local Codes: a Guidebook for Local Governments*, prepared by AHBL. Tacoma, WA.
- The Housing Partnership. (2003). *Filling in the Spaces: Ten Essentials for Successful Urban Infill Housing*. King County, WA: The King County Housing Alliance.
- Washington Department of Ecology. (2014). *Stormwater Management Manual for Western Washington*. Lacey, WA: Washington Department of Ecology.
- WSU Extension. (2012). *Low Impact Technical Guidance Manual for the Puget Sound*. Puyallup, WA: Puget Sound Partnership.

Memorandum



10230 NE Points Drive
Suite 400
Kirkland, WA 98033
Phone (425) 822-4446
Fax (425) 827-9577

To: Maiya Andrews
From: Russ Gaston
Prepared By: Trista Kobluskie, Tim Kraft
Copies: File
Date: September 4, 2014
Subject: Burien LID Barriers Analysis
Project No.: 31235D

Introduction

The City of Burien is covered under the National Pollutant Discharge Elimination Systems (NPDES) Western Washington Phase II Municipal Stormwater Permit (Permit).

Permit condition S5.C.4.f requires permittees to incorporate and require low impact development (LID) principles and BMPs in local development-related codes, rules, and standards by December 31, 2016. The Permit states:

The intent of the revisions shall be to make LID the preferred and commonly-used approach to site development. The revisions shall be designed to minimize impervious surfaces, native vegetation loss, and stormwater runoff in all types of development situations.

The Permit requires permittees to engage in a process of review and revision of local codes similar to the process outlined in *Integrating LID into Local Codes: A Guidebook for Local Governments* (Puget Sound Partnership, 2012).

As a separate matter, the City has been engaged in master planning and implementation of a strategy of redevelopment in the Northeast Redevelopment Area (NERA). In accordance with the *NERA Redevelopment Plan and Implementation Strategy* and the Master Drainage Plan for NERA, the City intends to require redevelopment projects in the NERA to include LID in advance of the December 2016 Permit deadline.

Memorandum: Low Impact Development Barriers Analysis

In August 2013, Otak submitted a memorandum broadly summarizing barriers to LID in Burien. The August 2013 memorandum recommended further review of Burien Municipal Code Title 12 (Streets and Sidewalks), Title 13 (Water and Sewers), Title 15 (Buildings and Construction), Title 17 (Subdivisions), and Title 19 (Zoning Code).

Approach

For this analysis, we reviewed Burien's codes, rules and standards to identify barriers to the implementation of LID throughout the City, with an additional focus on barriers to implementation in the NERA.

To ensure consideration of all types of barriers, we identified a large number of City-wide barriers for review and potential action by the City. A sub-set of barriers that are specific to the NERA are listed later in this memorandum.

Our analysis included a thorough review of targeted policies, codes and plans that address land use, stormwater, transportation, environment, and engineering design.

Topic	Title	Status	Notes
City Policy	Burien Comprehensive Plan	Reviewed	
Land Use	BMC Title 19 – Zoning	Reviewed	
	BMC Title 17 – Subdivision	Reviewed	
Stormwater	BMC Title 13 – Waters and Sewers	Reviewed	
	King County Stormwater Design Manual	Not reviewed	King County will update the SWDM to meet current requirements.
Transportation	BMC Title 12 – Streets and Sidewalks	Reviewed	No code requirements found
	2008 Road Design and Construction Standards	Reviewed	
Environment	BMC Title 14 – Environmental Protection	Reviewed	No barriers found

Within the selected policies, codes and plans, we sought out language that addresses the following targeted concerns:

- Bulk, dimensional, height, and setback restrictions
- Parking
- Landscaping
- Streets and roads
- Critical Areas

Memorandum: Low Impact Development Barriers Analysis

We did not review applicability, thresholds, selection, design, and maintenance criteria for LID and LID best management practices (BMPs). Requirements for these items are given in the King County Stormwater Design Manual (SWDM) and the King County Stormwater Pollution Prevention Manual. King County plans to update these manuals in a manner that will meet current permit requirements.

Barrier Classification

For this analysis we classified barriers into six types, as described below.

Barrier Type	Description
Imposes / Encourages Horizontal Development	Requirements that promote or impose horizontal development and land cover, such as minimum road widths, minimum parking requirements, and maximum floor area ratios.
Imposes Impervious Surface	Requirements that impose imperviousness on hard surfaces that could otherwise be designed using permeable materials.
Incompatible Design Standard	Design standards and standard details that are incompatible with LID, such as prescribing curbs and gutters.
Vegetation Removal	Requirements that limit the retention or restoration of native vegetation and soil or encourage the removal of native vegetation and soil, such as strict landscaping species requirements.
Procedural Obstacle	Standards, definitions, or procedures for submittal and review in relation to LID that are internally inconsistent, conflict with associated standards and definitions in the SWMMWW, are confusing, or create an additional burden for applicants.
Inflexibility	Requirements for land use that restrict the use of site planning LID principles, such as clustering, that help to minimize land disturbance, reduce horizontal development, reduce impervious land cover, and retain native vegetation.

We also documented several sections of policy and code that are particularly supportive of LID in order to encourage the City to retain the language.

Barriers Summary

A detailed list of barriers and potential modifications to codes, rules and standards is attached to this memo.

Generally, Burien is supportive of LID principles to retain native vegetation and to manage runoff close to its source in a manner that mimics pre-disturbance hydrology.

Memorandum: Low Impact Development Barriers Analysis

Burien's Comprehensive Plan contains overtly supportive language in the Land Use, Transportation, and Stormwater elements. For example, Policy EV 1.9 in the Land Use Element reads:

Encourage minimizing the amount of impervious surfaces in new development through the use of appropriate low-impact development techniques and removing paved areas or using retrofit options in existing developments, where applicable, to minimize runoff.

Other segments of the Comprehensive Plan encourage retention of vegetation and top soil, landscaping that works to reduce runoff, protection of critical areas, and return of precipitation to the soil at natural rates near where it falls.

Support for LID principles in both direct and indirect terms is clearly demonstrated in the Burien Comprehensive Plan.

Burien Municipal Code titles and design guidance contain both supportive language and some impediments to effective implementation of LID.

Some barriers are relatively straightforward, such as a design standard that requires an impervious material for driveways, and directly conflict with the Permit. For these types of barriers, we recommend that Burien update code and guidance language concurrently with adoption of the updated SWDM by December 31, 2016.

Other barriers do not prevent outright the use of LID BMPs, but do encourage horizontal development, limit flexibility in site planning, or create additional burdens on applicants that choose to use LID. Examples include high maximum impervious surface coverage standards and minimum parking requirements. These types of barriers may not directly conflict with the Permit, but also may not fully support Burien's goals and policies that encourage LID as established in the Comprehensive Plan. For these types of barriers, we recommend that Burien develop a prioritized list of potential updates and begin updating high priority codes and rules concurrently with the adoption of the updated SWDM by December 31, 2016.

In general, we recommend that Burien review and consider adding clarity and flexibility in the following areas:

- Design standards for roads. Requirements to use curb and gutter and requirements for impervious materials are found throughout the *2008 Road Design and Construction Standards*. Ensure that roadside LID facilities are allowed and encouraged by updating definitions, and by adding details that show curb cuts, reverse slope sidewalks, reduced widths, and roadside

Memorandum: Low Impact Development Barriers Analysis

bioretention and dispersion. Ensure that definitions, requirements, and details allow and show use of pervious materials where appropriate.

- **Setbacks.** Reducing setbacks can add flexibility in locating structures to take advantage of site features, maintain hydrology, and reduce imperviousness. In general, Burien's setbacks do not seem excessive, but it may be possible to provide additional flexibility while maintaining appropriate separation and neighborhood character.
- **Impervious surface coverage maximums.** In several zones, impervious surface maximums are quite high, reaching up to 95%. In addition, the current definition of impervious surface coverage excludes other hard surfaces, such as permeable pavements. High coverage maximums do not minimize native vegetation loss or minimize stormwater runoff.
- **Required parking.** Like many municipalities, Burien sets a minimum number of parking spaces for each use, which has the effect of imposing horizontal development. Ensure that required parking does not exceed demand.
- **Required landscaping.** Burien could encourage use of LID by allowing some LID facilities in required exterior landscaping or parking lot landscaping. In general, to remove barriers to the use of LID in landscaping, it would be necessary to avoid contradictory plant palettes, harmonize soil amendment requirements, and overtly allow LID facilities in landscaping areas.

NERA

We identified barriers that affect LID implementation in the NERA. We also identified instances of supportive language in NERA-specific code sections.

Removal of many of the city-wide barriers would also improve implementation of LID in the NERA, but those actions are not required for the initial phase.

BMC 19.15.030 – Professional Residential Zone

Within the Professional Residential Zone, which is unique to the NERA, consider updating maximum impervious coverage, front and interior setbacks, and required parking for most uses.

BMC 19.15.070 – Airport Industrial Zone

Within the Airport Industrial Zone, which is unique to the NERA, the impervious surface coverage maximum is 95%, and public pedestrian and non-motorized facilities are excluded from the calculation. Language offering a credit for use of LID facilities is confusing.

Memorandum: Low Impact Development Barriers Analysis

BMC 19.48 – Airport Industrial Design Standards

Site planning and design standards specify that the site landscape concept may integrate biofiltration swales, which are not defined as an LID BMP. There is no flexibility to include other types of stormwater management facilities, including any LID facilities such as bioretention and dispersion. To encourage use of LID in the NERA, update this code section to allow bioretention and dispersion in required landscaping.

BMC 13.10 – Surface Water Management

Several definitions related to LID are either missing or inconsistent with thresholds or criteria for requiring or selecting LID BMPs. This could lead to confusion and difficulty for applicants and reviewers. Current definitions appear adequate for current requirements, and since city-wide LID requirements will be phased in subsequent to requirements in the NERA, it may be necessary to phase in revised definitions. A determination of whether the definitions are problematic will depend on the method used to require LID in the NERA. These definitions should be considered during the update process, and any problems arising should be addressed then.

BMC 13.10.140 – Drainage Review Requirements

This code requirement requires development applications containing LID facilities to be granted an adjustment, and requires the applicant to provide additional information. Treating LID BMPs as exceptions to the rule and requiring an adjustment is a disincentive to use them. In order to be timely for requiring LID in the NERA, consider a two-phased update to this section of code. Phase 1: concurrently with code updates requiring LID in the NERA, provide an exception for projects within the NERA to the requirement to obtain an adjustment to use LID. Phase 2: concurrently with the adoption of the updated SWDM, delete the requirement to obtain an adjustment.

City of Burien 2008 Road Design and Construction Standards

We found a few topics in the road design standards that may conflict with a requirement to use LID in the NERA, particularly permeable pavement BMPs. In order to avoid an immediate update to the standards, it may be necessary to write exceptions to some design standards into the regulatory mechanism used to require LID in the NERA – namely surfacing materials, subgrade compaction, and catch basin location.

Conclusion

We present a wide array of City-wide barriers in the attached tables. These should be considered a starting point for discussion and potential action by the City as a component of Permit compliance.

Barriers specific to implementation of LID in the NERA will be addressed as part of this project.

Burien LID Barriers Detailed Review

Title 19 - Zoning Code						
Code Section	Section Title	Code Requirement	LID Barrier Type	Discussion	Potential Revision	NERA Req'd
19.10 - Definitions						
19.10.280	Impervious Surface	- Any nonvertical surface artificially covered or hardened so as to prevent or impede the percolation of water into the soil mantle including, but not limited to, rooftops, swimming pools, paved roads and walkways or parking areas and excluding landscaping, surface water retention/detention facilities, and vehicular access easements or tracts shared by two or more single detached dwelling units.	Procedural Obstacle Vegetation Removal	<p>In Title 19, the term "impervious surface" is used exclusively in statements of "maximum impervious surface coverage", which limit percentage of a lot that may be covered by structures, driveways, parking lots, and other similar horizontal surfaces.</p> <p>In this context, to be supportive of LID principles to reduce site disturbance and retain native vegetation and land cover, "impervious surface" should be construed to include permeable hard surfaces, such as permeable pavement BMPs, so that driveways, sidewalks, patios, sport courts, and the like are included in the calculation of maximum surface coverage.</p> <p>This would also help provide certainty for applications and review staff.</p> <p>Altering the definition of impervious surface may create inconsistency with other Titles. The term is used in the SWDM and in Title 13. As used in SWDM and in Title 13, "impervious surface" should not include pervious hard surfaces.</p>	Either update the definition of "impervious surface" (in Title 19 only) to include pervious hard surfaces, or update the definition of "impervious surface coverage" (see below).	No
19.10.285	Impervious Surface Coverage	- The percentage of the area of a lot that is covered by impervious surface.	Procedural Obstacle Vegetation Removal	See discussion above for "impervious surface".	Either update the definition of "impervious surface" (in Title 19 only) to include pervious hard surfaces (see above), or update the definition of "impervious surface coverage" similar to the following: - The percentage of the area of a lot that is covered by <u>impervious surfaces and hard surfaces</u> .	No

Burien LID Barriers Detailed Review

Title 19 – Zoning Code						
Code Section	Section Title	Code Requirement	LID Barrier Type	Discussion	Potential Revision	NERA Req'd
		Missing definition	Procedural Obstacle	Title 19 is missing a definition of “hard surface”. To be consistent with current Ecology terminology, this definition should be included, and some provisions requiring impervious surfaces (discussed below) should be updated to require hard surfaces instead.	Include a definition of “hard surface” consistent with SWMMWW.	No
19.10.525	Structure	– Anything permanently constructed in or on the ground, or over the water; excluding fences less than six feet in height, decks less than 18 inches above grade, and paved areas.	Procedural Obstacle	The definition of structure should be reviewed to ensure that at-grade or below-grade stormwater facilities are permitted outright in setbacks. Based on this definition, it is unclear whether stormwater facilities would be permitted.	Include “low impact development stormwater facilities” to the list of exceptions in the definition of structure.	No
19.15 - Use Zone Charts						
19.15.005	Single Family Residential Zones	19.15.005.1 Special Provisions of RS and RM Use No lot shall be created with an area less than 90 percent of the stated minimum lot area.	Inflexibility	This provision appears to limit clustering, which is an LID site design BMP that preserves open space and limits site disturbance. While clustering is allowed under 19.40.230, it appears only to be allowed when critical areas or their buffers are on the site. The issue calls for further study.	Further study is needed to determine the appropriate way to allow clustering, if desired. Some options include outright allowance of clustering, as in 19.40.230, or allowing clustering to be addressed in a planned unit development.	No
		19.15.005.2 Single Family Detached Dwelling Unit Front Setback = 20' Required Parking = 2 spaces per unit	Inflexibility Imposes/Encourages Horizontal Development	The front setback is not excessive, but it could be reduced to increase flexibility. Required parking is an area where impervious or hard surfaces are often imposed in excess of day-to-day need.	Consider reducing front setback to 15'. Consider reducing required parking.	No
		19.15.005.6 Community Residential Facility Front Setback = 20' Required Parking = 1 space for every 2 bedrooms	Inflexibility Imposes/Encourages Horizontal Development	The front setback is not excessive, but it could be reduced to increase flexibility. Required parking is an area where impervious or hard surfaces are often imposed in excess of day-to-day need.	Consider reducing front setback to 15'. Consider reducing required parking.	No

Burien LID Barriers Detailed Review

Title 19 -- Zoning Code						
Code Section	Section Title	Code Requirement	LID Barrier Type	Discussion	Potential Revision	NERA Req'd
		19.15.005.7 Golf Course Required Parking = 3 spaces per hole + 3 spaces per 1,000 s.f. of clubhouse facilities	Imposes/Encourages Horizontal Development	Required parking is an area where impervious or hard surfaces are often imposed in excess of day-to-day need.	Consider reducing required parking.	No
		19.15.005.11 Senior Citizen Assisted Dwelling Unit Front Setback = 20' Required Parking = 0.5 spaces per unit	Inflexibility Imposes/Encourages Horizontal Development	The front setback is not excessive, but it could be reduced to increase flexibility. Required parking is an area where impervious or hard surfaces are often imposed in excess of day-to-day need.	Consider reducing front setback to 15'. Consider reducing required parking.	No
19.15.010	Multi-Family Residential Zones	19.15.010.2 Townhouse Dwelling Unit Required Parking = 2 spaces per unit Height limitations in RM-48 Zone may be exceeded in exchange for increased front and interior setback on a 1/1 ratio	Imposes/Encourages Horizontal Development Inflexibility	Required parking is an area where impervious or hard surfaces are often imposed in excess of day-to-day need. Although flexibility in height limitations is supportive of LID by allowing minimization of building footprints, the increased setback is not as supportive of LID because it provides less flexibility in siting the building on the lot.	Consider reducing required parking. Consider reducing the height exchange ratio to one foot of additional height to one half foot additional front and interior setback.	No
		19.15.010.3 Apartment Dwelling Unit Required Parking = 1.8 spaces per unit Height limitations in RM-48 Zone may be exceeded in exchange for increased front and interior setback on a 1/1 ratio	Imposes/Encourages Horizontal Development Inflexibility	Required parking is an area where impervious or hard surfaces are often imposed in excess of day-to-day need. Although flexibility in height limitations is supportive of LID by allowing minimization of building footprints, the increased setback is not as supportive of LID because it provides less flexibility in siting the building on the lot.	Consider reducing required parking. Consider reducing the height exchange ratio to one foot of additional height to one half foot additional front and interior setback.	No
		19.15.010.4 Single Detached Dwelling Unit Required Parking = 2 spaces per unit	Imposes/Encourages Horizontal Development Inflexibility	Required parking is an area where impervious or hard surfaces are often imposed in excess of day-to-day need.	Consider reducing required parking.	No

Burien LID Barriers Detailed Review

Title 19 – Zoning Code						
Code Section	Section Title	Code Requirement	LID Barrier Type	Discussion	Potential Revision	NERA Req'd
		19.15.010.7 Mixed Use Height limitations in RM-48 Zone may be exceeded in exchange for increased front and interior setback on a 1/1 ratio	Inflexibility	Although flexibility in height limitations is supportive of LID by allowing minimization of building footprints, the increased setback is not as supportive of LID because it provides less flexibility in siting the building on the lot.	Consider reducing the height exchange ratio to one foot of additional height to one half foot additional front and interior setback.	No
		19.15.010.9 Community Residential Facility Required Parking = 1 space per 2 bedrooms Height limitations in RM-48 Zone may be exceeded in exchange for increased front and interior setback on a 1/1 ratio	Imposes/Encourages Horizontal Development Inflexibility	Required parking is an area where impervious or hard surfaces are often imposed in excess of day-to-day need. Although flexibility in height limitations is supportive of LID by allowing minimization of building footprints, the increased setback is not as supportive of LID because it provides less flexibility in siting the building on the lot.	Consider reducing required parking. Consider reducing the height exchange ratio to one foot of additional height to one half foot additional front and interior setback.	No
		19.15.010.10 Nursing Home Required Parking = 1 space per 4 beds Height limitations in RM-48 Zone may be exceeded in exchange for increased front and interior setback on a 1/1 ratio	Imposes/Encourages Horizontal Development Inflexibility	Required parking is an area where impervious or hard surfaces are often imposed in excess of day-to-day need. Although flexibility in height limitations is supportive of LID by allowing minimization of building footprints, the increased setback is not as supportive of LID because it provides less flexibility in siting the building on the lot.	Consider reducing required parking. Consider reducing the height exchange ratio to one foot of additional height to one half foot additional front and interior setback.	No
		19.15.010.13 Senior Citizen Assisted Dwelling Unit Required Parking = 0.5 spaces per unit Height limitations in RM-48 Zone may be exceeded in exchange for increased front and interior setback on a 1/1 ratio	Imposes/Encourages Horizontal Development Inflexibility	Required parking is an area where impervious or hard surfaces are often imposed in excess of day-to-day need. Although flexibility in height limitations is supportive of LID by allowing minimization of building footprints, the increased setback is not as supportive of LID because it provides less flexibility in siting the building on the lot.	Consider reducing required parking. Consider reducing the height exchange ratio to one foot of additional height to one half foot additional front and interior setback.	No

Burien LID Barriers Detailed Review

Title 19 – Zoning Code						
Code Section	Section Title	Code Requirement	LID Barrier Type	Discussion	Potential Revision	NERA Req'd
19.15.015	Neighborhood Center Zone	19.15.015.2 Convenience Retail Office Eating & Drinking Establishment Required Parking: For Convenience = 1.5 spaces for 1,000 s.f. of net floor area (reduction to 1 if on-street parking available) For Eating/Drinking = 7 spaces per 1,000 s.f. of net floor area (reduction to 5 if on-street parking available)	Imposes/Encourages Horizontal Development	Required parking is an area where impervious or hard surfaces are often imposed in excess of day-to-day need	Consider reducing required parking.	No
19.15.020	Intersection Commercial Zone	19.15.020.2 Convenience Retail, Office, Eating and Drinking Establishment, Convenience Auto Service Required Parking = 3 spaces per 1,000 s.f. of net floor area; except, Eating and Drinking Establishment = 13 spaces per 1,000 s.f. of dining or lounge area	Imposes/Encourages Horizontal Development	Required parking is an area where impervious or hard surfaces are often imposed in excess of day-to-day need	Consider reducing required parking.	No
19.15.025	Downtown Commercial Zone	19.15.025.1 Special Regulations <i>Applicable to all Downtown Commercial unless otherwise specified</i> On-site pedestrian pathways and amenities and pedestrian-oriented space do not count toward the maximum allowable impervious surface coverage.	Imposes/Encourages Horizontal Development	Allowance of impervious and hard surfaces that do not count toward maximum impervious surface coverage encourages impervious cover.	Consider including pedestrian pathways and amenities in the calculation of maximum allowable impervious surface coverage. Alternately, consider requiring that pedestrian pathways and amenities be constructed of or located on pervious surfaces in exchange for not including them in the calculation of maximum impervious surface coverage.	No
		19.15.025.4 Dwelling Units Required Parking = by traffic study; all resident parking must be in structured parking	Supportive	Requirement for structured parking is supportive of LID principles. It encourages reduced impervious surface coverage.	Retain this language.	No
19.15.030	Professional Residential Zone	19.15.030.1 Special Regulations C. 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 adjacent to residential uses.	Supportive	This language is supportive of LID.	Retain this language.	Yes

Burien LID Barriers Detailed Review

Title 19 – Zoning Code						
Code Section	Section Title	Code Requirement	LID Barrier Type	Discussion	Potential Revision	NERA Req'd
		19.15.030.1 Single Detached Dwelling Unit Lot Area Minimum / Max Impervious Coverage = 7,200 sf / 70% Front Setback = 20' Required Parking = 2 spaces per unit	Inflexibility Imposes/Encourages Horizontal Development	The font setback is not excessive, but it could be reduced to allow flexibility. High impervious surface maximums allowed outright is contrary to LID practices that focus on site planning to reduce site disturbance and minimize total impervious area. Required parking is an area where impervious or hard surfaces are often imposed in excess of day-to-day need.	Consider reducing front setback. Consider reducing maximum impervious surface coverage. Consider reducing required parking.	Yes
		19.15.030.2 Professional Office 19.15.030.3 Art Studio 19.15.030.4 Convenience Retail Eating and Drinking Establishments 19.15.030.8 Religious Facility 19.15.030.10 School 19.15.030.13 Community, Cultural or Government Facility Lot Area Minimum / Max Impervious Coverage = 7,200 sf / 85% Front / Interior Setback = 20' / 10'	Inflexibility Imposes/Encourages Horizontal Development	The font and interior setbacks are not excessive, but they could be reduced to allow flexibility. High Impervious surface maximums allowed outright is contrary to LID practices that focus on site planning to reduce site disturbance and minimize total impervious area.	Consider reducing front and interior setbacks. Consider reducing maximum impervious surface coverage.	Yes
		19.15.030.9 Community Residential Facility Lot Area Minimum / Max Impervious Coverage = 7,200 sf / 85% Front / Interior Setback = 20' / 10' Required Parking = 1 space for every 2 bedrooms	Inflexibility Imposes/Encourages Horizontal Development	The font and interior setbacks are not excessive, but they could be reduced to allow flexibility. High impervious surface maximums allowed outright is contrary to LID practices that focus on site planning to reduce site disturbance and minimize total impervious area. Required parking is an area where impervious or hard surfaces are often imposed in excess of day-to-day need.	Consider reducing front and interior setbacks. Consider reducing maximum impervious surface coverage. Consider reducing required parking.	Yes

Burien LID Barriers Detailed Review

Title 19 – Zoning Code						
Code Section	Section Title	Code Requirement	LID Barrier Type	Discussion	Potential Revision	NERA Req'd
		19.15.030.11 Senior Citizen Assisted Dwelling Unit Lot Area Minimum / Max Impervious Coverage = 7,200 sf / 85% Front / Interior Setback = 20' / 10' Required Parking = 0.5 spaces per unit	Inflexibility Imposes/Encourages Horizontal Development	The front and interior setbacks are not excessive, but they could be reduced to allow flexibility. High impervious surface maximums allowed outright is contrary to LID practices that focus on site planning to reduce site disturbance and minimize total impervious area. Required parking is an area where impervious or hard surfaces are often imposed in excess of day-to-day need.	Consider reducing front and interior setbacks. Consider reducing maximum impervious surface coverage. Consider reducing required parking.	Yes
19.15.035	Community Commercial Zones	19.15.035.2 Retail, Office, Recreational Facility Minimum Lot Size / Max Impervious Coverage = None / 85% Required Parking = 3 spaces per 1,000 s.f. of net floor area	Imposes/Encourages Horizontal Development	High impervious surface maximums allowed outright is contrary to LID practices that focus on site planning to reduce site disturbance and minimize total impervious area. Required parking is an area where impervious or hard surfaces are often imposed in excess of day-to-day need.	Consider reducing maximum impervious surface coverage. Consider reducing required parking.	No
		19.15.035.3 Eating and Drinking Establishment Minimum Lot Area / Max Impervious Coverage = None / 85% Minimum Parking = 13 spaces per 1,000 s.f. of dining or lounge area	Imposes/Encourages Horizontal Development	High impervious surface maximums allowed outright is contrary to LID practices that focus on site planning to reduce site disturbance and minimize total impervious area. Required parking is an area where impervious or hard surfaces are often imposed in excess of day-to-day need.	Consider reducing maximum impervious surface coverage. Consider reducing required parking.	No

Burien LID Barriers Detailed Review

Title 19 – Zoning Code						
Code Section	Section Title	Code Requirement	LID Barrier Type	Discussion	Potential Revision	NERA Req'd
		19.15.035.4 Lodging Facility, Cultural Facility, Community Facility School 19.15.035.6 Day Care Center 19.15.035.7 Mixed Use, Senior Citizen Assisted Dwelling Unit, Community Residential Facility 19.15.035.8 Public Park and Recreation 19.15.035.10 Government Facility, Private Club, Religious Facility 19.15.035.14 King County Code 21A.38.100 Special Overlay District – Commercial/Industrial 19.15.035.16 Marijuana Retailers Minimum Lot Area / Max Impervious Coverage = None / 85%	Imposes/Encourages Horizontal Development	High impervious surface maximums allowed outright is contrary to LID practices that focus on site planning to reduce site disturbance and minimize total impervious area.	Consider reducing maximum impervious surface coverage.	N
		19.15.035.9 Nursing Home Minimum Lot Area / Max Impervious Coverage = None / 85% Required Parking = 1 space for every 4 beds	Imposes/Encourages Horizontal Development	High impervious surface maximums allowed outright is contrary to LID practices that focus on site planning to reduce site disturbance and minimize total impervious area. Required parking is an area where impervious or hard surfaces are often imposed in excess of day-to-day need.	Consider reducing maximum impervious surface coverage. Consider reducing required parking.	No
		19.15.035.11 Public Utility Minimum Lot Area / Max Impervious Coverage = None / 85% Front / Interior Setback = 30' / 30'	Imposes/Encourages Horizontal Development Inflexibility	High impervious surface maximums allowed outright is contrary to LID practices that focus on site planning to reduce site disturbance and minimize total impervious area. Large setbacks reduce flexibility in siting a structure. Large setbacks may be less necessary adjacent to non-residential use	Consider reducing maximum impervious surface coverage. Consider reducing front or interior setbacks adjacent to non-residential uses. Alternately, consider adding language allowing setbacks to be reduced through a Type 1 review process.	No

Burien LID Barriers Detailed Review

Title 19 – Zoning Code						
Code Section	Section Title	Code Requirement	LID Barrier Type	Discussion	Potential Revision	NERA Req'd
19.15.040	Regional Commercial Zone	19.15.040.2 Retail, Office, Recreational Facility, Theatre, Kennel Minimum Lot Area / Max Impervious Coverage = None / 90% Required Parking = 3 spaces for 1,000 s.f. of net floor area	Imposes/Encourages Horizontal Development	High impervious surface maximums allowed outright is contrary to LID practices that focus on site planning to reduce site disturbance and minimize total impervious area. Required parking is an area where impervious or hard surfaces are often imposed in excess of day-to-day need.	Consider reducing maximum impervious surface coverage. Consider reducing required parking.	No
		19.15.040.3 Eating and Drinking Establishment Minimum Lot Area / Max Impervious Coverage = None / 90% Required Parking = 3 spaces for 1,000 s.f. of lounge area	Imposes/Encourages Horizontal Development	High impervious surface maximums allowed outright is contrary to LID practices that focus on site planning to reduce site disturbance and minimize total impervious area. Required parking is an area where impervious or hard surfaces are often imposed in excess of day-to-day need.	Consider reducing maximum impervious surface coverage. Consider reducing required parking.	No
		19.15.040.4 Lodging Facility 19.15.040.5 Community Facility, School, Day Care Center 19.15.040.7 Mixed Use 19.15.040.8 Public Park and Recreation Facilities 19.15.040.10 Government Facility, Private Club, Religious Facility, Funeral Home 19.15.040.15 Off-Site Commercial Parking 19.15.040.17 Marijuana Retailer Minimum Lot Area / Max Impervious Coverage = None / 90%	Imposes/Encourages Horizontal Development	High impervious surface maximums allowed outright is contrary to LID practices that focus on site planning to reduce site disturbance and minimize total impervious area.	Consider reducing maximum impervious surface coverage.	No
		19.15.040.9 Nursing Home Minimum Lot Area / Max Impervious Coverage = None / 90% Required Parking = 1 space for every 4 beds	Imposes/Encourages Horizontal Development	High impervious surface maximums allowed outright is contrary to LID practices that focus on site planning to reduce site disturbance and minimize total impervious area. Required parking is an area where impervious or hard surfaces are often imposed in excess of day-to-day need.	Consider reducing maximum impervious surface coverage. Consider reducing required parking.	No

Burien LID Barriers Detailed Review

Title 19 – Zoning Code						
Code Section	Section Title	Code Requirement	LID Barrier Type	Discussion	Potential Revision	NERA Req'd
19.15.045	Office Zone	19.15.045.2 Office 19.15.045.8 Funeral Home 19.15.045.10 Community, Cultural, Religious or Government Facility, School Minimum Lot Area / Max Impervious Coverage = None / 85% Required Parking = 3 spaces per 1,000 s.f. of net floor area	Imposes/Encourages Horizontal Development	High impervious surface maximums allowed outright is contrary to LID practices that focus on site planning to reduce site disturbance and minimize total impervious area. Required parking is an area where impervious or hard surfaces are often imposed in excess of day-to-day need.	Consider reducing maximum impervious surface coverage. Consider reducing required parking.	No
		19.15.045.3 Mixed Use, Senior Citizen Assisted Dwelling Unit, Community Residential Facility Minimum Lot Area / Max Impervious Coverage = None / 85% Maximum building height (45') may be increased to 65' if at least 25% of required parking are within or beneath a building	Imposes/Encourages Horizontal Development Supportive	High impervious surface maximums allowed outright is contrary to LID practices that focus on site planning to reduce site disturbance and minimize total impervious area. Flexibility in building height is supportive of LID principles to reduce building footprints and decrease impervious cover.	Consider reducing maximum impervious surface coverage. Retain this language.	No
		19.15.045.5 Day Care Center Minimum Lot Area / Max Impervious Coverage = None / 85%	Imposes/Encourages Horizontal Development	High impervious surface maximums allowed outright is contrary to LID practices that focus on site planning to reduce site disturbance and minimize total impervious area.	Consider reducing maximum impervious surface coverage.	No
		19.15.045.6 Nursing Home Minimum Lot Area / Max Impervious Coverage = None / 85% Required Parking = 1 space for every 4 beds	Imposes/Encourages Horizontal Development	High impervious surface maximums allowed outright is contrary to LID practices that focus on site planning to reduce site disturbance and minimize total impervious area. Required parking is an area where impervious or hard surfaces are often imposed in excess of day-to-day need.	Consider reducing maximum impervious surface coverage. Consider reducing required parking.	No

Burien LID Barriers Detailed Review

Title 19 – Zoning Code						
Code Section	Section Title	Code Requirement	LID Barrier Type	Discussion	Potential Revision	NERA Req'd
		<p>19.15.045.9 Hospital Minimum Lot Area / Max Impervious Coverage = None / 85% Front / Interior Setbacks = 10' / 0' Required Parking = 3 spaces per 1,000 s.f. of net floor area Maximum building height (45') may be increased on a site of 5 acres or greater by setting back structure additional 2' for every 1' in additional height</p>	Imposes/Encourages Horizontal Development Inflexibility	<p>High impervious surface maximums allowed outright is contrary to LID practices that focus on site planning to reduce site disturbance and minimize total impervious area.</p> <p>Although flexibility in height limitations is supportive of LID by allowing minimization of building footprints, the increased setback is not as supportive of LID because it provides less flexibility in siting the building on the lot.</p>	<p>Consider reducing maximum impervious surface coverage.</p> <p>Consider reducing the height exchange ratio to one foot of additional height to one half foot additional front setback.</p>	No
		<p>19.15.045.11 Public Utility Minimum Lot Area / Max Impervious Coverage = None / 85% Front / Interior Setbacks = 30' / 30'</p>	Imposes/Encourages Horizontal Development Inflexibility	<p>High impervious surface maximums allowed outright is contrary to LID practices that focus on site planning to reduce site disturbance and minimize total impervious area.</p> <p>Large setbacks reduce flexibility in siting a structure and are contrary to LID principles to reduce site disturbance. Large setbacks may be less necessary adjacent to non-residential uses.</p>	<p>Consider reducing maximum impervious surface coverage.</p> <p>Consider reducing front or interior setbacks adjacent to non-residential uses. Alternately, consider adding language allowing setbacks to be reduced through a Type 1 review process.</p>	No
19.15.050	Industrial Zone	<p>19.15.050.1 Special Regulations Required Parking for Accessory Uses – Retail, Office, Recreational Facility = 1.5 stalls per 1,000 s.f. net floor area Required Parking for Accessory Uses – Eating and Drinking Establishment = 7 stalls per 1,000 s.f. of net floor area Required Parking for Accessory Uses – Warehousing and Wholesale Trade = 0.5 stalls per 1,000 s.f. of net floor space More or less parking for accessory uses may be allowed through a Type 1 review process</p>	Imposes/Encourages Horizontal Development	<p>Required parking is an area where impervious or hard surfaces are often imposed in excess of day-to-day need. These required parking stipulations for accessory uses seem particularly high.</p>	<p>Consider reducing required parking significantly. Require installation of more parking for accessory uses to be allowed through a Type 1 review process.</p>	No

Burien LID Barriers Detailed Review

Title 19 – Zoning Code						
Code Section	Section Title	Code Requirement	LID Barrier Type	Discussion	Potential Revision	NERA Req'd
		<p>19.15.050.2 High Technology Industry Minimum Lot Area / Max Impervious Coverage = None / 75% Minimum Required Parking = 3 spaces per 1,000 s.f. of net floor area Maximum building height (35') may be increased to 60' by providing at least 50% of required parking under or within the building</p>	<p>Imposes/Encourages Horizontal Development</p> <p>Supportive</p>	<p>High Impervious surface maximums allowed outright is contrary to LID practices that focus on site planning to reduce site disturbance and minimize total impervious area.</p> <p>Required parking is an area where impervious or hard surfaces are often imposed in excess of day-to-day need.</p> <p>Flexibility in building height is supportive of LID principles to reduce building footprints and decrease impervious cover.</p>	<p>Consider reducing maximum impervious surface coverage.</p> <p>Consider reducing required parking.</p> <p>Retain this language.</p>	No
		<p>19.15.050.3 Light Industry Minimum Lot Area / Max Impervious Coverage = None / 75% Minimum Required Parking = 1 space per 1,000 s.f. of net floor area Maximum building height (35') may be increased to 60' by providing at least 50% of required parking under or within the building</p>	<p>Imposes/Encourages Horizontal Development</p> <p>Supportive</p>	<p>High Impervious surface maximums allowed outright is contrary to LID practices that focus on site planning to reduce site disturbance and minimize total impervious area.</p> <p>Required parking is an area where impervious or hard surfaces are often imposed in excess of day-to-day need.</p> <p>Flexibility in building height is supportive of LID principles to reduce building footprints and decrease impervious cover.</p>	<p>Consider reducing maximum impervious surface coverage.</p> <p>Consider reducing required parking.</p> <p>Retain this language.</p>	No
		<p>19.15.050.5 Day Care Center 19.15.050.7 Community or Religious Facility 19.15.050.10 Public Park and Recreation Facilities 19.15.050.20 Adult Entertainment Facility Minimum Lot Area / Max Impervious Coverage = None / 75%</p>	<p>Imposes/Encourages Horizontal Development</p>	<p>High Impervious surface maximums allowed outright is contrary to LID practices that focus on site planning to reduce site disturbance and minimize total impervious area.</p>	<p>Consider reducing maximum impervious surface coverage.</p>	No

Burien LID Barriers Detailed Review

Title 19 - Zoning Code						
Code Section	Section Title	Code Requirement	LID Barrier Type	Discussion	Potential Revision	NERA Req'd
		19.15.050.6 Auto, Boat or Heavy Equipment Repair, Services or Washing Minimum Lot Area / Max Impervious Coverage = None / 75% Minimum Required Parking = 1 space per 1,000 s.f. of net floor area	Imposes/Encourages Horizontal Development	High impervious surface maximums allowed outright is contrary to LID practices that focus on site planning to reduce site disturbance and minimize total impervious area. Required parking is an area where impervious or hard surfaces are often imposed in excess of day-to-day need.	Consider reducing maximum impervious surface coverage. Consider reducing required parking.	No
		19.15.050.8 Government Facility Minimum Lot Area / Max Impervious Coverage = None / 75% Maximum building height (35') may be increased to 60' by providing at least 50% of required parking under or within the building	Imposes/Encourages Horizontal Development Supportive	High impervious surface maximums allowed outright is contrary to LID practices that focus on site planning to reduce site disturbance and minimize total impervious area. Flexibility in building height is supportive of LID principles to reduce building footprints and decrease impervious cover.	Consider reducing maximum impervious surface coverage. Retain this language.	No
		19.15.050.9 On-site Hazardous Waste Treatment and Storage Facility 19.15.050.15 Recycling Center 19.15.050.23 Marijuana Producers, Marijuana Processors Minimum Lot Area / Max Impervious Coverage = None / 75%	Imposes/Encourages Horizontal Development	High impervious surface maximums allowed outright is contrary to LID practices that focus on site planning to reduce site disturbance and minimize total impervious area.	Consider reducing maximum impervious surface coverage.	No
		19.15.050.12 Self Service Storage Facility 19.15.050.10 Public Park and Recreation Facilities Minimum Lot Area / Max Impervious Coverage = None / 75% Minimum Required Parking = 1 space per 3,500 s.f. of storage area, plus 2 for any caretaker's unit	Imposes/Encourages Horizontal Development	High Impervious surface maximums allowed outright is contrary to LID practices that focus on site planning to reduce site disturbance and minimize total impervious area. Required parking is an area where impervious or hard surfaces are often imposed in excess of day-to-day need.	Consider reducing maximum impervious surface coverage. Consider reducing required parking.	No

Burien LID Barriers Detailed Review

Title 19 – Zoning Code						
Code Section	Section Title	Code Requirement	LID Barrier Type	Discussion	Potential Revision	NERA Req'd
		19.15.050.13 Indoor Shooting Range Minimum Lot Area / Max Impervious Coverage = None / 75%	Imposes/Encourages Horizontal Development	High Impervious surface maximums allowed outright is contrary to LID practices that focus on site planning to reduce site disturbance and minimize total impervious area.	Consider reducing maximum impervious surface coverage.	No
		19.15.050.14 Kennel Minimum Lot Area / Max Impervious Coverage = None / 75% Front / Interior Setbacks = 25' / 0' – additional front and interior setbacks from outside runs	Imposes/Encourages Horizontal Development	High impervious surface maximums allowed outright is contrary to LID practices that focus on site planning to reduce site disturbance and minimize total impervious area. The front setback for this use may be unnecessarily high for this zone (Industrial).	Consider reducing maximum impervious surface coverage. Consider reducing the front setback.	No
		19.15.050.15 Recycling Center Minimum Lot Area / Max Impervious Coverage = None / 75%	Imposes/Encourages Horizontal Development	High Impervious surface maximums allowed outright is contrary to LID practices that focus on site planning to reduce site disturbance and minimize total impervious area.	Consider reducing maximum impervious surface coverage.	No
19.15.055	Special Planning Area 1: Old Burien	Note: we did not review these sections of code because special planning areas likely went through significant public review.				
19.15.060	Special Planning Area 2: Ruth Dykeman Children's Center					
19.15.065	Special Planning Area 3: Gateway					

Burien LID Barriers Detailed Review

Title 19 – Zoning Code						
Code Section	Section Title	Code Requirement	LID Barrier Type	Discussion	Potential Revision	NERA Req'd
19.15.070	Airport Industrial Zone	<p>16.15.070.1 Special Regulations</p> <p>E. IMPERVIOUS SURFACE COVERAGE</p> <p>i. 95% maximum allowable impervious surface coverage</p> <p>ii. public pedestrian and non-motorized facilities are excluded from impervious surface coverage</p> <p>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.</p>	Imposes/Encourages Horizontal Development	<p>Item i. High impervious surface maximums allowed outright is contrary to LID practices that focus on site planning to reduce site disturbance and minimize total impervious area.</p> <p>Item ii. Allowance of impervious and hard surfaces that do not count toward maximum impervious surface coverage encourages impervious cover.</p> <p>Item iii. The statement giving credit for use of low impact development techniques is vague. Is the credit toward maximum impervious surface coverage? There is no realistic need for an applicant to gain credits toward maximum impervious coverage when the impervious surface maximum is 95%.</p>	<p>Consider reducing maximum impervious surface coverage.</p> <p>Consider including pedestrian and non-motorized facilities in the calculation of maximum allowable impervious surface coverage. Alternately, consider requiring these facilities be constructed of or located on pervious surfaces in exchange for not including them in the calculation of maximum impervious surface coverage.</p> <p>Clarify the intent of the language. Alternately, if the language is intended to give credit toward maximum impervious surface coverage, which is not necessary, consider deleting item iii.</p>	Yes
19.17 - Miscellaneous Use, Development and Performance Standards						
19.17.010	Multi-Family Recreation Space	<p>This code requires some outdoor recreation area in multi-family developments, per applicable guidelines. Items pertinent to LID include:</p> <p>C. An area designated as required common outdoor recreation space shall:</p> <p> iii. Be of a grade and surface suitable for recreation</p>	Imposes Impervious Surface	The definition of "surface suitable for recreation" is not given. Walkways and trails could be required to be constructed of pervious material.	Consider requiring pervious material for walkways and trails meeting this requirement.	No
19.17.013	Residential Recreation Space	A. Be of a grade and surface suitable for recreation	Imposes Impervious Surface	The definition of "surface suitable for recreation" is not given. Walkways and trails could be required to be constructed of pervious material.	Consider requiring pervious material for walkways and trails meeting this requirement.	No

Burien LID Barriers Detailed Review

Title 19 – Zoning Code						
Code Section	Section Title	Code Requirement	LID Barrier Type	Discussion	Potential Revision	NERA Req'd
19.17.150	Calculations – Allowable Dwelling Units	<p>1. The maximum allowed number of dwelling units, shall be computed by multiplying the net site area (In acres) by the applicable residential density. However in the RS zones, no lot shall be created less than the required minimum lot area except through the application of lot averaging as provided by BMC 19.15 and/or clustering as provided by BMC 19.40.230</p> <p>2. Only whole numbers will be utilized in determining permitted number of units or floor area. When calculations result in a fraction, the fraction shall be rounded down to the nearest whole number. [Ord. 269§ 1, 1999; Ord. 103 § 7, 1994; Ord. 28 § 1(343), 1993]</p> <p>3. Submerged lands are not counted toward density or floor area calculations.</p>	Inflexibility	There are some flexibilities built into the code that may allow clustering, but they apply only in limited situations and/or are confusing to apply.	Further study is needed to determine the appropriate way to allow clustering, if desired. Some options include outright allowance of clustering, as in 19.40.230, or allowing clustering to be addressed in a planned unit development.	No
19.17.260	Mobile Home Parks – Standards for New Parks	4. A mobile home park shall be exempt from the building coverage and impervious surface limits set forth in Chapter 19.15	Imposes/Encourages Horizontal Development	Exemption from impervious surface maximums allows entire site to be paved outright, and discourages use of in-situ low impact development techniques in new mobile home parks.	Consider instituting an impervious surface maximum for mobile home parks.	No
19.20 - Parking and Circulation						
19.20.040	Computation of Required Off-street Parking Spaces	<p>1. Number of Parking Spaces. Off-street parking areas shall contain at a minimum the number of parking spaces as stipulated in BMC 19.15...</p> <p>5. Bicycle Parking...</p>	<p>Imposes/Encourages Horizontal Development</p> <p>Imposes Impervious Surfaces</p>	<p>Item 1. Required parking is an area where impervious or hard surfaces are often imposed in excess of day-to-day need. We discuss, above, specific code sections in which required parking may be unnecessarily high. Instituting parking maximums, as well as minimums, is sometimes recommended by LID proponents as a way to decrease horizontal development. As a general statement, item 1 could be modified to reflect a parking maximum that is some calculation of the stated minimum in each zone use chart.</p> <p>Requirements for bicycle parking are numerous, but do not include a requirement to be located on a pervious surface. Assuming that City standards for surfacing</p>	<p>Consider implementing parking maximums.</p> <p>Consider requiring bicycle parking to be located on a surface that meets the surfacing requirements for walkways. Ensure that the design standard for</p>	No

Burien LID Barriers Detailed Review

Title 19 – Zoning Code						
Code Section	Section Title	Code Requirement	LID Barrier Type	Discussion	Potential Revision	NERA Req'd
				walkways will be updated to require pervious materials, then requiring areas on which bicycle parking/storage to meet that standard would decrease the imposition of impervious surface for bicycle parking.	walkways requires use of pervious surfaces unless infeasible.	
19.50.050	Sharing Parking and Access Requirements	Shared parking and access between sites and between different uses is encouraged.	Supportive	This language is supportive of LID.	Retain this language.	No
19.20.100	Off-street Parking Plan Design Standards	<p>5. Minimum Parking Space and Parking Lot Aisle Dimensions. The minimum parking space and parking lot aisle dimensions for the most common parking angles are shown in Table 19.20-</p> <p>6. Compact Parking Spaces. In any development containing more than 20 parking spaces, up to 50% of the total number of required parking spaces may be sized to accommodate compact cars.</p> <p>10. Parking for Single Detached Dwelling Units B. All vehicle parking and storage must be in a garage, carport or on an approved impervious surface. Any impervious surface used for vehicle parking or storage must have direct and unobstructed driveway access. Parking spaces for a single detached dwelling unit shall be adequately sized and located to accommodate a standard-sized vehicle without the vehicle extending into the public right-of-way or vehicular access easement or tract.</p>	<p>Imposes/Encourages Horizontal Development</p> <p>Imposes Impervious Surfaces</p>	<p>Item 5. We discuss minimum parking space and aisle dimensions in the discussion of Table 19.20-1, below.</p> <p>In Item 6, a limitation on the number of compact spaces encourages horizontal development. Reduction in site coverage could be achieved by requiring some percentage of spaces to be compact and by not limiting, or increasing the limitation, on percentage of spaces that may be compact.</p> <p>To be more supportive of LID principles, set a minimum and a maximum percentage of compact spaces. For example, the minimum could be 30% and the maximum 60%. Alternative percentages could be granted by the Director if a parking study supports it.</p> <p>Item 10 imposes creation of impervious surfaces by explicitly requiring vehicle parking to be located on an impervious surface. The Phase II NPDES Permit requires use of permeable pavement in most developments, where feasible and where the development is not a high-use site. The SWMMWW contains design criteria for permeable pavement.</p>	<p>See below.</p> <p>Consider setting both a minimum and a maximum number of compact spaces. Consider increasing the current maximum.</p> <p>Update this language to: All vehicle parking and storage must be in a garage, carport or on an approved <u>hard impervious</u> surface. Any <u>hard impervious</u> surface used for vehicle parking or storage must have direct and unobstructed driveway access.</p> <p>In addition, ensure that City standards for design of driveways and other surfaces used for vehicle storage conform to the SWMMWW.</p>	No

Burien LID Barriers Detailed Review

Title 19 – Zoning Code						
Code Section	Section Title	Code Requirement	LID Barrier Type	Discussion	Potential Revision	NERA Req'd
19.20.110	Off-street Parking Construction Standards	5. Curbing. All access and parking areas shall be enclosed with cast in place vertical curbs or functionally equivalent structural barriers.	Incompatible Design Standard	Item 5. Requirement to enclose all access and parking areas with curb or functionally equivalent structural barriers creates a barrier to use of LID techniques such as bioretention and dispersion. Specifying types of functionally equivalent barriers that are allowed could allow applicants to more easily select an alternative that works with LID designs. Allowing some edges, where safety is not a concern, to be free of curbs or barriers could encourage use of dispersion.	Consider including a list of LID-supportive functionally equivalent structural barriers such as curbs with curb cuts. Alternately, consider updating standard details for curbs to include or allow curb cuts as standard features. Consider allowing some edges of parking areas to be free of barriers and graded to allow for dispersion.	No
Table 19.20-1	Minimum Parking Space Dimension	This table showing minimum parking dimensions for off-street parking stalls and aisles.	Imposes/Encourages Horizontal Development	Reduction in area dedicated to car usage is a common LID technique for reducing impervious surfaces. We compared 40 dimensions listed in Table 19.20-1 to dimensions in the Puget Sound Partnership's draft off-street parking and loading requirements model ordinance. 29 of Burien's dimensions are more conservative (encourage less impervious surface) than the model ordinance and 11 are less conservative (encourage more impervious surface) than the model ordinance. We found the greatest differences in the dimensions for 90 degree standard size space - all dimensions except minimum space width exceed those in the model ordinance.	Maintain parking space dimension requirements for most stall types. Consider reducing dimension requirements for 90 degree standard spaces as follows: Minimum parking lot aisle width 1-way – 20.0 feet Minimum parking lot aisle width 2-way – 22 feet Minimum unit width 1-way – 58 feet Minimum unit width 2-way – 60 feet	No
19.25 - Tree Retention and Landscaping						
19.25.020	Tree retention and Landscaping - Purpose	The purpose of this chapter is to provide minimum standards for tree retention and landscaping to...promote retention and protection of existing vegetation; to reduce the impacts of development on drainage systems and natural habitats...by: 4. Retaining existing vegetation and significant trees by incorporating them into the site design; and 5. Providing increased areas of permeable surfaces to allow for: A. Infiltration of surface water into ground water resources; B. Reduction in the quantity of storm water discharge; and C. Improvement in the quality of storm water discharge	Supportive	The statement of purpose is compatible with LID principles.	Retain this language.	No

Burien LID Barriers Detailed Review

Title 19 – Zoning Code						
Code Section	Section Title	Code Requirement	LID Barrier Type	Discussion	Potential Revision	NERA Req'd
19.25.050	Landscaping – Types and description.	<p><i>This section includes details on the four types of landscape types above. The requirements vary based on their intended purpose (e.g. full-screen, filtered screen, see-through screen). Type I is Included as an example:</i></p> <p>The four types of landscaping are described and applied as follows:</p> <ol style="list-style-type: none"> 1. Type I Landscaping is a “full screen” that functions as a visual barrier and shall consist of: <ol style="list-style-type: none"> i. A mix of primarily evergreen trees and shrubs placed to form a continuous screen; ii. At least 70 percent evergreen trees; iii. Evergreen trees spaced no more than 25 feet on center; iv. Deciduous trees spaced no more than 30 feet on center; v. Evergreen shrubs spaced no more than four feet apart; and vi. Ground cover pursuant to BMC 19.25.070; 	Inflexibility	<p>Allowing flexibility for certain LID features to be located within required landscaping would be an incentive to use LID and would emphasize retention of native vegetation and native soils (Puget Sound Partnership, 2012). Where a full screen is not required, allowing vegetated LID facilities within required landscaping would be supportive of LID.</p> <p>Types 1 and 2 landscaping could be modified, if still appropriate for primary uses of the screens, to include greater percentages of evergreens (conifers, in particular), which can absorb more stormwater than deciduous trees.</p>	<p>Consider updating Types 3 and 4 Landscaping to allow outright LID features such as bioretention and dispersion.</p> <p>Consider changing mix of vegetation types in Types 1 and 2 landscaping to a greater percentage of evergreens (conifers, in particular).</p>	No
19.25.060	Landscaping – Street frontages	<p>Perimeter landscaping along street frontages shall be provided as follows:</p> <ol style="list-style-type: none"> 1. For single detached subdivisions: <ol style="list-style-type: none"> A. Trees shall be planted at the rate of one tree for every: <ol style="list-style-type: none"> i. Fifty feet of frontage along a neighborhood collector street; and ii. Forty feet of frontage along an arterial street. B. The trees shall be: <ol style="list-style-type: none"> i. Located within the right-of-way if permitted by the custodial state or local agency; ii. No more than 20 feet from the right-of-way line when located within a lot; iii. Maintained by the adjacent landowner unless part of a city maintenance program; and iv. A species approved by the city. C. The trees may be spaced at irregular intervals in order to accommodate sight distance requirements for driveways and intersections. 	Vegetation Removal	<p>Strict spacing and species requirements may encourage removal of existing vegetation. Easing the spacing and species requirements for existing vegetation could encourage retention of native vegetation and reduction in site disturbance.</p> <p>In addition, this section could be modified to explicitly allow trees retained or planted for perimeter landscaping to be used for flow control credit in accordance with BMP T5.16, Tree Retention and Tree Planting, from Volume V of SWMMWW.</p>	<p>Consider adding exceptions to spacing and species requirements for retained native vegetation that functions as perimeter landscaping.</p> <p>Consider allowing outright retained or planted trees to qualify for flow control credit, provided that the requirements of BMP T5.16, or the local equivalent, are met.</p>	No

Burien LID Barriers Detailed Review

Title 19 – Zoning Code						
Code Section	Section Title	Code Requirement	LID Barrier Type	Discussion	Potential Revision	NERA Req'd
19.25.070	Landscaping – Surface parking areas	<p>1. Perimeter Landscaping. A minimum 5' wide Type IV landscape strip shall be provided on private property along the perimeter of a parking area. The width of the landscape strip shall be increased to 7' if vehicle overhangs into the landscape strip are allowed.</p> <p>2. Interior Landscaping. The following requirements apply to any surface parking area with 10 or more parking stalls. The interior landscape requirement is in addition to the perimeter landscape area required in BMC 19.25.070.1, and the landscaping required by BMC 19.25.040.</p> <p>A. <u>Uses</u> requiring landscape category B shall provide interior planting areas at the rate of 20 square feet per parking stall;</p> <p>B. <u>Uses</u> requiring landscape category C or D shall provide interior planting areas at a rate of:</p> <p>i. Twenty square feet per parking stall when 10 to 30 parking stalls are provided; and</p> <p>ii. Twenty-five square feet per parking stall when 31 or more parking stalls are provided;</p> <p>C. Each interior planting area shall contain at least 75 square feet, with a narrow dimension of no less than four feet (six feet if vehicles are allowed to overhang into the landscaped area);</p> <p>D. <u>Evergreen</u> or canopy-type <u>deciduous</u> trees shall be provided and distributed throughout the parking area at a rate of:</p> <p>i. One tree for every 10 parking stalls for a <u>use</u> requiring landscape category C or D; or</p> <p>ii. One tree for every five parking stalls for a <u>use</u> requiring landscape category B.</p> <p>E. Ground cover shall be provided pursuant to BMC 19.25.080.</p> <p>F. <u>Landscaping</u> islands shall be provided at the ends of each row of parking, except ends of rows that abut required perimeter <u>landscaping</u>.</p> <p>G. The maximum distance between any parking stall and required interior parking area <u>landscaping</u> shall be no more than 65 feet.</p>	Inflexibility	<p>To encourage tree retention, this section could be modified to explicitly allow trees retained or planted for perimeter landscaping to be used for flow control credit in accordance with BMP T5.16, Tree Retention and Tree Planting, from Volume V of SWMMWW.</p> <p>To encourage use of bioretention, this section could explicitly allow perimeter and interior landscaping areas to be met using bioretention. A custom plant list may need to be created to ensure the appropriate site lines are maintained (e.g. avoiding shrubs over 4' taller than the adjacent surface parking elevation).</p>	<p>Consider allowing outright retained or planted trees to qualify for flow control credit, provided that the requirements of BMP T5.16, or the local equivalent, are met.</p> <p>Consider allowing outright landscaping requirements to be met, or partially met, using bioretention.</p>	No

Burien LID Barriers Detailed Review

Title 19 - Zoning Code						
Code Section	Section Title	Code Requirement	LID Barrier Type	Discussion	Potential Revision	NERA Req'd
19.25.080	Landscaping -- General requirements	<p>1. A landscaping and irrigation plan shall be submitted for review and approval by the Director. Written requirements for the landscaping and irrigation plan shall be established by the Director. The landscaping and irrigation plan shall be prepared by a Washington State registered landscape architect, Washington Certified Nurseryman/Landscaper, or other qualified landscape designer as authorized by the Director. The irrigation plan may be prepared by a certified irrigation designer.</p> <p>11. Turf grass and ground cover areas shall contain at least two inches of composted organic material at finish grade;</p> <p>17. Permanent cast in place concrete curbs or structural barriers shall be provided to protect landscape areas from damage by vehicles.</p>	<p>Procedural Obstacle</p> <p>Incompatible Design Standard</p>	<p>Item 1 could present a procedural obstacle. If bioretention BMPs are allowed in required landscaping areas, then those facilities must be designed by a licensed engineer in accordance with SWMMWW. Calling out professional engineers as qualified to submit a landscape plan, or portion thereof that includes bioretention, would create certainty for applicants and review staff.</p> <p>Item 11 presents an incompatible design standard. Requirement for soil amendments will be less stringent than, or confused with, SWMMWW's BMP T5.13: Post Construction Soil Quality and Depth, which will be required on sites meeting thresholds for Minimum Requirement #5. In order to avoid conflict, refer to a design standard for all landscaped areas that meets the requirements for, or is identical to, BMP T5.13. Allow an exception for areas of retained native vegetation to not meet soil amendment requirements.</p> <p>Item 17. Unless curb cuts are explicitly allowed in the definition of "curb" in other Titles, then requirements for curbing could increase difficulty in designing adjacent bioretention facilities and prevent use of dispersion.</p>	<p>Consider updating Item 1: The landscaping and irrigation plan shall be prepared by a Washington State registered landscape architect, Washington Certified Nurseryman/Landscaper, <u>Washington State Licensed Engineer (P.E.)</u>, or other qualified landscape designer as authorized by the Director.</p> <p>Consider updating Item 11 to state that turf grass and ground cover areas shall meet requirements of BMP T5.13: Post Construction Soil Quality and Depth, or the local equivalent.</p> <p>Ensure that design standards for cast in place concrete curbs allow variations such as curb cuts in order to allow runoff to enter bioretention facilities. Consider updating the list of acceptable barriers to include those that would not impede use of dispersion techniques, such as bollards.</p>	No
19.25.090	Landscaping - Alternative options.	<p>This section outlines conditions and requirements for alternative landscape options.</p> <p>3. Landscaping. The following alternative landscape options may be allowed only if they accomplish equal or better levels of screening and are subject to Director approval:...</p>	Procedural Obstacle	<p>Instead of explicitly allowing LID BMPs in code sections that set out requirements for landscaping (see above), LID could be included in these alternative options. However, subjecting designs to Director approval would be a barrier.</p>	<p>Consider allowing LID BMPs such as bioretention and dispersion outright as a landscape option. Delete the requirement to subject these proposals to Director approval.</p>	No

Burien LID Barriers Detailed Review

Title 19 – Zoning Code						
Code Section	Section Title	Code Requirement	LID Barrier Type	Discussion	Potential Revision	NERA Req'd
19.25.120 - 150	Significant Trees – Retention Required, Incentive, Protection and Maintenance	These sections list numerous criteria for retention and protection of significant trees.	Supportive	These standards are compatible with LID principles. The language could be more supportive if it explicitly allowed retained trees to qualify for flow control credit per the SWMMWW.	Retain this language.	No
19.40 - Critical Areas						
19.40.230	General Development Standards	<p>1. Clustering. Clustering of structures in areas of a site that are not located within critical areas or their buffers is encouraged. For purposes of this section, “clustering” means a form of development that allows a reduction in lot area, provided that the number of proposed dwelling units does not exceed the total number of dwelling units that could be allowed if clustering was not used. For the purposes of this section, the limitation on lot averaging in BMC 19.15.005.2 and 19.15.010.4 does not apply.</p> <p>2. Building setback. Except in critical aquifer recharge areas and seismic hazard areas, buildings shall be set back from the edges of all critical area buffers or from the edges of all other critical areas, if no buffers are required, as required in the critical area study.</p>	Supportive, but Limited	<p>Encouraging clustering is compatible with LID principles. However, section 19.40 appears to be effective only when a development site contains or is adjacent to a critical area. To fully support LID principles of minimizing site disturbance, reducing impervious cover, and retaining native vegetation and soil, Burien could encourage clustering throughout the city.</p> <p>Protecting sensitive areas from encroachment of impervious surfaces and structures is compatible with LID principles.</p>	<p>Retain this language.</p> <p>Consider including language that encourages clustering in BMC 19.17 – Miscellaneous Use, Development and Performance Standards</p> <p>Retain this language.</p>	No
19.40.320	Wetlands – Permitted Alterations	<p>1. Activities and uses shall be prohibited from wetlands and wetland buffers, except as allowed in this section...</p> <p>4. Alterations to Wetland Buffers. No land surface alteration or improvement may occur in a wetland buffer except as provided for below:...</p> <p>D. The following surface water management activities and facilities may be allowed in wetland buffers only as follows:...</p> <p>iv. Use of a wetland buffer for a surface water management activity or facility, other than a retention/detention facility, such as an energy dissipater and associated pipes, may be allowed only if the applicant demonstrates, to the satisfaction of the City, that:</p> <p>a. No practicable alternative exists; and</p> <p>b. The functions of the buffer or the wetland are not adversely affected.</p>	Inflexibility	<p>Item 1.D.iv. appears to limit use of LID where it may be appropriate to do so. Bioretention and dispersion likely could be safely located in wetland buffers and are allowed, under certain conditions, by the SWMMWW.</p> <p>The permitted alterations to wetlands may require more discussion with the City to determine the intent of these provisions.</p>	Engage in further discussion about the intent of these provisions and whether the City wishes to allow certain LID facilities in wetland buffers.	No
19.47 - Downtown Design Standards – We did not review this chapter						

Burien LID Barriers Detailed Review

Title 19 – Zoning Code						
Code Section	Section Title	Code Requirement	LID Barrier Type	Discussion	Potential Revision	NERA Req'd
19.48 - Airport Industrial Design Standards						
19.48.030	Site Planning and Design	<p>3. Landscaping.</p> <p>A. Landscaping should comply with BMC 19.25.</p> <p>B. Landscaping along the Miller Creek Corridor shall include native plants that contribute to the overall health of the creek. There shall be an emphasis on trees and shade cover for landscaping along Miller Creek.</p> <p>C. Encourage use of drought-tolerant or indigenous plants to minimize the amount of water required for irrigation.</p> <p>D. Encourage use of "gray water" for irrigation.</p> <p>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.</p>	Supportive Procedural Obstacle	<p>Item 3 presents language that is supportive of LID principles, including requirements on native vegetation and encouragement to use drought-tolerant plants.</p> <p>Item 7. This section permits biofiltration swales in lieu of landscape standards in this zone but does not permit LID facilities. LID facilities also should be allowed, including bioretention and dispersion.</p>	<p>Retain this language.</p> <p>Consider including additional list items after item 7 that allow bioretention and dispersion within or in place of required landscaping.</p>	Yes
19.48.060	Building Design	<p>5. Building roof treatment...</p> <p>C. Encourage the use of green roof technology to minimize the need for engineered storm water controls.</p>	Supportive	Encouraging green roofs is supportive of LID principles.	Retain this language.	Yes
19.48.070	Surface Water	<p>1. Review proposed developments to ensure installation of proper drainage controls to prevent significant impacts to the storm drainage system, including Miller Creek.</p> <p>2. Retain or slow release site-generated runoff using detention ponds, vegetated drainage swales, etc.</p> <p>3. Encourage "zero" off-site release of on-site storm drainage runoff</p>	Supportive	This language is supportive of LID principles	Retain this language.	Yes
19.70 - Adequacy of Public Facilities and Services – No barriers found						

Burien LID Barriers Detailed Review

Title 17 – Subdivisions						
Code Section	Section Title	Code Requirement	LID Barrier Type	Discussion	Potential Revision	NERA Req'd
17.15 - General Principles of Acceptability – No barriers found						
17.20 - Dimension and Layout Standards – No barriers found						
17.60 - Subdivisions Parks and Open Space – Fee in lieu						
17.60.050	Storm water runoff detention ponds	<p>Storm water runoff detention ponds may be allowed by the city, as part of dedicated or reserved open spaces, subject to the following criteria;</p> <p>(1) Fifty percent of the required area of dedication or reservation shall be usable for active recreation pursuant to BMC 17.60.040 (6), excluding the detention facility and the access to it; and</p> <p>(2) The detention pond shall be constructed so as to drain fully when precipitation is not occurring (i.e., no standing water may be left) and shall meet the following conditions:</p> <p>(a) Oil separators shall be installed in the road drainage system to prevent oil-contaminated runoff from reaching the detention pond;</p> <p>(b) The side slope of the detention pond shall not exceed 33 percent unless slopes are existing, natural and covered with vegetation;</p> <p>(c) A bypass system shall be installed so as to prevent water from passing through the open basin except during peak design flows, i.e., during the five-year or 10-year peak storm.</p> <p>(d) If detention facilities are located adjacent to or near a natural, year-round stream or wetland, these systems shall be left in natural or near-natural condition.</p> <p>(e) The detention area shall be covered with a type of vegetation which is both aesthetic and able to withstand the inundation expected;</p> <p>(f) Use of a reserved or dedicated open space area for storm water detention shall not be acceptable if the detention area must be fenced or otherwise rendered unsuitable or unavailable for recreation use during dry weather;</p> <p>(g) In the case of joint use of open space for detention and recreation, the city of Burien department of public works shall be responsible for maintenance of the detention facilities only and may require an access easement for that purpose.</p>	Procedural Obstacle	<p>This section does not explicitly allow LID facilities in reserved or dedicated open spaces, while allowing detention ponds. This may be a disincentive to use LID.</p> <p>LID dispersion BMPs could be located in an open space tract and allow for passive recreation in the area.</p> <p>Also consider whether to allow bioretention BMPs in open space. Although these facilities would not be suitable for recreation of any type, they could add aesthetic value if properly maintained.</p>	<p>Consider allowing dispersion BMPs in dedicated or reserved open spaces. Ensure that requirements for flow path dimensions, soil amendments, and plant characteristics are included in a list of criteria for siting dispersion BMPs in open space.</p> <p>Consider allowing bioretention in dedicated or reserved open spaces.</p>	No

Burien LID Barriers Detailed Review

Title 13 - Waters and Sewers						
Code Section	Section Title	Code Requirement	LID Barrier Type	Discussion	Potential Revision	NERA Req'd
13 10 - Surface Water Management						
13.10.010	Definitions	<p>"Best management practices (BMPs)" means schedules of activities, prohibitions of practices, general good housekeeping practices, pollution prevention and educational practices, maintenance procedures, and structural or managerial practices to prevent or reduce the discharge of pollutants directly or indirectly to storm water, receiving waters, or storm water conveyance systems. BMPs also include treatment practices, operating procedures, and practices to control site runoff, spillage or leaks, sludge or water disposal, or drainage from raw materials storage.</p> <p>"Developed parcel" means any parcel altered from the natural state by the construction, creation or addition of impervious surfaces.</p> <p>"Drainage facility" or "storm water facility" means a constructed or engineered feature that collects, conveys, stores or treats storm and surface water runoff. "Drainage facility" includes, but is not limited to, a constructed or engineered stream, pipeline, channel, ditch, gutter, lake, wetland, closed depression, flow control or water quality treatment facility, erosion and sediment control facility and other structures and appurtenances that provide for drainage.</p> <p>"New impervious surface" means the creation of a hard or compacted surface such as a roof, pavement, gravel or dirt or the addition of a more compacted surface such as the paving of existing dirt or gravel.</p> <p>"New pervious surface" means the conversion of a native vegetated surface or other native surface to a nonnative pervious surface, including, but not limited to, pasture land, grassland, cultivated land, lawn, landscaping or bare soil, or any alteration of existing nonnative pervious surface that results in increased surface and storm water runoff as defined in the Surface Water Design Manual.</p> <p>"Redevelopment project" means a project that proposes to add, replace or modify impervious surface for purposes other than a residential subdivision or maintenance on a site that:</p> <p>(a) Is already substantially developed in a manner that is consistent with its current zoning or with a legal nonconforming use; or</p> <p>(b) Has an existing impervious surface coverage of 35 percent or more.</p>	Procedural Obstacle	<p>Several definitions related to LID are either missing or inconsistent with thresholds or criteria for requiring or selecting LID BMPs. This could lead to confusion and difficulty applying the thresholds and LID designs in the SWMMWW or local equivalent.</p> <p>There are no definitions for the following terms:</p> <ul style="list-style-type: none"> • low impact development • hard surface • pervious surface <p>The definition of "developed parcel" would exclude parcels that are altered from their natural state solely by the construction, creation or addition of pervious hard surfaces such as permeable pavement BMPs. While it likely would be rare for a parcel to be developed using only permeable surfaces, it is conceivable.</p> <p>The definition of "drainage facility" or "stormwater facility" does not include LID facilities.</p> <p>The definition of "new impervious surface", as written, would include pervious hard surfaces such as pervious pavement.</p> <p>The definition of "new pervious surface", as written, does not include the conversion of an impervious surface to a permeable one (e.g. redeveloping a sidewalk from concrete to pervious concrete), and does not specifically include engineered pervious surfaces such as pervious asphalt, pervious pavers, or pervious concrete.</p>	<p>Include a definition of low impact development.</p> <p>Include a definition of hard surface, and ensure it is distinguished from impervious surface in a manner consistent with SWMMWW.</p> <p>Revise the definition of "developed parcel" to include those parcels altered solely with pervious hard surfaces, such as permeable pavement BMPs.</p> <p>Revise the definitions of "drainage facility" and "stormwater facility" to include LID facilities.</p> <p>Revise the definition of "new impervious surface" to reference "impervious surface", which already uses an appropriate definition of imperviousness.</p> <p>Revise the definition of "new pervious surface" to include the conversion of an impervious surface to a permeable one.</p> <p>Revise the definition of "redevelopment project" to include those that add, replace or modify pervious hard surfaces such as permeable pavement BMPs.</p> <p>Consider reviewing the definitions contained in the latest King County Surface Water Design Manual after it has been approved by Department of Ecology and finalized by King County.</p>	Likely

Burien LID Barriers Detailed Review

Title 13 – Waters and Sewers						
Code Section	Section Title	Code Requirement	LID Barrier Type	Discussion	Potential Revision	NERA Req'd
				<p>The definition of "redevelopment project" would exclude projects that are adding only pervious hard surfaces, such as permeable pavement BMPs, or replacing only pervious hard surfaces.</p> <p>Note: a review of the updated King County Surface Water Design Manual may reveal other definitions that are missing or in need of adjustment. Definitions should match those used in the SWDM.</p>		
13.10.020	Surface water manuals adopted and amended	The 2009 King County Surface Water Design Manual ("KCSWDM") and the 2009 King County Stormwater Pollution Prevention Manual ("KCSPPM") are hereby adopted by reference as, respectively, the City of Burien Surface Water Design Manual ("SWDM") and the City of Burien Stormwater Pollution Prevention Manual ("SPPM"), with the following modifications:	Procedural Obstacle	The 2009 King County Surface Water Design Manual is not equivalent to the SWMMWW and does not require LID. It is assumed that this section will be updated to adopt an equivalent manual that includes criteria for thresholds, selection, and design of LID facilities by the Phase II NPDES permit deadline.	Proceed to adopt a manual equivalent to the SWMMWW by the Phase II NPDES permit deadline.	No
13.10.140	Drainage review – Requirements	(5) Applications of low impact development ("LID") techniques as a flow control or water quality control design are encouraged where the LID techniques are feasible. LID techniques may be granted as an adjustment by the director; provided, that the applicant establishes that the proposed LID techniques will meet or exceed the standards set forth in the Clean Water Act, the current Phase II Western Washington NPDES permit applicable to the city of Burien, and this title, including the SWDM and the SPPM. The city may allow the Western Washington Hydrology Model ("WWHM"), MGS Flood Model, System for Urban Stormwater Treatment and Analysis Integration ("SUSTAIN") Model or other hydrologic/hydraulic models that have been approved by the city, King County, DOE, the Washington State Department of Transportation, or the Environmental Protection Agency to be used as a tool for determining flow control or water quality requirements. The drainage review requirements in this section and in the Surface Water Design Manual may be modified or waived by the director if the director determines that such modification or waiver is in the best interests of the public and will comply with the current Phase II Western Washington NPDES permit applicable to the city of Burien and other applicable laws.	Procedural Obstacle	Treating LID BMPs as exceptions to the rule and requiring an adjustment is a disincentive to use them.	<p>Consider striking Item 5.</p> <p>In order to be timely for requiring LID in NERA, consider a two-phased update to this section of code. Phase 1: concurrently with code updates requiring LID in NERA, provide an exception for projects within the NERA to the requirement to obtain an adjustment to use LID. Phase 2: Strike Item 5 concurrently with code and manual updates for the entire City.</p>	Yes

Burien LID Barriers Detailed Review

City of Burien 2008 Road Design and Construction Standards						
Section	Title	Language or Requirement	LID Barrier Type	Discussion	Potential Revision	NERA Req'd
Chapter 1. General Considerations						
1.15	Definitions		Procedural Obstacle	<p>Definitions of asphalt, concrete, and curb are missing. Definition of permeable pavement is missing.</p> <p>To promote LID, materials and designs for many horizontal surfaces (although not all) should require or allow permeable versions of traditional materials or alternate materials that are permeable.</p> <p>Suggestions below sometimes indicate that the definitions of asphalt and concrete could be modified to allow pervious versions, or that standard details should be updated. Similarly, suggestions indicate that the definition of curb could be modified to explicitly allow curbs with regular cuts for drainage, or the standard details for curbs should be updated.</p>	Engage in discussion to determine the best way to ensure that applicants and review staff receive clear direction of which surfaces must or can be permeable.	Yes
Chapter 2. Road Types and Geometrics						
2.01	Land Development In the City of Burien	Land development in the City of Burien shall provide "curb" type road improvements, unless the subject property is in an area of Burien that is served by streets with gravel shoulder and ditch. A curb type road typically requires an underground pipe storm drainage system with curb, gutter, and sidewalks.	Incompatible Design Standard	Providing options for treating stormwater at the source, such as with bioretention, rather than with continuous curb, gutter, and pipe would be supportive of LID.	A curb type road typically requires sidewalks and stormwater control using either adjacent stormwater facilities, such as bioretention, or an underground pipe storm drainage system with curb and gutter, and sidewalks.	No

Burien LID Barriers Detailed Review

City of Burien 2008 Road Design and Construction Standards						
Section	Title	Language or Requirement	LID Barrier Type	Discussion	Potential Revision	NEPA Req'd
2.02	Roadway Types	E. Access Streets There are several roadway classifications for access streets. Typically "curb" type road improvements are provided along these streets unless otherwise approved by the Public Works Director or his or her designee...	Incompatible Design Standards	Unless, the "curb" type road improvements are defined elsewhere, then this language should provide options for using bioretention and dispersion rather than with curb, gutter, and pipe. If the language in 2.01, above, is considered a definition of "curb" type development, and if the definition is updated as recommended, then this language does not need to be updated.	To be determined	No
		Table 2.1(A) – Arterials (Curb Roadway Section) Table 2.1 (B) – Local Access Roadways (Curb Roadway Section) Table 2.1(C) – Residential and Commercial Access Streets (Curb Roadway Section) These tables give roadway widths and curb types for various categories of road.	Supportive	Minimum road widths do not appear to be excessive. In addition, we note that section 2.06, "Skinny Streets", allows narrower residential streets, which reduces horizontal development. We included these provisions because decreasing minimum road widths is a common LID technique for decreasing impervious coverage.	Retain this language.	No
2.06	"Skinny Streets"	New residential developments may use narrower streets to use less land for roadways. Called "Skinny Streets", these residential access streets are less than 28' wide, but no narrower than 20'. The widths of these streets are dependent on the presence of parking on one or both sides of the street. The dimensional standards for "skinny streets" are identified as the minimum allowed values in Chart 2.1(C) and illustrated in figure 2.8	Supportive	This language is supportive of LID principles.	Retain this language.	No

Burien LID Barriers Detailed Review

City of Burien 2008 Road Design and Construction Standards						
Section	Title	Language or Requirement	LID Barrier Type	Discussion	Potential Revision	NERA Req'd
	Cul-de-sacs, Islands, and Hammerheads	B. Cul-de-sac Island: A cul-de-sac island is an optional feature for any cul-de-sac when bulb paved diameter is 80 feet or less; mandatory when bulb paved diameter exceeds 80 feet. If provided, island shall have full-depth cement concrete vertical curb and gutter. Minimum island diameter shall be 10 feet and there shall be at least 30 foot wide paved traveled way in a shoulder-type section and a 30-foot wide paved traveled way in a curb-type section around the circumference. An Island shall be grassed or landscaped. The adjoining property owners are responsible for the landscaped and or grassed area within the island.	Supportive inflexibility	Reducing impervious surface by allowing and requiring cul-de-sac Islands, depending on diameter, is supportive of LID principles. To provide flexibility for locating bioretention, the design standard for cul-de-sac island could explicitly allow bioretention. Preferably, design standards for Islands would require bioretention. Paved surfaces should be graded toward the island, and curb cuts should be specified.	Retain language allowing and requiring cul-de-sac islands. Consider updating two sentences as follows: An island shall <u>either contain bioretention or</u> be grassed or landscaped. The adjoining property owners are responsible for <u>maintenance of the island vegetation, except the City shall maintain bioretention facilities dedicated to the City</u> the landscaped and or grassed area <u>within</u> the island.	No
2.14	Medians (Optional Design Feature)	Median width shall be additional to, not part of the specified width of traveled way. Edges shall be similar to outer road edges: either extruded or formed vertical curb; or shoulder and ditch; except that median shoulders shall be four feet in width minimum. Twenty feet of drivable surface (which includes traveled way and paved shoulders, if any) shall be provided on either side of the median. The median may be grassed, landscaped, or surfaced with aggregate or pavement. Median shall be designed so as not to limit turning radii or sight distance at intersections. No portion of a side street median may extend into the right-of-way for an arterial street. The Public Works Director or his or her designee may require revisions to medians as necessary to provide for new access points and to maintain required sight distance. Non-yielding or non-breakaway structures shall not be installed in medians. Street trees may be planted in the median subject to approval by the Public Works Director or his or her designee.	Imposes impervious Surface	Allowance for medians to be surfaced with aggregate or pavement increases impervious surface. Prefer bioretention, street trees, and native vegetation to pavement. Require any paved surface in a median to be pervious unless infeasible.	Consider including a preference for bioretention in medians where feasible. Consider requiring any paved surfaces on a median to be permeable where feasible.	No
Figure 2.1	Vertical Curb Type Roadway	This standard detail shows a typical crowned roadway with curb.	Imposes/Encourages Horizontal Development Incompatible Design Standard	This typical detail shows concrete curb and gutter, and sidewalks are shown sloping toward the street.	Consider replacing with a detail that shows use of bioretention rather than curb and gutter, similar to <i>Integrating LID Into Local Codes: A Guidebook for Local Governments</i> , page 106	No
Figure 2.2	Rolled Curb Type Roadway	This standard detail shows a typical crowned roadway with curb.	Imposes/Encourages Horizontal Development Incompatible Design Standard	This typical detail shows concrete curb and gutter, and sidewalks are shown sloping toward the street.	Consider replacing with a detail that shows use of bioretention rather than curb and gutter, similar to <i>Integrating LID Into Local Codes: A Guidebook for Local Governments</i> , page 106	No

Burien LID Barriers Detailed Review

City of Burien 2008 Road Design and Construction Standards						
Section	Title	Language or Requirement	LID Barrier Type	Discussion	Potential Revision	NERA Req'd
Figure 2.3	Cul-de-sacs	See comments about cul-de-sacs above				No
Figure 2.6	Urban Eyebrow	Island is required on eyebrows with radius greater than 25 feet; Island shall have vertical or extruded curb.	Incompatible Design Standard	To provide flexibility, the typical detail should allow bioretention to be located in the island. Preferably, design standards for Islands would require bioretention. Paved surfaces should be graded toward the Island, and curb cuts should be specified.	Update the detail to show bioretention in the island and curb cuts.	No
Chapter 3. Driveways, Sidewalks, Bikeways, Trails						
3.01	Driveways	B. New Driveway Requirements:... 4. Driveways shall be paved with asphalt between the edge of the paved surface and the right-of-way line, except when on curb and gutter section roadways...	Imposes Impervious Surface	The requirement does not allow use of permeable pavement on regulated portions of driveways. If the definition of asphalt in the SWDM or in BMC is updated to include pervious asphalt, then the requirement here does not need to be changed.	Either update the requirement to include pervious types of asphalt, or define "asphalt" so that pervious types of asphalt are included.	Yes
		E. The minimum width for a commercial/business district driveway is 25 feet, and the maximum width is 35-feet.	Imposes/Encourages Horizontal Development	There may not be a need for a minimum driveway width in commercial/business districts.	Consider deleting the requirement for a minimum driveway width.	No
3.02	Concrete Sidewalks	F. Sidewalks shall be constructed next to the curb except in those situations where the Public Works Director or his or her designee approves the construction of a planting strip adjacent to the curb.	Inflexibility	An LID approach might be more flexible in sidewalk placement. Bioretention planter strips and dispersion areas often are located between curb and sidewalk. Requiring Director approval of common LID designs is a barrier.	Sidewalks shall be constructed next to the curb <u>or adjacent to the roadside LID facility or planting strip, if present.</u> except in those situations where the Public Works Director or his or her designee approves the construction of a planting strip adjacent to the curb.	No
		H. With Portland cement concrete surfacing as provided in Sections 3.03 and 4.01. See specifications for Joints in Section 3.04 and Fig. 3.1.	Imposes Impervious Surface	The requirement does not allow use of permeable pavement for sidewalks. If the definition of Portland cement concrete in the manual or in BMC is updated to include permeable concrete, then the requirement here does not need to be changed.	Either update the requirement to include permeable concrete, or define "Portland cement concrete" so that pervious types of concrete are included.	No

Burien LID Barriers Detailed Review

City of Burien 2008 Road Design and Construction Standards						
Section	Title	Language or Requirement	LID Barrier Type	Discussion	Potential Revision	NERA Req'd
3.03	Construction of Curbs, Gutters, and Sidewalks	A. Subgrade compaction for curbs, gutters, and sidewalks shall meet a minimum 95 percent of maximum density. A minimum 4-inch section of crushed surfacing is required below the curb, gutter and sidewalk.	Incompatible Design Standard	For permeable pavement, the SWMMWW recommends subgrade compaction to 90-92% Standard Proctor. The required subgrade compaction of 95 percent minimum density may make permeable pavement options for sidewalks unworkable.	Update subgrade compaction requirements to allow different standards for permeable pavement BMPs.	Yes
Chapter 4. Surfacing						
4.01	Residential Streets, Sidewalks, Shoulders, Walkways, and Bikeways	Table 4.1	Incompatible Design Standard	The list of materials for facilities in this table prevents selection of permeable materials. This could use review by an engineer.	Update the list of materials to include permeable options for sidewalks, shoulders, walkways, and bikeways. Consider updating the list of materials to include permeable options for residential streets as feasible – defined by Ecology in the proposed modification of the Permit.	Yes
4.02	Driveway Surfacing	Driveways may be surfaced as desired by the owner, except: 1. On curbed streets with sidewalks, driveway shall be paved with Portland cement concrete Class 4000 (28 MPa) from curb to back edge of sidewalk. 2. On shoulder and ditch sections, the driveway between edge of pavement and right-of-way line shall be HMA as required by Fig. 3.3. 3. On thickened edge roadways with underground utilities, Portland cement concrete may be used for driveways between the thickened edge and the right-of-way line provided that a construction joint is installed at the right-of-way line.	Imposes Impervious Surface	These requirements do not allow use of permeable pavement BMPs on regulated segments of driveways. If the definitions of Portland cement concrete and of HMA in the manual or in BMC are updated to include permeable types, then the requirements here do not need to be changed.	Either update the requirement to include permeable types of concrete and asphalt, or define "Portland cement concrete" and "HMA" so that pervious types are included.	No
4.03	Street Widening	3. Any widening of an existing roadway, either to add traveled way, or paved shoulder, shall have the same surfacing material as the existing roadway.	Imposes Impervious Surface	This language may present a barrier to including permeable pavements on shoulders and bike lanes.	Include an exception for paved shoulders and bike lanes to have a pervious surfacing material.	No
Chapter 5. Roadside Features						

Burien LID Barriers Detailed Review

City of Burien 2008 Road Design and Construction Standards						
Section	Title	Language or Requirement	LID Barrier Type	Discussion	Potential Revision	NERA Req'd
5.03	Street Trees and Landscaping	<p>B. The preservation of existing trees and vegetation is strongly encouraged, where feasible. Placement of new trees and landscaping shall be compatible with road features and natural elements of the environment. In particular, mature tree heights and spacing shall not conflict unduly with overhead utilities or impact line of sight. Natural root growth shall not impact sidewalks, curbs and underground utilities. Street tree planting shall conform to the standards in the drawings contained herein.</p> <p>J. Traffic islands and circles may be paved or planted with low shrubs (24" mature height or less) and ground covers, if long-term maintenance is provided by the applicant and they have no traffic or pedestrian safety issues. These planter islands shall be at least 9 feet wide from curb face to face. The first 20 feet of these islands may be planted with low shrubs and ground covers. Deciduous trees may be used if set back a minimum of 20 feet from the front of the island and evergreens at a minimum of 30 feet, provided they meet the requirements of 5.03(i).</p>	<p>Supportive</p> <p>Incompatible Design Standard</p>	<p>Item B contains language supportive of LID.</p> <p>Item J contains language that could be supportive of the use of LID techniques such as bioretention in traffic islands and traffic circles, but it is unclear whether an appropriate plant mix would be allowed and whether the applicant would need to provide long-term maintenance if bioretention were used within a traffic circle.</p>	<p>Retain language in Item B.</p> <p>Consider harmonizing plant palettes for landscaping elements with those required for LID facilities after the King County Surface Water Design Manual has been approved by Ecology and adopted by King County.</p>	No
Chapter 7. Drainage						
7.04	Catch Basin Locations and Junctions	B. Catch basins, Figs. 7.3 through 7.6, rather than inlets shall be used to collect storm water from road surfaces, unless approved by the Public Works Director or his or her designee.	Incompatible Design Standard	<p>This provision appears to require all road runoff to be collected in catch basins unless an alternate design is approved. (This may not be the intent of the language.)</p> <p>A common design for bioretention facilities uses curb cuts to direct runoff to a roadside facility. Requiring an exception to use a common LID design is a barrier to use.</p>	Engage in further discussion to expose the intent of this language. Clarify the provision, if necessary. Ensure that common LID designs do not require an exception and are not prohibited.	Yes

Burien LID Barriers Detailed Review

Comprehensive Plan						
Goal / Policy	Title	Language	LID Barrier Type	Discussion	Potential Revision	NERA Req'd
Section 2.2 – Land Use Element						
Pol. RE 1.2	Planned Densities of Residential Neighborhoods	The planned densities for single family development should encourage a lower development potential in areas with development constraints. <i>Discussion:</i> Within the City, potential development constraints include, but are not limited to, critical areas, such as areas along the coastline that are susceptible to landslides, areas with wetlands or areas prone to flooding; areas with stormwater drainage problems; exposure to exterior noise levels that exceed an Ldn of 55 dBA; or deficiencies in the type or level of services necessary for urban development, such as transportation facilities (roadway and pedestrian), sewer, or water.	None	The NERA area is designated for “medium planned land use density” in Figure 2LU-2, however it is indicated as “low planned land use density” in the Comprehensive Plan.	None at this time.	No
Pol. EV 1.5	Natural Environment	If no feasible alternative exists [to avoid construction in, adjacent or impact to a critical area], a limited amount of development may occur on wetlands and floodplains, however development shall not result in a net loss of associated natural functions and values of those systems. In these instances, a broad range of site planning techniques should be explored to minimize impacts on these critical areas. (Amended, Ord. 497, 2008)	None	There may be opportunities in the “range of site planning techniques” to include LID at the site level.	None at this time.	No
Pol. EV 1.9	Natural Environment	Encourage minimizing the amount of impervious surfaces in new development through the use of appropriate low-impact development techniques and removing paved areas or using retrofit options in existing developments, where applicable, to minimize runoff.	Supportive	LID principles are included as a part of the Comprehensive Plan.	Retain this language.	No
Pol. EV 2.7	Air Quality	The City shall encourage the retention of vegetation and top soil and require landscaping in new developments in order to provide filtering of suspended particulates.	Supportive	Although articulated for a different purpose, retention of native vegetation and native top soil is supportive of LID principles	Retain this language.	No
Pol. EV 2.10	Vegetation Quality	The City shall encourage an increase in tree canopies through the addition and the preservation of existing vegetation and use of landscaping as an integral part of development plans.	Supportive	LID techniques are included as a part of the Comprehensive Plan	Retain this language.	No
Pol. EV 5.3	Groundwater Recharge	The City shall protect ground water recharge by promoting low-impact development techniques that infiltrate runoff where site conditions permit.	Supportive	LID principles are included as a part of the Comprehensive Plan.	Retain this language.	No
Section 2.5 – Transportation Element						
Objective TR 8.2	Transportation - Environment	Promote a transportation system that minimizes impacts on natural drainage patterns and protects water quality.	Supportive	LID principles are included as a part of the Comprehensive Plan.	Retain this language.	No

Burien LID Barriers Detailed Review

Comprehensive Plan						
Goal / Policy	Title	Language	LID Barrier Type	Discussion	Potential Revision	NERA Req'd
Pol. TR 8.2.1		Explore street improvement standards that incorporate surface water management strategies such as the minimization of impervious surfaces and landscaping that works to reduce runoff, consistent with the City's Stormwater Management Plan.	Supportive	LID principles are included as a part of the Comprehensive Plan.	Retain this language.	No
Section 2.8 - Stormwater Element						
Managing Stormwater (General)						
Pol. ST 1.1		The City shall separately adopt a detailed Storm Drainage Master Plan to implement these stormwater policies based on this comprehensive plan. This plan shall: ... e. Encourage developers to incorporate into site planning various environmentally sensitive approaches to stormwater management, including low-impact development techniques, and preservation and restoration of natural landforms.	Supportive	LID principles are included as a part of the Comprehensive Plan.	Retain this language.	No
Pol. ST 1.4		Stormwater retention/detention facilities may be allowed to be used as partial fulfillment of open space requirements, where the facility provides significant recreation and open space amenities. In determining the degree to which this is allowed, consideration shall be given to the nature of the development. Where the development is non-residential, a greater percentage may be allowed for fulfillment. Commercial development shall make retention/detention facilities part of a more extensive landscaping. These facilities should be designed as an amenity, particularly in commercial developments, and to ensure the safety of its users.	Inflexibility	To encourage use of LID, allow LID BMPs including bioretention and dispersion flow paths to count as partial fulfillment of open space requirements.	None at this time.	No
Protecting Natural Drainage Systems						
Pol. ST 1.6		Development shall be designed and constructed to minimize disruption and/or degradation of natural drainage systems and the habitat they provide, both during and after construction. Development design, which minimizes impervious surfaces through the use of appropriate low-impact development techniques, such as by limiting site coverage and maximizing the exposure of natural surfaces for the infiltration of water shall be required.	Supportive	LID principles are included as a part of the Comprehensive Plan.	Retain this language.	No
Pol. ST 1.7		Stormwater shall be detained and infiltrated on-site where possible. If on-site detention and infiltration is not possible, stormwater shall be detained so that the release rate is equal to or less than predevelopment or natural conditions. Any release must be to an approved drainage system, either natural or constructed, as approved by the City.	Supportive	LID principles are included as a part of the Comprehensive Plan.	Retain this language.	No

Burien LID Barriers Detailed Review

Comprehensive Plan						
Goal / Policy	Title	Language	LID Barrier Type	Discussion	Potential Revision	NERA Req'd
Providing Groundwater Recharge						
Pol. ST 1.14		Where infiltration will not adversely effect [sic] down gradlent properties, infiltration of stormwater is preferred over surface discharge to a natural stream system. The return of precipitation to the soil at natural rates near where it falls should be encouraged through the use of infiltration mechanisms, including but not limited to well designed open drainage systems, infiltration ponds, detention ponds and grass lined swales.	Supportive	LID principles are included as a part of the Comprehensive Plan.	Retain this language.	No
Pol. ST 1.15		The City should use Geograph'c Information Systems (GIS) and other analysis tools to assist in determining appropriate locations for implementation of low impact development techniques that are complementary to their respective geographic context. The resulting analysis (document/map) should be made available to the public to Increase education and awareness of best storm water management practices.	Supportive	LID principles are Included as a part of the Comprehensive Plan.	Retain this language.	No
Goal ST.2		Ensure that standards used for the design and development of stormwater drainage systems reflect and support the character of adjacent development and the stormwater, land use, and environmental protection goals of the City.	Supportive	LID principles are included as a part of the Comprehensive Plan.	Retain this language.	No
Pol. ST 2.2		<p>The following guidellnes shall be used to develop stormwater quantity and quality standards within the City:</p> <ol style="list-style-type: none"> 1. <i>Multifamily and Moderate Density Single Family Neighborhoods:</i> The City shall require new development, as well as redevelopment projects involving external construction that may have drainage implications, to comply with full urban stormwater drainage standards. Seek to implement stormwater management, including low-impact development standards, which require all development proposals to establish systems, preferably natural, for filtering the "first flush" (delivery of disproportionately large amounts of pollutants which occur during the early stages of the storm) of urban runoff near its source. The standards should also address maximum impervious lot coverage. Where appropriate, the Director of Public Works may modify these standards but only to the extent that runoff quantity and quality levels are maintained. 2. <i>Commercial and Industrial Areas:</i> The City shall require new development, as well as redevelopment projects involving external construction that may have drainage implications, to comply with full urban stormwater drainage standards, as described above. 3. <i>Low Density Single Family Neighborhoods:</i> The City shall allow low- 	Supportive	LID principles are Included as a part of the Comprehensive Plan.	Retain this language.	No

Burien LID Barriers Detailed Review

Comprehensive Plan						
Goal / Policy	Title	Language	LID Barrier Type	Discussion	Potential Revision	NERA Req'd
		<p>impact development techniques that are appropriately designed to match the character of adjacent land uses, such as allowing well designed, open drainage systems which increase the amount of infiltration of rainfall as it occurs, as opposed to gutters and pipes which do not provide infiltration. (Facilities on arterials in these areas may require full urban stormwater drainage standards.)</p> <p>4. <i>Low and Moderate Density Single Family Neighborhoods located in landslide hazard areas, on steep slopes, or in erosion hazard areas (as defined in the City's Environmentally Sensitive Areas Ordinance), or in areas with existing or potential drainage problems:</i> The City shall require new development, as well as redevelopment projects involving external construction that may have adverse impacts on the stormwater drainage system, to comply with stormwater drainage standards that include on-site drainage controls. (Facilities on arterials in these areas may require full urban stormwater drainage standards.)</p>				
Pol. ST 2.6		Stormwater conveyance systems for proposed projects must be analyzed, designed and constructed to accommodate stormwater runoff originating off-site that are conveyed onto the project site, as well as runoff from the project itself. Encourage the use of semi-pervious or pervious surfaces, and other low-impact development techniques to ensure that stormwater discharge from the site occurs at the natural location.	Supportive	LID principles are included as a part of the Comprehensive Plan.	Retain this language.	No
Pol. ST 2.9		The City shall not convert any pervious residential driveways to impervious surfaces following completion of a stormwater improvement or capital improvement project, unless the residential driveway was impervious prior to the commencement of the project.	Supportive	LID principles are included as a part of the Comprehensive Plan.	Retain this language.	No
Pol. ST 2.10		Increase the overall coverage of tree canopies and other vegetation in the City by encouraging new site development and retrofit plans to include provisions for the addition or preservation of trees and vegetation.	Supportive	LID principles are included as a part of the Comprehensive Plan.	Retain this language.	No

CTTC: 4/4/16

RECEIVED

March 28, 2016

CC: Dan Trimble, Economic Development
manager

MAR 28 2016

To the Burien City Council;

Katie Trefny, Communications officer

CITY OF BURIEN

Attached you will find three articles that I would encourage Council members to read. They deal with the topic of Re-branding and Economic Development. I am unaware of what research materials the City Staff and Re-branding Consultant have provided to the Council for educational purposes. Hopefully this does not duplicate what you have already received but rather provides further insights into the process.

These articles provide case studies as well as suggestions for the more likely ways to make Re-branding a possibly positive and profitable experience for a given city.

Some of the suggestions for success that the three authors provide are;

1. Bring the correct Stakeholders to the table that know the **distinct qualities** that make that city unique. This means that the **Stakeholders** that should be included are those that live (residents) and do business (actual businesses) in the city. While a few outsiders from the city may be included for reality perception checks, it is those that are really invested in the city that know it best. Gather as much information from these sources as is affordable and possible. Don't relegate the process to sticky notes on a sheet of paper that say very little.

2. The Rebranding Committee should be made up of those **Stakeholders**. A question that the Council needs to ask is whether those real **Stakeholders** actually make up the Burien Rebranding Committee right now? If not, make some adjustment right now.

3. As one of the article author's states, "Rather than rejecting their actual selves, cities need to embrace but update who they are. Adopt best practices to be sure, but also be true to the native soil..." Perhaps, some of the Council need to have a preview of what might be coming down the road rather than to have it sprung as a surprise of what the logo might be and what the slogan might be. Perhaps a Beta Testing of possible logos and slogans might be a good and cautious idea rather than rolling out ones that make sense to no one.

4. Lastly the real energy for Re-branding comes from the business owners and residents of the community. If the right **Stakeholders** have not been included and they have no ownership in the final results, the Re-Branding will not be successful. But the consultant still gets to go home with the paycheck and leaves the city with an unsuccessful product. And know that there is no quantitative research that shows that Re-branding makes a difference for a city. The energy for Re-branding must come from within.

As the majority of the City Staff does not live in the city or own a businesses in the city, it is imperative that the real and involved residents and business owners (**Stakeholders**) be represented on these committees. The Council should ask who are the Stakeholders that have been invited in and are they the correct ones? They are the ones who know and embrace the authentic character of Burien. Burien needs, "To thine own self be true."

Respectfully,

C. Edgar

Are Municipal Branding Campaigns Worth the Price?

Brand marketing promises new attention -- and money -- to cities.

BY RYAN HOLEYWELL | DECEMBER 2012

For the last 12 years, Don McEachern has been traveling the United States and making a relatively simple pitch to city leaders coast to coast. For a modest sum -- typically somewhere between \$80,000 and \$200,000 for a medium-sized city -- he can help improve a city's image, contributing to gains in tourism, economic development and citizen pride.

Many of his clients are places you've probably never heard of and will probably never visit, like Brookings, S.D.; Walton County, Ga.; and Goshen, Ind. But if McEachern has his way, once acquainted with them, you'll never forget them. McEachern's Nashville-based North Star Destination Strategies is one of the leading firms in the field of place branding, a specialized type of marketing that promises to help tell a community's story by drawing on lessons learned from market research, focus groups and surveys. In short, McEachern helps cities develop their brand. Call it their essence, their character, their spirit -- whatever it is, a brand, McEachern explains, "is what they say about you when you're not around."

RELATED



The field has its skeptics. Critics of place branding say McEachern and his ilk are selling a false promise. A city's brand is developed over years by its policies and its amenities, and a glorified marketing effort can't change that, they argue. But advocates for place branding say services provided by firms like North Star are so integral to the success of a city that

it's nearly impossible to compete without them.

Ultimately, does place branding really work? That depends on whether you trust McEachern. He insists it does. But he's also the first to acknowledge that he has almost no proof.

Every city is trying to capture a little bit of the branding magic that has helped put some of America's best known cities on the map. Many are associated with catchy slogans -- not necessarily developed by city governments themselves -- like "Keep Austin Weird" or "What Happens in Vegas Stays in Vegas." Other places have an instantly recognizable nickname, like the Windy City, the Motor City or the Big Easy. Those in the branding community say that while a slogan or motto is part of a

brand, they're more concerned with projecting a broader image of a community, like the reputation Portland, Ore., has as a haven for independent-minded hipsters, Santa Fe's position as a destination for those embracing Southwest arts and culture, or Miami's role as a place for sun, surf and nightlife.

But most cities aren't Portland, Santa Fe or Miami. The vast majority of America's small and midsize cities don't have much of a reputation very far beyond their borders. That's where branding consultants like North Star and its competitors come in, pledging to help communities distinguish themselves.

North Star officials speak at events run by groups like the National League of Cities and the International City/County Management Association. The firm distributes information about successful campaigns to potential clients, and its efforts have been well documented in local newspapers across the country. So when city leaders decide to pursue branding, McEachern says, "people think of us."

The typical product provided by North Star and other companies includes a logo, a slogan and a broader message or narrative about a community, as well as a list of steps that should be taken to help spread that story. "I wish I had a dollar for every time I heard 'small-town charm with big-city amenities,'" McEachern says. "That might be extremely relevant about a place, but it's not the least bit distinct."

If a community has done a particularly good job at identifying and understanding its brand, it won't just serve as a marketing tool. Rather, it will actually be used to guide decision-making, almost like a citywide mission statement. Advocates for the process don't shy away from emphasizing how important they believe developing a brand to be. A report by the group CEOs for Cities says branding can help repair a city's image problem and raise awareness of what makes a city a good place to live. It goes so far as to call branding the foundation of what makes a place desirable. "A city is not Coca-Cola," says Alison Maxwell, deputy director of economic development for Glendale, Calif. "It's a living, breathing, amorphous entity. Good branding can bring the sum of the parts together and give you a hook to hang your identity on."

You've likely never heard of Petersburg, Alaska, pop. 3,000. The tiny town about 110 miles southeast of Juneau sits on a coastal island that's only accessible by boat or plane. With snowcapped peaks towering over a quaint harbor, it's a picturesque Alaska fishing town -- which doesn't make it all that different from many of its neighbors.

So last year, in an effort to distinguish itself, Petersburg hired North Star for the full branding treatment. (Since landing Sumner County, Tenn., as its first client in 2000, North Star has provided services to about 180 communities.) The firm conducted a series of focus groups, interviews and surveys of stakeholders, residents and Alaskans from other parts of the state. The data revealed some interesting aspects of the city. Its best assets, research found, include its reputation as an authentic town not inundated with tourists like other Alaskan coastal communities, and the fishing industry in Petersburg is well known and respected. Petersburg is also unique in having a deep-rooted Norwegian culture. While residents overwhelmingly said

they'd recommend it as a place to visit, they weren't as enthusiastic about recommending it as a place to live. Ultimately, the city's historic lack of messaging meant many Alaskans -- even those living near Petersburg -- weren't that familiar with the city. While obstacles like high transportation costs weren't helping Petersburg get visitors, neither was its hesitancy to be its own advocate.

The key to a good brand, McEachern says, is linking up research with an authentic message that resonates. North Star concluded that while Petersburg can't claim the distinction of being Alaska's best fishing village, it could own the title as Alaska's best Norwegian fishing village. That, North Star says, works to the city's advantage because it plays into the town's reputation as industrious and hardworking. North Star -- as it does with all clients -- boiled it all down into one sentence known as a "brand platform" that's meant to be the driving force behind all the city's messaging efforts: "For those seeking adventure and independence, Petersburg is at the heart of Southeast Alaska on Frederick Sound, where the fishing culture is distinguished by a strong Norwegian heritage, so your hard work and pursuit of authenticity are rewarded."



In addition to developing a logo for the city (featuring six fishing ships) and a new slogan ("Little Norway. Big Adventure."), North Star suggested some other ways the city could spread the brand. McEachern typically proposes strategies beyond traditional advertising, largely because he works with cities that don't have big budgets for major ad campaigns. For starters, North Star told Petersburg to inventory all things "Norwegian" about the city -- festivals, foods,

traditions -- and highlight them. It also recommended developing an online community calendar, a citywide Flickr account (followed by a photo contest), an endurance race through area trails and online job listings -- all to generate buzz about the town.

The firm designed signage for the airport and harbor, and directional markers around town that feature Petersburg's new logo and color scheme. It offered suggestions for content and design of a new website, print advertisements and trade show booths. It gave ideas for merchandise to be branded with the new city logo, like workboots and fleece jackets. It provided city leaders with words they should use in written materials and even in conversation to spread the brand, like "authentic Alaska," "small-town feel" and "adventure." It even suggested a new way for city staffers to answer their phones that plays up the Norwegian angle: "Velkommen to Petersburg."

The city and affiliated entities are using the new logo and slogan on business cards, stationery and websites. A new public library will include a totem pole that incorporates Norwegian designs, per North Star's recommendation. A recent promotion with Dodge Ram at the Alaska State Fair offered fairgoers the chance to win a free trip to Petersburg. The chamber of commerce is scheduled to have a booth at the upcoming Seattle boat show in January. The community is even planning on advertising in Alaska Airlines' in-flight magazine. "I couldn't believe the number of people who came up to me and told me 'I'm so excited about this project,'" says Liz Cabrera, coordinator of the Petersburg Economic Development Council. "It was almost like the horses got let out of the corral."

Skeptics may wonder why Petersburg needed to spend \$75,000 to get consultants to travel 2,500 miles and confirm that the Norwegian fishing town is, in fact, exactly that. But McEachern says that in the case of Petersburg, his company's value is in providing insight on how the city should convey its message, as opposed to the message itself.

Still, skeptics contend that at a time when cities are struggling financially, it's irresponsible to spend money on amorphous branding campaigns that don't provide a concrete return on investment. Many have also questioned whether a process originally designed for corporations can work for a community. A 2006 paper on city branding by a pair of Danish professors noted that city branding campaigns tend to be bland -- and thus fail to stand out -- thanks to the manner in which they're developed. Cities are diverse places: In order for a brand to see the light of day, it needs buy-in from a broad group of stakeholders. So while the intent of place branding is to emphasize what makes a city unique, the messages that come from branding efforts can sometimes be anything but that. "The result may appear well meant," the researchers concluded, "but the remarkable and catchy will elude the branding effort."

Indeed, while Petersburg gave North Star a lot to work with, other communities offer greater challenges. Some slogans developed by North Star -- like "Bring Your Dreams" for Brookings, S.D., or "Yours Truly" for Lee's Summit, Mo. -- could probably be used in any city in America. Steve Arbo, the city manager of Lee's Summit, a Kansas City suburb of 91,000, says that there was some skepticism when that slogan was first revealed. "There are those that said, 'This is a waste of money and you could have paid me \$75,000 to come up with "Yours Truly,"'" Arbo says. But he dismisses those critics as people who "don't have a full understanding of what we're trying to do." The slogan is part of a broader message that emphasizes Lee's Summit as a place that values community.



Critics also wonder why an outside consultant is even necessary. Glendale, Calif., for example, finalized a branding campaign led by North Star last year. The city didn't have a bad image, says Maxwell, the deputy director for economic development. It just didn't have much of a reputation at all. Ultimately, the city and North Star selected "Your Life. Animated." The intent is to highlight Glendale's position as home to DreamWorks Animation, the studio behind animated movies like "Shrek" and "Kung Fu Panda," and Walt Disney's Imagineering, which develops components for Disney's theme parks. The phrase has a double meaning meant to convey positive feelings about the city beyond the industry. "It gives you something we can talk about," Maxwell says. "It helps everyone coalesce around an image and sense of self."

Dave Weaver, a retired engineer who serves on the Glendale City Council, says he's not convinced the city needed to hire an outside consultant. "I said, 'You've come from the East Coast, and you want me to tell you about the town I was born and raised in so you can tell me how to brand ourselves?'" He says the effort could have been done internally, or the city could have used creative types from the area. "Let the entertainment people come with their ideas," Weaver says. "It's in their own backyard."

City officials would be better off focusing on concrete improvements they can make to their communities, some have argued. "I said from the beginning: If you want to change the image of the city, change the city," says Steven Holzman, a city commissioner in Boynton Beach, Fla., which spent about \$15,000 on a branding campaign. "We have areas that are blighted. There's trash strewn. The landscaping needs to be replaced. We don't have sidewalks and curbs on major streets. You can tell people all you want about how beautiful it is, but when they drive and see it with their own eyes, it's not as beautiful."

That kind of criticism isn't unique. North Star's own Petersburg report, for example, notes that the city faces serious hurdles: a declining population, a lack of higher education opportunities and few entertainment venues to attract new, young residents. It's hard to imagine a branding campaign reversing all of that. Scott Doyon, a principal with PlaceMakers, a firm that specializes in urban planning and marketing, says cities undergoing branding campaigns risk advancing a message that's too aspirational and not rooted in reality. The best plan, he says, is to try to leverage positive qualities -- not dupe people. "Cities already have a brand whether they've done anything to cultivate one," Doyon says. "They tend to get the most respect if they can find a way to leverage that reputation."

Still, Holzman wonders if the relatively small amount of money that his city and other midsize communities spend on branding will have much impact, considering that they don't have the resources to spend millions of dollars on advertising campaigns that will get lots of eyeballs. If they can't go all out, he reasons, then what's the point? But McEachern counters that his efforts give cities the power to get the smartest use out of the limited dollars they've already budgeted for marketing.

Sometimes -- for reasons that can't always be anticipated -- branding efforts flop when they're first rolled out. When Oak Park, Ill., revealed its new logo, bloggers suggested it resembled a stylized phallus. Critics of Dunwoody, Ga.'s new logo, which featured sky-blue text and a large neon asterisk, said it was remarkably similar to Walmart's. And Colorado Springs faced a double dose of criticism. After committing \$111,000 on a branding project, city officials didn't get the reception they had hoped for. Its slogan, "Live It Up," was panned as generic and unoriginal (it turns out Battle Creek, Mich., had used the same one), and some said the logo looked like clip art.

"You spend months working on a strategy, and people say 'Show me the logo, show me the tagline,'" recalls Doug Price, president and CEO of Colorado Springs' Convention and Visitors Bureau. "We got to the end, and when we announced it was going to be 'Live It Up' ... everybody's a critic. People say, 'How did you come up with something that stupid?'"

Colorado Springs ultimately kept the slogan. Price is a fan, noting its double meaning ("It's an attitude and it's an altitude"). But it still responded to the criticism of the logo with a redesign contest and wound up with a new logo that was vastly more popular. "My advice is to pull the tent flaps back as far as you can and get as many people involved," says Price.

In the end, the most critical question is whether branding matters. Experts in the field say that, to an extent, its return on investment can be measured by social and economic indicators, job creation numbers, tourist trips and opinion surveys of the brand itself. Indeed, the New Mexico Tourism Department, which recently launched a multimillion dollar “New Mexico True” campaign, says it’s so critical to measure the ROI that it’s budgeted for a consultant to study the ads’ impact.

Still, it can be difficult to measure the true return, since indicators like jobs don’t change in a vacuum. Ask a new resident whether the “Yours Truly” campaign helped convince her to move to Lee’s Summit, and she’ll probably say no -- even if the campaign really did play a role -- since marketing done well is subtle. “I’ve been asking people all over the country if anyone’s ever moved anywhere or even spent a vacation somewhere because they had a great logo and a line,” McEachern says. “Nobody’s raised their hands.”

Cities may not be able to point to specific effects of a branding campaign, but in many cases, McEachern says, a new brand will infuse existing city efforts with new energy. “There are so many variables at play, there’s no clean return on investment on this, and if anyone tells you there is, they’re selling you something. There simply isn’t.”

Arbo, of Lee’s Summit, says he knows the campaign on its own won’t prompt people to move to his city or open businesses there. But he hopes -- and expects -- that it might be enough to get people to give Lee’s Summit a second look. “The rest,” Arbo says, “is up to us.”

Images courtesy of North Star Destination Strategies



Ryan Holeywell | Staff Writer

rholeywell@governing.com | @ryanholeywell

If Cities Want to Succeed, They Need to Focus on What Makes Them Distinct

Many municipalities struggle to identify their uniqueness and instead try to market themselves for having things that you can find anywhere.

BY AARON M. RENN | SEPTEMBER 2014

Have you ever noticed that while every company tries its hardest to convince you it's different and better than its competition, every city tries its hardest to convince you it's exactly like the coolest cities?

This is easiest to see in marketing videos put out by various chambers of commerce and convention and visitors bureaus. If you happen to watch one that isn't of your own city, you will immediately be struck by how generic it is and how it tries to sell you on a list of purported amenities and attributes we'll label "conventional cool." A list that includes things such as coffee shops, bike lanes, trendy fashion boutiques, startups, microbreweries, skateboarders, silk-screen-print posters, hip restaurants, tattoos, public art and so on.

Chances are your city or state's local marketing material has more items on that list than not. Yet these things are ubiquitous in America. Does anyone really believe there's a place of any size left where you can't get a decent cup of coffee or where you don't see tattoos?

These attributes may all be great, but they don't set a place apart in the market. They don't show us something distinctive about a place -- and being distinctive is important. As Harvard business professor Michael Porter puts it, "Competitive strategy is about being different. It means deliberately choosing a different set of activities to deliver a unique matrix of value."

There's nothing wrong with bike lanes. Bike lanes are great. But bike lanes are the civic equivalent of what might be called "best practices" in the corporate world. They are things every well-functioning city is now expected to have. They don't, however, generate differential value or make a city any more competitive in the market. Just as you can't build a successful company on simply a collection of best practices, it's hard to build a successful city just on these things. You need them, but they aren't enough. They are the new urban ante -- just table stakes.

If we think of the places that have the greatest resonance in the public mind, it's generally those places that are unique. People visit New Orleans or Las Vegas because no other place is like New Orleans or Las Vegas. There's no place on earth like New York or San Francisco. If there's nothing unique about your town, then your town is just a commodity. And we know that commodities compete on one factor: price. Being a commodity player leads to weak marketplace leverage. That's why firms are always trying to differentiate themselves in a marketplace.

Cities fall into the conventional cool trap for a lot of reasons. Part of it is the play-it-safe mentality produced by politics. Anything different is sure to bring naysayers out of the woodwork. Even well proven items like bike lanes or bike shares can produce hoards of crying NIMBYs.

In a dynamic era, cities can also want to market that they are abreast of the latest trends. This is something even corporations fall prey to. During the dot-com era, for example, many firms appended a “.com” to their logo. Neiman Marcus even had “Neiman Marcus.com” printed on its shopping bags.

Another reason cities get stuck is that many struggle to identify their uniqueness. Or, more tragically, reject it as obsolete. Both are terrible mistakes.

I'm convinced that pretty much every place has a unique character. It might be hard to articulate, but it's there. In Midwestern places like Ohio, there's always a struggle to articulate identity. But visit Cincinnati, Cleveland and Columbus, and it's instantly apparent these are three radically different cities. Places just need to do a little anthropological work to unearth their distinctiveness, distill it down and then imbue that “mojo” into everything they do.

Doing that requires enough self-regard to embrace authentic character. Too often, as with a high school student transitioning to college, identity is put away into the attic like so much “little kid's stuff” that's not part of the new aspirational identity. That's a bad move.

A city that's getting it right is Nashville. The Music City could have turned its back on country. But it didn't; it embraced country music as core to its current and future identity. It even updated the scene for the 21st century. It's not your grandad's AM radio country anymore. Yes, Nashville embraces that music and those people as part of its heritage, but today it's glitzier, more Hollywood. Today, it's “Nashvegas,” as some call it.

Rather than rejecting their actual selves, cities need to embrace -- but update -- who they are. Adopt best practices to be sure, but also be true to the native soil. A great city, like a great wine, has to express its terroir.

As with the Apple ad campaign, cities need to be willing to “Think Different.” And the difference they need to embrace is the reality of what they are as a place. As the Greek oracle put it, “know thyself.” Now, live out that reality.



Aaron M. Renn | Columnist

arenn@urbanophile.com | <https://twitter.com/urbanophile>

Should Economic Development Focus on People or Places?

Cities tend to favor building stadiums and convention centers over investing in education or human services. It's an understandable but troublesome trend.

BY AARON M. RENN | MARCH 2016

There's a raging debate about whether the focus of our economic development efforts should be on people or on places. That is, should we make investments in people, hoping to see them succeed regardless of where they end up? Or should we focus on investments in particular cities, towns and rural areas in order to bring jobs and growth, thus helping the people who live there?

Many in the know think that the focus should be on people. Rather than trying to resurrect struggling locales with various speculative endeavors, they think we should invest more in things like education. I myself have critiqued the place-based economic development strategy of trying to stop the so-called brain drain.

Most local government leaders, however, seem uninterested in people-based strategies, at least insofar as they are seen as ingredients in economic development. These leaders tend to prefer place-based approaches such as stadiums, casinos and convention center projects that so often are panned as boondoggles.

Even if this may be less than ideal from a theoretical perspective, it is understandable. After all, localities are inherently place-based entities. One thing that makes a local government distinct from a corporation or other organization is its status as a territorial entity. Cities and towns can expand, but it's rare that they ever get rid of territory once they've acquired and incorporated it.

A city's territory is much more tightly bound to it than its citizens are. People can move. They can choose to affiliate themselves with another town. But cities cannot exchange one geography for another.

This produces some bad incentives. For example, the fiscal liabilities of a locality attach to its territory, not to its citizens. So voters have every incentive to pull the lever for politicians who will minimize costs in the present at the expense of the future. Politicians can sign bad union deals with future pension promises that are hard to fulfill. They can go into debt to spend money now.

But the citizens who voted for those politicians can then simply move to another town, often to a suburb (or a different suburb) within the same region, to avoid paying off those debts. In many cases they don't even need to change jobs. It's like being able to run up big debts on a credit card in someone else's name. If cities were people-based entities and the debts run up during the time citizens lived there followed them wherever they went, we'd surely see much more fiscal sanity.

Given their fundamental territoriality, however, cities can never really be people-based entities in that sense. Harvard economist Edward Glaeser, an advocate for policies that are first about people, is realistic about the choices facing local policymakers. As he put it in an article for *City*

Journal, “No mayor ever got re-elected by making it easy for his citizens to move to Atlanta, of course, even when that might be a pretty good outcome for the movers themselves.” In other words, we should understand that local leaders will always be place-focused. It’s inherent in the job.

For their parts, state and federal governments need to recognize and shape the right oversight and incentive structures around localities to account for this. First, this would mean reducing incentives for local governments to rack up huge debts and liabilities. While I am a strong proponent of greater local autonomy in many areas, there should be strict state oversight to prevent the accumulation of excess debt or unfunded liabilities by local government.

Second, state and federal place-oriented aid should, as often as possible, be directed to relieving burdens rather than to speculative “build it and they will come” endeavors. Rather than subsidizing real estate projects and the like to try to restart growth, another approach to fiscal stabilization is to deal with some of the major liability issues directly.

One example is combined sewer overflows. In many older cities, both stormwater runoff and sanitary sewage flow through the same pipes. In heavy rains, these can overflow into local waterways. Under the Clean Water Act, cities and sewer districts are required to substantially eliminate these. But that can cost billions of dollars. For the most part, this will fall on the citizens living in that service territory in the form of higher rates.

If aid were directed to helping pay for these costs instead of going to more speculative projects, this would hold down utility rates that hit low-income people the hardest, and it would contribute to improving the cost profiles of these places that have driven people to the suburbs or out of the region entirely.

States and the federal government, by changing incentive structures and helping localities that face true place-based challenges, can hopefully produce an environment in which the focus of local leadership shifts toward the more people-based endeavors, such as education and other human services.



Aaron M. Renn | Columnist

arenn@urbanophile.com | <https://twitter.com/urbanophile>

Carol Allread

From: Public Council Inbox
Sent: Wednesday, March 30, 2016 2:11 PM
To: '16collingham@gmail.com'
Subject: FW: CTTC; Edgar automobile nuisances and junk vehicles

CTTC: 4/4/16

Dear Mrs. Edgar,

cc: Soojin Kim, City Attorney

Thank you for writing to the City Council to express your concerns. Your email will be included in a future Council agenda packet as Correspondence to the Council.

Sincerely,

Carol Allread
Executive Assistant
City Manager Office
206-248-5508

From: chestine edgar [mailto:16collingham@gmail.com]
Sent: Wednesday, March 30, 2016 11:11 AM
To: Monica Lusk <MONICAL@burienwa.gov>; Kamuron Gurol <kamurong@burienwa.gov>; Lucy Krakowiak <lucyk@burienwa.gov>; Bob Edgar <bobe@burienwa.gov>; stephena@burienwa.go; Debi Wagner <debiw@burienwa.gov>; Nancy Tosta <nancyt@burienwa.gov>
Subject: automobile nuisances and junk vehicles

Hello Monica Lusk,
Please include this letter in the Council Packet for April 4, 2016.

March 30, 2016

To The Burien City Council,

The Burien City Council has been working on passing an ordinance to address the issue of automotive nuisances and junk vehicles in the City. The problems cited with these vehicles in national and international research are as follows;

1. drug dealing-illegal drug drops and illegal drug use occur in them,
2. environmentally hazardous waste dumping and leakage of materials into the ground water table come from them,

3. illegal dumping of other parts and materials tends to collect around/in them as well as the vehicle itself,
4. illegal auto repair and sales,
5. insurance fraud is associated with some of these vehicles,
6. sources of unsightly littering in the community and signals to mischief makers and criminals that the neighborhood is in decay and open to crime and they takes away from the property values in the neighborhood,
7. junk vehicles are intentionally kept on private property to hide the illegal ownership of the vehicle-stolen vehicles or vehicles used in crimes with vin. numbers removed,
8. nuisance parking done by hoarders-not poor people- for many years,
9. sites for prostitution activity and other sex related crimes,
10. a source of scrap metal theft and encourages other parts theft and other property break sites,
11. many are unlicensed or unregistered vehicles, and some are part of vehicle theft rings
12. provides rats and other rodents nesting sites and creates a neighborhood public health issues,
13. unsafe places that children to play in, and
14. are sites of arson.

Numerous cities and counties in the United States of America and around the world report problems with these nuisance and junk vehicles and have enacted laws and ordinances to have them removed. Washington State has law to address these problems and numerous cities and counties have created ordinances to have them removed. See the MSRC articles.

Of the many articles I have reviewed on this issue, no one or group of researchers has interpreted these laws as a war against the poor or a fair wage issue. The MRSC has developed two papers on this; Automobile Nuisances and Junk Vehicles. I encourage Council members to read them. The rule about how many pages can be allowed to a Correspondence Council/Council Packet prevents me from attaching the articles to this correspondence.

I strongly encourage the Council to pass this new ordinance. It addresses cleaning up public health and public safety issues in the City.

Respectfully,

C. Edgar

Carol Allread

From: Monica Lusk
Sent: Wednesday, March 30, 2016 4:34 PM
To: '16collingham@gmail.com'
Cc: Public Council Inbox; Kamuron Gurol; Soojin Kim; Kathy Wetherbee; Monica Lusk
Subject: FW: Burien - PRR - March 21, 2016 City Council Vote on Planning Commissioners
Attachments: Voting Log with Ballots 032116.pdf, 032116 Mins - Motion to appoint (draft).pdf

CTTC: 4/4/16
staff Follow-up by Monica Lusk, City Clerk --

Ms. Edgar,

I am responding on behalf of City Manager Kamuron Gurol to your email listed below dated March 22, 2016.

The Council has been advised that the procedures used on March 21 for voting on appointments to fill the three vacancies on the Planning Commission was proper and legally defensible. You have received the ballots indicating each Council Member's choices for the three vacancies. I do not know if the Council wishes to consider creating a public display of ballots during a meeting, but that is a matter for the Council as a collective body to decide. You are free to ask one or more Council Members to add the matter to a future Council agenda for discussion.

Best regards,

Monica Lusk
City Clerk
City of Burien
(206) 248-5517
monical@burienwa.gov
www.burienwa.gov

~~~~~  
***PUBLIC RECORDS DISCLOSURE: This e-mail is a public record of the City of Burien and is subject to public disclosure, unless lawfully exempt***

**From:** Monica Lusk  
**Sent:** Monday, March 28, 2016 10:07 AM  
**To:** '16collingham@gmail.com' <16collingham@gmail.com>  
**Cc:** Kamuron Gurol <kamurong@burienwa.gov>; Soojin Kim <soojink@burienwa.gov>; Kathy Wetherbee <kathyw@burienwa.gov>; Monica Lusk <MONICAL@burienwa.gov>  
**Subject:** Burien - PRR - March 21, 2016 City Council Vote on Planning Commissioners

Ms. Edgar,

Thank you for your public records request dated March 22, 2016, in which you request "... all written and electronic communications (to include secret phone conversation voting) for these three Planning Commission positions and to specifically be provided information on which Council members voted for which candidates and to also know whether there were any recuses or abstaining during the voting." Attached please find the Planning Commission Voting Log and Ballots, and the draft Council Meeting Minutes showing the vote outcome.

There is no charge for the documents. This completes your request.

Should you have any questions, feel free to contact me at (206) 248-5517.

Best regards,

Monica Lusk  
City Clerk  
City of Burien  
(206) 248-5517  
[monical@burienwa.gov](mailto:monical@burienwa.gov)  
[www.burienwa.gov](http://www.burienwa.gov)

~~~~~  
***PUBLIC RECORDS DISCLOSURE:** This e-mail is
a public record of the City of Burien and is subject
to public disclosure, unless lawfully exempt*

From: Kamuron Gurol
Sent: Wednesday, March 23, 2016 8:12 AM
To: Soojin Kim <soojink@burienwa.gov>
Cc: Monica Lusk <MONICAL@burienwa.gov>
Subject: Fw: March 21, 2016 City Council Vote on Planning Commissioners

Kamuron Gurol

From: chestine edgar <16collingham@gmail.com>
Sent: Tuesday, March 22, 2016 10:32 PM
To: Stephen Armstrong; Debi Wagner; Lucy Krakowiak; Bob Edgar; Nancy Tosta; Austin Bell; Kamuron Gurol; Soojin Kim
Subject: March 21, 2016 City Council Vote on Planning Commissioners

March 22, 2016

To the Burien City Council and Mayor;

To the Burien City Manager and Burien City Attorney;

Based on my experience and the incidents of the past year, it is my understanding that the reason the meetings and voting on Advisory Board Members was brought down to the downstairs Council Room was for transparency on voting on these appointments. It was also my understanding that the votes on each of the applicants was to be made in public. That means that no Council member gets to hide how he/she voted or for who they voted for. One Council member made a very big issue about this, challenged the legality of how it was being done and supposedly that resulted in a change that would make the voting public.

The vote on the Planning Commissioners on the night of March 21, 2016 was not public. The votes were cast secretly and there was no announcement of how many votes each candidate got or which candidates each Council member voted for. What happened was not a open public vote. If any Council member is going to recuse or abstain from any part of the voting that is also supposed to be announced. So I am wondering why the voting does not go on the public reader board as a yes or no for each candidate and show the Council member's name next to the vote or why it is not taken as an oral vote? Nothing about voting is supposed to remain secret and that includes secret votes on the phone that cannot be heard by the public. I have serious concerns about what I saw happen and whether that voting met the test of an open publicly viewed-vote.

For that reason, I am requesting Public Information on this vote for Planning Commissioners on March 21, 2016. I am requesting all written and electronic communications (to include secret phone conversation voting) for these three Planning Commission positions and to specifically be provided information on which Council members voted for which candidates and to also know whether there were any recuses or abstaining during the voting.

Because this was supposed to be a public vote I have concerns about the process that when on. I am also referring this to the State to check on how public votes on Council appointed advisory board (Planning Commission) positions are to be taken and announced.

Transparency is supposedly the mantra of this Council and city government but what I saw at this meeting/interview was voting that was not transparent.

Respectfully,

C. Edgar

Planning Commission Voting
Three expired positions
March 21, 2016

Name	Armstrong	Bell	Berkowitz	Edgar	Krakowiak	Tosta	Wagner	Votes
Joel Miller ^a	X			X	X		X	4
Kim Davis		X		X	X	X	X	5
Anna Markee	X	X	X		X	X	X	6
Kaelene Nobis	X	X	X	X		X		5

PLANNING COMMISSION
BALLOT

March 21, 2016

Councilmember Stephen Armstrong

	CHOOSE UP TO 3 NAMES
Joel Miller ^{CA} (2 nd Term - Position 5)	✓
Kim Davis	
Anna Markee	✓
Kaelene Nobis	✓

PLANNING COMMISSION
BALLOT

March 21, 2016

Councilmember Austin Bell

	CHOOSE UP TO 3 NAMES
Joel Miller ^G (2 nd Term - Position 5)	
Kim Davis	X
Anna Markee	X
Kaelene Nobis	X

PLANNING COMMISSION
BALLOT

March 21, 2016

Councilmember Lauren Berkowitz

	CHOOSE UP TO 3 NAMES
Joel Miller ^A (2 nd Term - Position 5)	
Kim Davis	
Anna Markee	X
Kaelene Nobis	X

PLANNING COMMISSION
BALLOT

March 21, 2016

Deputy Mayor Bob Edgar

	CHOOSE UP TO 3 NAMES
Joel Miller ^a (2 nd Term - Position 5)	✓
Kim Davis	✓
Anna Markee	
Kaelene Nobis	✓

PLANNING COMMISSION
BALLOT

March 21, 2016

Mayor Lucy Krakowiak

	CHOOSE UP TO 3 NAMES
Joel Miller ^a (2 nd Term - Position 5)	✓
Kim Davis	✓
Anna Markee	✓
Kaelene Nobis	

PLANNING COMMISSION
BALLOT

March 21, 2016

Councilmember Nancy Tosta

	CHOOSE UP TO 3 NAMES
Joel Millér (2 nd Term - Position 5)	
Kim Davis	X
Anna Markee	X
Kaelene Nobis	X

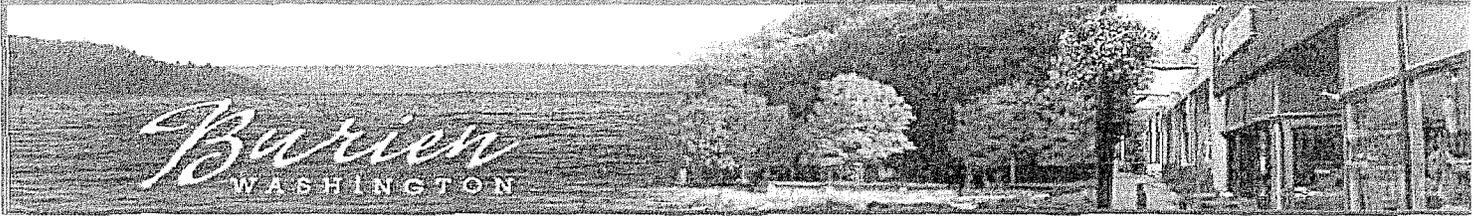
PLANNING COMMISSION
BALLOT

March 21, 2016

Councilmember Debi Wagner

	CHOOSE UP TO 3 NAMES
Joel Miller ^{ca} (2 nd Term - Position 5)	X
Kim Davis	X
Anna Markee	X
Kaelene Nobis	

DRAFT



CITY COUNCIL REGULAR MEETING MINUTES

March 21, 2016

6:00 p.m. Special Meeting – Conduct Interviews for Planning Commission and Discuss/Evaluate Qualifications of Applicants, Council Chambers

7:00 p.m. Regular Meeting, Council Chambers

400 SW 152nd Street, 1st Floor
Burien, Washington 98166

To hear Council's full discussion of a specific topic or the complete meeting, the following resources are available:

- Watch the video-stream available on the City website, www.burienwa.gov
- Check out a DVD of the Council Meeting from the Burien Library

SPECIAL MEETING

Mayor Krakowiak called the Special Meeting of the Burien City Council to order at 6:00 p.m. for the purpose of conducting interviews for the Planning Commission, discussing and evaluating qualifications of the applicants, and potential action to make appointments.

Present: Mayor Lucy Krakowiak; Deputy Mayor Bob Edgar; Councilmembers Stephen Armstrong, Austin Bell, Lauren Berkowitz (via telephone), Nancy Tosta (via telephone) and Debi Wagner.

Administrative staff present: City Manager Kamuron Gurol; City Attorney Soojin Kim; Community Development Director Chip Davis; and, City Clerk Monica Lusk.

Planning Commission interviews were held with applicants Joel Millar, Kim Davis, Anna Markee and Kaelene Nobis.

Direction/Action

Motion was made by Deputy Mayor Edgar, seconded by Councilmember Bell, and passed unanimously to appoint Kim Davis to Planning Commission Position 5, Kaelene Nobis to Planning Commission Position 6 and Anna Markee to Planning Commission Position 7 for terms that will begin on April 1, 2016, and expire on March 31, 2020.

The Special Meeting adjourned at 6:55 p.m.

COMPUTER CHECK REGISTER

CHECK REGISTER APPROVAL

WE, THE MEMBERS OF THE CITY COUNCIL OF BURIEN, WASHINGTON, HAVING RECEIVED DEPARTMENT CERTIFICATION THAT MERCHANDISE AND/OR SERVICES HAVE BEEN RECEIVED OR RENDERED, DO HEREBY APPROVE FOR PAYMENT ON **This 4th day of April 2016** THE FOLLOWING:

CHECK NOS. **43127-43217**

IN THE AMOUNT OF **\$141,961.05**

WITH VOIDED CHECK NOS. **0**

PAYROLL SALARIES AND BENEFITS APPROVAL

FOR **March 1st – March 15th** PAID ON **March 18th 2016**

CHECK NOS. **6792-6796**

DIRECT DEPOSITS AND WIRE TRANSFERS IN THE AMOUNT OF: **\$256,385.75**

Accounts Payable

Checks for Approval



User: cathy
 Printed: 03/30/2016 - 7:51 AM

Check Number	Check Date	Fund Name	Account Name	Vendor Name	Amount
43127	04/04/2016	Surface Water Management Fund	Office and Operating Supplies	Ace Hardware	4.94
43127	04/04/2016	Street Fund	Office and Operating Supplies	Ace Hardware	4.95
43127	04/04/2016	Surface Water Management Fund	Office and Operating Supplies	Ace Hardware	26.26
43127	04/04/2016	Street Fund	Office and Operating Supplies	Ace Hardware	50.34
Check Total:					86.49
43128	04/04/2016	Street Fund	Office and Operating Supplies	Alpine Fence Company	53.35
Check Total:					53.35
43129	04/04/2016	General Fund	Fuel Consumed	Amerigas	257.16
43129	04/04/2016	General Fund	Operating Rentals and Leases	Amerigas	119.36
Check Total:					376.52
43130	04/04/2016	General Fund	Office and Operating Supplies	Aramark Uniform Services	30.86
Check Total:					30.86
43131	04/04/2016	General Fund	Telephone/Internet	STEPHEN ARMSTRONG	39.99
Check Total:					39.99
43132	04/04/2016	General Fund	Office and Operating Supplies	Ad Specialties & Promotions	110.82
Check Total:					110.82
43133	04/04/2016	General Fund	Office and Operating Supplies	Banksavers Nursery	327.65

Check Number	Check Date	Fund Name	Account Name	Vendor Name	Amount
				Check Total:	327.65
43134	04/04/2016	General Fund	Professional Services	BERK Consulting	10,180.87
				Check Total:	10,180.87
43135	04/04/2016	General Fund	Telephone/Internet	LAUREN BERKOWITZ	60.94
				Check Total:	60.94
43136	04/04/2016	General Fund	Printing/Binding/Copying	Brim Press LLC	396.94
				Check Total:	396.94
43137	04/04/2016	Surface Water Management Fund	Office and Operating Supplies	Bryant's Tractor & Mower Inc	172.66
43137	04/04/2016	Street Fund	Office and Operating Supplies	Bryant's Tractor & Mower Inc	172.67
43137	04/04/2016	Street Fund	Office and Operating Supplies	Bryant's Tractor & Mower Inc	47.30
43137	04/04/2016	Surface Water Management Fund	Office and Operating Supplies	Bryant's Tractor & Mower Inc	47.31
				Check Total:	439.94
43138	04/04/2016	General Fund	Police Explorer Program	Blumenthal Uniforms & Equipmen	102.02
				Check Total:	102.02
43139	04/04/2016	General Fund	Office and Operating Supplies	Burien Bark LLC	74.88
43139	04/04/2016	Surface Water Management Fund	Office and Operating Supplies	Burien Bark LLC	97.53
43139	04/04/2016	Surface Water Management Fund	Office and Operating Supplies	Burien Bark LLC	192.13
43139	04/04/2016	Surface Water Management Fund	Office and Operating Supplies	Burien Bark LLC	192.13
				Check Total:	556.67
43140	04/04/2016	General Fund	Machinery & Equipment	Castus Corporation	13,172.41
43140	04/04/2016	General Fund	Machinery & Equipment	Castus Corporation	6,455.03
43140	04/04/2016	General Fund	Online Video Streaming	Castus Corporation	1,374.50
43140	04/04/2016	General Fund	Small Tools & Minor Equipment	Castus Corporation	98.55
				Check Total:	21,100.49
43141	04/04/2016	General Fund	Office and Operating Supplies	CDW-G	276.49

Check Number	Check Date	Fund Name	Account Name	Vendor Name	Amount
Check Total:					276.49
43142	04/04/2016	General Fund	Professional Services	Recology CleanScapes Inc	1,362.23
Check Total:					1,362.23
43143	04/04/2016	General Fund	Office and Operating Supplies	Key Bank	170.74
43143	04/04/2016	General Fund	Admission and Entrance Fees	Key Bank	288.81
43143	04/04/2016	General Fund	Admission and Entrance Fees	Key Bank	237.46
43143	04/04/2016	General Fund	Office and Operating Supplies	Key Bank	62.91
43143	04/04/2016	General Fund	Office and Operating Supplies	Key Bank	42.88
43143	04/04/2016	General Fund	Office and Operating Supplies	Key Bank	13.00
43143	04/04/2016	General Fund	Office and Operating Supplies	Key Bank	179.82
43143	04/04/2016	General Fund	Office and Operating Supplies	Key Bank	98.52
43143	04/04/2016	General Fund	Office and Operating Supplies	Key Bank	20.81
43143	04/04/2016	General Fund	Office and Operating Supplies	Key Bank	90.20
43143	04/04/2016	General Fund	Office and Operating Supplies	Key Bank	89.40
43143	04/04/2016	General Fund	Small Tools and Equipment	Key Bank	134.99
43143	04/04/2016	General Fund	Office and Operating Supplies	Key Bank	75.56
43143	04/04/2016	General Fund	Software Licensing Fees	Key Bank	29.00
43143	04/04/2016	General Fund	Office and Operating Supplies	Key Bank	56.70
43143	04/04/2016	General Fund	Office and Operating Supplies	Key Bank	8.75
43143	04/04/2016	General Fund	Office and Operating Supplies	Key Bank	17.52
43143	04/04/2016	General Fund	Office and Operating Supplies	Key Bank	14.95
43143	04/04/2016	General Fund	Office and Operating Supplies	Key Bank	79.54
43143	04/04/2016	General Fund	Office and Operating Supplies	Key Bank	102.85
43143	04/04/2016	General Fund	Office and Operating Supplies	Key Bank	33.94
43143	04/04/2016	General Fund	Registration-Training/Workshop	Key Bank	365.00
43143	04/04/2016	General Fund	Burien Marketing Strategy	Key Bank	29.44
43143	04/04/2016	General Fund	Lodging	Key Bank	175.81
43143	04/04/2016	General Fund	Burien Marketing Strategy	Key Bank	33.67
43143	04/04/2016	General Fund	Registration-Training/Workshop	Key Bank	524.95
43143	04/04/2016	General Fund	Burien Marketing Strategy	Key Bank	144.89
43143	04/04/2016	General Fund	Retreat & Other Misc.	Key Bank	24.46
43143	04/04/2016	General Fund	Retreat & Other Misc.	Key Bank	214.17
43143	04/04/2016	General Fund	Professional Services	Key Bank	104.04
43143	04/04/2016	General Fund	Burien Marketing Strategy	Key Bank	16.99
43143	04/04/2016	General Fund	Burien Marketing Strategy	Key Bank	168.39
43143	04/04/2016	General Fund	Registration-Training/Workshop	Key Bank	25.00
43143	04/04/2016	General Fund	Subscriptions and Publications	Key Bank	13.96
43143	04/04/2016	General Fund	Miscellaneous	Key Bank	138.47
43143	04/04/2016	General Fund	Miscellaneous	Key Bank	9.38
43143	04/04/2016	General Fund	Registration-Training/Workshop	Key Bank	25.00
43143	04/04/2016	General Fund	Software Licensing Fees	Key Bank	49.95

Check Number	Check Date	Fund Name	Account Name	Vendor Name	Amount
43143	04/04/2016	General Fund	Human Svc-Family/Youth	Key Bank	1,237.50
43143	04/04/2016	General Fund	Advertising/Legal Publications	Key Bank	45.00
43143	04/04/2016	General Fund	Office and Operating Supplies	Key Bank	272.68
43143	04/04/2016	General Fund	Office and Operating Supplies	Key Bank	25.17
43143	04/04/2016	General Fund	Senior Trips	Key Bank	110.00
43143	04/04/2016	General Fund	Office and Operating Supplies	Key Bank	13.93
43143	04/04/2016	General Fund	Office and Operating Supplies	Key Bank	219.71
43143	04/04/2016	General Fund	Office and Operating Supplies	Key Bank	8.96
43143	04/04/2016	General Fund	Office and Operating Supplies	Key Bank	81.11
43143	04/04/2016	General Fund	Registration-Training/Workshop	Key Bank	1,313.25
43143	04/04/2016	General Fund	Office and Operating Supplies	Key Bank	49.24
43143	04/04/2016	General Fund	Office and Operating Supplies	Key Bank	128.11
43143	04/04/2016	General Fund	Office and Operating Supplies	Key Bank	12.03
43143	04/04/2016	General Fund	Other Travel	Key Bank	4.50
43143	04/04/2016	General Fund	Other Travel	Key Bank	16.00
43143	04/04/2016	General Fund	Software Licensing Fees	Key Bank	14.99
43143	04/04/2016	General Fund	Office and Operating Supplies	Key Bank	840.40
43143	04/04/2016	General Fund	Office and Operating Supplies	Key Bank	29.80
43143	04/04/2016	General Fund	Parks Building Security	Key Bank	14.99
43143	04/04/2016	General Fund	Office and Operating Supplies	Key Bank	321.65
43143	04/04/2016	General Fund	Software Licensing Fees	Key Bank	29.98
43143	04/04/2016	General Fund	Office and Operating Supplies	Key Bank	111.60
43143	04/04/2016	General Fund	Office and Operating Supplies	Key Bank	7.23
43143	04/04/2016	General Fund	Office and Operating Supplies	Key Bank	77.25
43143	04/04/2016	General Fund	Office and Operating Supplies	Key Bank	17.51
43143	04/04/2016	General Fund	Office and Operating Supplies	Key Bank	10.02
43143	04/04/2016	General Fund	Advertising/Legal Publications	Key Bank	45.00
43143	04/04/2016	General Fund	Software Licensing Fees	Key Bank	59.95
Check Total:					9,029.48
43144	04/04/2016	General Fund	Code Supplement	Code Publishing Co.	265.54
Check Total:					265.54
43145	04/04/2016	General Fund	Drug Seizure Proceeds KCSO	Comcast Corporation	69.95
Check Total:					69.95
43146	04/04/2016	General Fund	Recreation Guide	Consolidated Press	4,385.12
Check Total:					4,385.12
43147	04/04/2016	General Fund	Operating Rentals and Leases	Construction Site Services	125.00

Check Number	Check Date	Fund Name	Account Name	Vendor Name	Amount	
					Check Total:	125.00
43148	04/04/2016	Street Fund	Utilities-Street Lighting	City of Seattle	71.20	
43148	04/04/2016	Street Fund	Utilities-Street Lighting	City of Seattle	53.40	
43148	04/04/2016	Street Fund	Utilities-Street Lighting	City of Seattle	26.70	
43148	04/04/2016	Street Fund	Utilities-Street Lighting	City of Seattle	26.70	
43148	04/04/2016	Street Fund	Utilities-Street Lighting	City of Seattle	31.15	
43148	04/04/2016	Street Fund	Utilities-Street Lighting	City of Seattle	5,971.85	
					Check Total:	6,181.00
43149	04/04/2016	Street Fund	Operating Rentals and Leases	City of SeaTac	287.50	
43149	04/04/2016	Surface Water Management Fund	Operating Rentals and Leases	City of SeaTac	287.50	
					Check Total:	575.00
43150	04/04/2016	General Fund	Repairs & Maint-KC Parks Levy	Ronald W Dagley	6,460.50	
					Check Total:	6,460.50
43151	04/04/2016	Street Fund	Professional Services	Dept. Enterprise Services	225.00	
					Check Total:	225.00
43152	04/04/2016	Surface Water Management Fund	Small Tools & Minor Equipment	Detroit Industrial Tool	172.73	
43152	04/04/2016	Street Fund	Small Tools & Minor Equipment	Detroit Industrial Tool	172.72	
					Check Total:	345.45
43153	04/04/2016	General Fund	Operating Rentals and Leases	D&L Property Management LLC	490.00	
					Check Total:	490.00
43154	04/04/2016	General Fund	Professional Services	Dunbar Armored Inc	134.04	
					Check Total:	134.04
43155	04/04/2016	General Fund	Office and Operating Supplies	Dunn Lumber Co.	195.99	
43155	04/04/2016	Surface Water Management Fund	Office and Operating Supplies	Dunn Lumber Co.	52.89	
43155	04/04/2016	Surface Water Management Fund	Office and Operating Supplies	Dunn Lumber Co.	38.12	

Check Number	Check Date	Fund Name	Account Name	Vendor Name	Amount
				Check Total:	287.00
43156	04/04/2016	General Fund	Repairs and Maintenance	Elidrew, LLC	11.83
				Check Total:	11.83
43157	04/04/2016	General Fund	Telephone/Internet	ROBERT EDGAR	50.94
				Check Total:	50.94
43158	04/04/2016	General Fund	Repairs and Maintenance	Emerald Tree Service Inc	1,644.00
				Check Total:	1,644.00
43159	04/04/2016	Surface Water Management Fund	Repairs and Maint - Fleet	Enviro-Clean Equipment Inc	68.55
				Check Total:	68.55
43160	04/04/2016	General Fund	Fuel Consumed	Glendale Heating	569.50
				Check Total:	569.50
43161	04/04/2016	General Fund	Office and Operating Supplies	Donald M Norman	142.35
				Check Total:	142.35
43162	04/04/2016	General Fund	Parks Building Security	Guardian Security	65.00
				Check Total:	65.00
43163	04/04/2016	General Fund	Office and Operating Supplies	Halfon Candy Co., Inc.	333.49
				Check Total:	333.49
43164	04/04/2016	Surface Water Management Fund	Office and Operating Supplies	HD Fowler Company	282.07
43164	04/04/2016	Surface Water Management Fund	Office and Operating Supplies	HD Fowler Company	998.64
				Check Total:	1,280.71
43165	04/04/2016	Street Fund	Professional Services	JEFF HEGLUND	100.00

Check Number	Check Date	Fund Name	Account Name	Vendor Name	Amount
				Check Total:	100.00
43166	04/04/2016	General Fund	Repairs and Maint - Vehicle	Hiline Auto Repair	345.46
				Check Total:	345.46
43167	04/04/2016	Street Fund	Office and Operating Supplies	ICON Materials	86.04
43167	04/04/2016	Street Fund	Office and Operating Supplies	ICON Materials	179.69
43167	04/04/2016	Surface Water Management Fund	Office and Operating Supplies	ICON Materials	113.63
43167	04/04/2016	Surface Water Management Fund	Office and Operating Supplies	ICON Materials	127.04
				Check Total:	506.40
43168	04/04/2016	General Fund	Burien Marketing Strategy	JayRay Ads & PR Inc	7,672.50
43168	04/04/2016	General Fund	Burien Marketing Strategy	JayRay Ads & PR Inc	8,497.50
				Check Total:	16,170.00
43169	04/04/2016	General Fund	Telephone/Internet	LUCY KRAKOWIAK	57.98
				Check Total:	57.98
43170	04/04/2016	General Fund	Radio Communications	King County Radio Comm. Svcs	333.56
43170	04/04/2016	General Fund	Radio Communications	King County Radio Comm. Svcs	224.20
				Check Total:	557.76
43171	04/04/2016	Street Fund	Traffic Signal/Control.Mainten	KING COUNTY FINANCE	3,912.87
43171	04/04/2016	Street Fund	Traffic Signal/Control.Mainten	KING COUNTY FINANCE	233.87
43171	04/04/2016	Surface Water Management Fund	TV Inspection and Vactoring	KING COUNTY FINANCE	1,610.37
				Check Total:	5,757.11
43172	04/04/2016	General Fund	City Hall Bldg Maintenance	King County Library Sytem & Ci	3,990.00
				Check Total:	3,990.00
43173	04/04/2016	Transportation CIP	Design Engineering	KPG Inc	10,099.53
				Check Total:	10,099.53
43174	04/04/2016	General Fund	Prof. Svcs-Instructors	Randolph Alan Litch	200.00

Check Number	Check Date	Fund Name	Account Name	Vendor Name	Amount
				Check Total:	200.00
43175	04/04/2016	General Fund	Repairs and Maint - Vehicle	Les Schwab	753.33
				Check Total:	753.33
43176	04/04/2016	Street Fund	Office and Operating Supplies	Masons Supply Company	868.80
43176	04/04/2016	Surface Water Management Fund	Office and Operating Supplies	Masons Supply Company	868.80
				Check Total:	1,737.60
43177	04/04/2016	Parks & Gen Gov't CIP	Construction	Most Dependable Fountain	239.00
				Check Total:	239.00
43178	04/04/2016	Street Fund	Office and Operating Supplies	National Safety Inc	236.94
43178	04/04/2016	Surface Water Management Fund	Office and Operating Supplies	National Safety Inc	236.94
				Check Total:	473.88
43179	04/04/2016	General Fund	Operating Rentals and Leases	Onesource Water	159.48
				Check Total:	159.48
43180	04/04/2016	Street Fund	Repairs and Maint - Fleet	OReilly Auto Parts	22.03
43180	04/04/2016	Surface Water Management Fund	Repairs and Maint - Fleet	OReilly Auto Parts	22.03
43180	04/04/2016	Surface Water Management Fund	Repairs and Maint - Fleet	OReilly Auto Parts	-0.04
43180	04/04/2016	Street Fund	Repairs and Maint - Fleet	OReilly Auto Parts	-0.05
43180	04/04/2016	Surface Water Management Fund	Repairs and Maint - Fleet	OReilly Auto Parts	15.08
43180	04/04/2016	Street Fund	Repairs and Maint - Fleet	OReilly Auto Parts	15.08
43180	04/04/2016	Street Fund	Repairs and Maint - Fleet	OReilly Auto Parts	60.47
43180	04/04/2016	Surface Water Management Fund	Repairs and Maint - Fleet	OReilly Auto Parts	60.47
43180	04/04/2016	Street Fund	Office and Operating Supplies	OReilly Auto Parts	8.21
43180	04/04/2016	Surface Water Management Fund	Office and Operating Supplies	OReilly Auto Parts	8.20
43180	04/04/2016	Street Fund	Repairs and Maint - Fleet	OReilly Auto Parts	17.83
43180	04/04/2016	Surface Water Management Fund	Repairs and Maint - Fleet	OReilly Auto Parts	17.83
				Check Total:	247.14
43181	04/04/2016	General Fund	Operating Rentals and Leases	Pacific Office Automation Inc	256.67
43181	04/04/2016	General Fund	Operating Rentals and Leases	Pacific Office Automation Inc	473.51
43181	04/04/2016	General Fund	Operating Rentals and Leases	Pacific Office Automation Inc	339.31

Check Number	Check Date	Fund Name	Account Name	Vendor Name	Amount
43181	04/04/2016	General Fund	Operating Rentals and Leases	Pacific Office Automation Inc	381.59
				Check Total:	1,451.08
43182	04/04/2016	General Fund	Office and Operating Supplies	Petty Cash Custodian	8.72
43182	04/04/2016	General Fund	Office and Operating Supplies	Petty Cash Custodian	27.80
43182	04/04/2016	General Fund	Office and Operating Supplies	Petty Cash Custodian	4.60
43182	04/04/2016	General Fund	Office and Operating Supplies	Petty Cash Custodian	31.76
43182	04/04/2016	General Fund	Office and Operating Supplies	Petty Cash Custodian	11.94
43182	04/04/2016	General Fund	Office and Operating Supplies	Petty Cash Custodian	30.65
43182	04/04/2016	General Fund	Office and Operating Supplies	Petty Cash Custodian	7.38
43182	04/04/2016	General Fund	Office and Operating Supplies	Petty Cash Custodian	23.00
43182	04/04/2016	General Fund	Wellness Activities	Petty Cash Custodian	19.95
43182	04/04/2016	General Fund	Office and Operating Supplies	Petty Cash Custodian	25.71
				Check Total:	191.51
43183	04/04/2016	General Fund	Office and Operating Supplies	Pacific Lamp & Supply Company	847.20
43183	04/04/2016	General Fund	Office and Operating Supplies	Pacific Lamp & Supply Company	55.33
				Check Total:	902.53
43184	04/04/2016	General Fund	Quarterly Newsletter	Philips Publishing Group LLC	5,302.83
				Check Total:	5,302.83
43185	04/04/2016	General Fund	Operating Rentals and Leases	PRG Investment Company, LLC	2,224.80
				Check Total:	2,224.80
43186	04/04/2016	General Fund	Building Security	Protection One Alarm Monitorin	60.28
				Check Total:	60.28
43187	04/04/2016	General Fund	Channel 21 Video Production	Puget Sound Access	174.38
				Check Total:	174.38
43188	04/04/2016	Street Fund	Utilities-Street Lighting	Puget Sound Energy	1,809.49
				Check Total:	1,809.49
43189	04/04/2016	General Fund	Planning & Devel Fees/Charges	Surinder Bratch	314.00

Check Number	Check Date	Fund Name	Account Name	Vendor Name	Amount
				Check Total:	314.00
43190	04/04/2016	General Fund	Refund Clearing Account -Parks	Carolyn Ayers	9.00
				Check Total:	9.00
43191	04/04/2016	General Fund	Printing/Binding/Copying	Claude McAlpin, III	511.37
				Check Total:	511.37
43192	04/04/2016	General Fund	Instructors Prof Srvs	Vladimir Roca	243.75
				Check Total:	243.75
43193	04/04/2016	General Fund	Prof. Svcs-Instructors	E. B. Rodgers	695.00
				Check Total:	695.00
43194	04/04/2016	General Fund	Office and Operating Supplies	Safeway Inc	27.93
43194	04/04/2016	General Fund	Office and Operating Supplies	Safeway Inc	60.59
43194	04/04/2016	General Fund	Office and Operating Supplies	Safeway Inc	52.77
43194	04/04/2016	General Fund	Office and Operating Supplies	Safeway Inc	35.94
43194	04/04/2016	General Fund	Office and Operating Supplies	Safeway Inc	39.90
				Check Total:	217.13
43195	04/04/2016	General Fund	Office and Operating Supplies	Seatown Locksmith	8.76
				Check Total:	8.76
43196	04/04/2016	Surface Water Management Fund	Fuel Consumed	Shell Fleet Plus	993.40
43196	04/04/2016	General Fund	Fuel Consumed	Shell Fleet Plus	32.81
43196	04/04/2016	General Fund	Citizens Patrol/ Crime Prevent	Shell Fleet Plus	34.59
43196	04/04/2016	General Fund	Fuel Consumed	Shell Fleet Plus	184.49
43196	04/04/2016	General Fund	Fuel Consumed	Shell Fleet Plus	342.60
43196	04/04/2016	General Fund	Fuel Consumed	Shell Fleet Plus	44.09
43196	04/04/2016	Street Fund	Fuel Consumed	Shell Fleet Plus	638.97
				Check Total:	2,270.95
43197	04/04/2016	General Fund	Jail Contracts	Smart Start	99.00

Check Number	Check Date	Fund Name	Account Name	Vendor Name	Amount
				Check Total:	99.00
43198	04/04/2016	General Fund	Drug Seizure Proceeds KCSO	Special Services Group LLC	600.00
				Check Total:	600.00
43199	04/04/2016	General Fund	Prof. Svcs-Instructors	Sallie Tierney	142.80
				Check Total:	142.80
43200	04/04/2016	Street Fund	Neighborhood Traffic Control	Traffic Count Consultants Inc	1,425.00
				Check Total:	1,425.00
43201	04/04/2016	General Fund	Human Svc-Family/Youth	Transform Burien	300.00
				Check Total:	300.00
43202	04/04/2016	Street Fund	Operating Rentals and Leases	United Rentals America Inc	1,652.34
				Check Total:	1,652.34
43203	04/04/2016	General Fund	Telephone/Internet	Verizon Wireless	58.97
43203	04/04/2016	General Fund	Telephone/Internet	Verizon Wireless	155.75
43203	04/04/2016	General Fund	Telephone/Internet	Verizon Wireless	58.97
43203	04/04/2016	General Fund	Telephone/Internet	Verizon Wireless	40.01
43203	04/04/2016	General Fund	Telephone/Internet	Verizon Wireless	58.97
43203	04/04/2016	General Fund	Telephone/Internet	Verizon Wireless	247.98
43203	04/04/2016	General Fund	Drug Seizure Proceeds KCSO	Verizon Wireless	200.05
43203	04/04/2016	General Fund	Telephone/Internet	Verizon Wireless	80.02
43203	04/04/2016	General Fund	Telephone/Internet	Verizon Wireless	211.60
43203	04/04/2016	Street Fund	Telephone	Verizon Wireless	275.28
43203	04/04/2016	Surface Water Management Fund	Telephone	Verizon Wireless	436.08
				Check Total:	1,823.68
43204	04/04/2016	General Fund	Telephone/Internet	DEBI WAGNER	31.46
				Check Total:	31.46
43205	04/04/2016	Street Fund	Registration-Training/Workshop	Washington Asphalt Pavement	390.00

Check Number	Check Date	Fund Name	Account Name	Vendor Name	Amount
Check Total:					390.00
43206	04/04/2016	Street Fund	Office and Operating Supplies	Washington Workwear Stores, In	30.12
43206	04/04/2016	Surface Water Management Fund	Office and Operating Supplies	Washington Workwear Stores, In	30.11
Check Total:					60.23
43207	04/04/2016	General Fund	Utilities	King Co Water Dist 49	225.74
43207	04/04/2016	Street Fund	Landscape Maint - Utilities	King Co Water Dist 49	68.25
43207	04/04/2016	Street Fund	Landscape Maint - Utilities	King Co Water Dist 49	138.75
43207	04/04/2016	Street Fund	Landscape Maint - Utilities	King Co Water Dist 49	68.25
43207	04/04/2016	Street Fund	Landscape Maint - Utilities	King Co Water Dist 49	68.25
43207	04/04/2016	Street Fund	Landscape Maint - Utilities	King Co Water Dist 49	68.25
Check Total:					637.49
43208	04/04/2016	General Fund	Miscellaneous	KATHY WETHERBEE	67.72
43208	04/04/2016	General Fund	Mileage	KATHY WETHERBEE	30.78
Check Total:					98.50
43209	04/04/2016	General Fund	Subscriptions and Publications	West Payment Center	623.86
Check Total:					623.86
43210	04/04/2016	General Fund	Professional Services	Whitewater Aquatics Mgmt	1,666.66
Check Total:					1,666.66
43211	04/04/2016	Street Fund	Operating Rentals and Leases	Wilken Properties, LLC	3,000.00
43211	04/04/2016	Surface Water Management Fund	Operating Rentals and Leases	Wilken Properties, LLC	3,000.00
Check Total:					6,000.00
43212	04/04/2016	General Fund	Jury and Witness Fees	Lisa Rivera	13.24
Check Total:					13.24
43213	04/04/2016	General Fund	Jury and Witness Fees	Joann Russell	14.30
Check Total:					14.30

Check Number	Check Date	Fund Name	Account Name	Vendor Name	Amount
43214	04/04/2016	General Fund	Jury and Witness Fees	Manuel Fajardo Martinez	15.40
				Check Total:	15.40
43215	04/04/2016	General Fund	Jury and Witness Fees	Matthew Laporta	13.60
				Check Total:	13.60
43216	04/04/2016	General Fund	Jury and Witness Fees	Isabel Campo	15.04
				Check Total:	15.04
43217	04/04/2016	General Fund	Office and Operating Supplies	Debbie Zemke	315.20
				Check Total:	315.20
				Report Total:	141,961.05



CITY COUNCIL REGULAR MEETING MINUTES

March 21, 2016

6:00 p.m. Special Meeting – Conduct Interviews for Planning Commission and Discuss/Evaluate Qualifications of Applicants, Council Chambers

7:00 p.m. Regular Meeting, Council Chambers

**400 SW 152nd Street, 1st Floor
Burien, Washington 98166**

To hear Council's full discussion of a specific topic or the complete meeting, the following resources are available:

- Watch the video-stream available on the City website, www.burienwa.gov
- Check out a DVD of the Council Meeting from the Burien Library

SPECIAL MEETING

Mayor Krakowiak called the Special Meeting of the Burien City Council to order at 6:00 p.m. for the purpose of conducting interviews for the Planning Commission, discussing and evaluating qualifications of the applicants, and potential action to make appointments.

Present: Mayor Lucy Krakowiak; Deputy Mayor Bob Edgar; Councilmembers Stephen Armstrong, Austin Bell, Lauren Berkowitz (via telephone), Nancy Tosta (via telephone) and Debi Wagner.

Administrative staff present: City Manager Kamuron Gurol; City Attorney Soojin Kim; Community Development Director Chip Davis; and, City Clerk Monica Lusk.

Planning Commission interviews were held with applicants Joel Millar, Kim Davis, Anna Markee and Kaelene Nobis.

Direction/Action

Motion was made by Deputy Mayor Edgar, seconded by Councilmember Bell, and passed unanimously to appoint Kim Davis to Planning Commission Position 5, Kaelene Nobis to Planning Commission Position 6 and Anna Markee to Planning Commission Position 7 for terms that will begin on April 1, 2016, and expire on March 31, 2020.

The Special Meeting adjourned at 6:55 p.m.

REGULAR MEETING

CALL TO ORDER

Mayor Krakowiak called the Regular Meeting of the Burien City Council to order at 7:03 p.m.

PLEDGE OF ALLEGIANCE

Mayor Krakowiak led the Pledge of Allegiance.

ROLL CALL

Present: Mayor Lucy Krakowiak; Deputy Mayor Bob Edgar; Councilmembers Stephen Armstrong, Austin Bell, Lauren Berkowitz (via telephone), Nancy Tosta (via telephone) and Debi Wagner.

Administrative staff present: City Manager Kamuron Gurol; Police Chief Scott Kimerer; City Attorney Soojin Kim; Management Analyst Nhan Nguyen; and, City Clerk Monica Lusk.

AGENDA CONFIRMATION

Direction/Action

Motion was made by Deputy Mayor Edgar, seconded by Councilmember Armstrong, and passed unanimously to affirm the March 21, 2016, Agenda.

PUBLIC COMMENT

None was received.

PROCLAMATIONS

Proclamation Proclaiming April as Sexual Assault Awareness Month

Mayor Krakowiak read and presented the proclamation proclaiming April as Sexual Assault Awareness Month to Mary Ellen Stone, Executive Director of the King County Sexual Assault Resource Center (KSARC).

CORRESPONDENCE TO THE COUNCIL

- a. E-Mail Dated March 16, 2016, from Erwin Eykel with Response from Community Development Director Chip Davis.

CONSENT AGENDA

- a. Approval of Check Register: Approval of Check Register: Check Numbers 42985 - 43126 in the Amount of \$414,882.74 for Payment on March 21, 2016; and, Payroll Salaries and Benefits Approval Check Numbers 6775 – 6791 for Direct Deposits and Wire Transfers in the Amount of \$340,862.89 for February 16 – February 29, 2016, Paid on March 4, 2016.
- b. Approval of Minutes: Burien Strategic Plan, City Council Retreat 2, February 22, 2016; Regular Meeting, March 7, 2016.
- c. Motion to Approve Submittal of the 2017 Community Development Block Grant (CDBG) Project Application for the Lakeview Park Playground and Pathway Improvement Project.

Direction/Action

Motion was made by Deputy Mayor Edgar, seconded by Councilmember Armstrong, and passed unanimously to approve the March 21, 2016, Consent Agenda.

BUSINESS AGENDA

Motion to Adopt Proposed Ordinance No. 634, Approving the Final Plat of the Canhtan Ta Subdivision.

Direction/Action

Motion was made by Deputy Mayor Edgar, seconded by Councilmember Armstrong, and passed unanimously to adopt Ordinance No. 634, approving the Final Plat of Canhtan Ta Subdivision, and directing the Mayor to Sign the Final Plat Documents.

Discussion on Junk Vehicles Abatement Ordinance.

Public Comment

Quinton Thompson, Federal Way
Austin Hart, 10th Ave SW, Burien

Direction/Action

Councilmembers requested placing Ordinance No. 637 on the April 4, 2016, Business Agenda for consideration.

Discussion on Ordinance Amending False Alarm Code.

Public Comment

Dick West, 11006 Roseberg Ave. S, Burien
Quinton Thompson, Federal Way

Direction/Action

Councilmembers requested placing Ordinance No. 635 on the April 4, 2016, Consent Agenda for adoption.

Discussion on CARES Contract Amendment.

Public Comment

Quinton Thompson, Federal Way

Direction/Action

Councilmembers requested placing the CARES contract extension through January 31, 2017, on the April 4, 2016, Business Agenda for consideration.

Review of Council Proposed Agenda Schedule.

Follow-up

Staff will E-mail the Council its Future Agenda Items list and research how items are added to the agendas for its discussion at the March 28, 2016, Study Session.

COUNCIL REPORTS

Councilmember Tosta stated that she attended the National League of Cities Congressional City Conference and will submit a report for next Council packet.

Councilmember Bell reported on the Sound Cities Association (SCA) Public Issues Committee (PIC) and the King County Metropolitan Solid Waste Management Advisory Committee (MSWMAC) meetings that he attended.

Deputy Mayor Edgar reported on the groundbreaking for the new Health Sciences Building at the Puget Sound Skills Center, and the 2016 Convening of Cities on Homelessness event that he attended.

Councilmember Wagner reported on the South County Area Transportation Board (SCATBd) meeting that she attended.

Councilmember Armstrong reported on the Puget Sound Skills Center ground breaking for its new Health Sciences Building, and the Best of Burien Dinner and Auction that he attended.

CITY MANAGER'S REPORT

City Manager Kamuron Gurol noted that Captain Bryan Howard received the Public Servant of the Year Award at the Best of Burien Dinner and Auction event.

Mr. Gurol reviewed the 2015 Year-End Report on Human Services that was included in his report.

ADJOURNMENT

MOTION was made by Deputy Mayor Edgar, seconded by Councilmember Armstrong, and passed unanimously to adjourn the meeting at 8:46 p.m.

Lucy Krakowiak, Mayor

Monica Lusk, City Clerk

CITY OF BURIEN, WASHINGTON

ORDINANCE NO. 635

AN ORDINANCE OF THE CITY OF BURIEN, WASHINGTON, AMENDING ORDINANCE NO. 399 RELATING TO FALSE ALARMS AND AMENDING SECTION 9.40.020 OF THE BURIEN MUNICIPAL CODE DEFINING “VERIFIED RESPONSE”

WHEREAS, in 2004, the Burien City Council, concerned about the cost to the City’s taxpayers of having the police respond to alarms that are not verified, passed Ordinance No. 399, a false alarm ordinance requiring verification of the need for a police response;

WHEREAS, Ordinance No. 399 assesses fees for each false alarm that causes a police response, each call generated by an alarm to police that is cancelled, and each call to police requesting response to a non-monitored alarm that is not verified;

WHEREAS, Burien police have found that since its adoption, the false alarm ordinance has been useful in significantly reducing false alarm calls for service to police and reducing wasteful diversion of police resources;

WHEREAS, Burien police have found that when a property is served by an alarm system monitoring company, the emergency or evidence of intrusion or commission of an unlawful action can be verified by either a private responder on-site or by use of a video or an audio with video combination system;

WHEREAS, Burien police believe that giving property owners the choice to use video without the requirement of accompanying audio, offers a low-cost way to verify that an emergency or crime is taking place and obtain a police response;

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF BURIEN, WASHINGTON, DOES ORDAIN AS FOLLOWS:

Section 1. BMC 9.40.020 Amended. Section 9.40.020 (Definitions) of Chapter 9.40 (False Alarms) of the Burien Municipal Code and Ordinance No. 399 is hereby amended (with legislative revision marks) to read as follows:

(S) “Verified Response” means on-site verification by a Responder to verify the need for police response to a property/intrusion/burglar alarm due to a crime, attempted crime, or other emergency occurring at the premises protected by the alarm. Verification of a crime or emergency may also be done through the use of video or an audio with ~~and~~-video combination system monitored by the alarm system monitoring company or a property owner where a non-Monitored Alarm System is located.

Section 2. Severability. Should any section, paragraph, sentence, clause or phrase of this Ordinance, or its application to any person or circumstance, be declared unconstitutional or otherwise invalid for any reason, or should any portion of this Ordinance be pre-empted by state or federal law or regulation, such decision or pre-emption shall not affect the validity of the remaining portions of this Ordinance or its application to other persons or circumstances.

Section 3. Effective Date. This Ordinance shall take effect five days after publication.

ADOPTED BY THE CITY COUNCIL OF THE CITY OF BURIEN, WASHINGTON, AT A REGULAR MEETING THEREOF THIS ____ DAY OF _____, 2016.

CITY OF BURIEN

Lucy Krakowiak, Mayor

ATTEST/AUTHENTICATED:

Monica Lusk, City Clerk

Approved as to form:

Soojin Kim, City Attorney

Filed with the City Clerk:
Passed by the City Council:
Ordinance No.:
Date of Publication:

**CITY OF BURIEN
AGENDA BILL**

Agenda Subject: Motion to Adopt Ordinance No. 637, Relating to Junk Vehicle Abatement on Private Property		Meeting Date: April 4, 2016
Department: Legal	Attachments: Ordinance No. 637 relating to abatement of junk vehicles on private property and adding chapter 8.46 to the BMC	Fund Source: City Manager professional services budget
Contact: Soojin Kim/Cynthia Schaff		Activity Cost: \$25,000
Telephone: (206) 248-5531		Amount Budgeted: \$305,000 Unencumbered Budget Authority: \$170,000
Adopted Initiative: N/A	Initiative Description: N/A	
<p>PURPOSE/ REQUIRED ACTION: Discuss and potentially adopt ordinance relating to abatement of junk vehicles on private property.</p> <p>BACKGROUND (Include prior Council action & discussion): The Burien Municipal Code at Chapter 8.45 declares “junk vehicles” a nuisance subject to code enforcement action under the procedures in Chapter 1.15. Despite code enforcement action taken with regard to junk vehicles, however, some property owners in Burien have not abated the nuisance condition by removing or enclosing the junk vehicle. Most cities use code enforcement as a tool to incentivize property owners to clean up offending conditions on their own properties, but it is not unusual to have some who remain unmotivated. Assuming the objective is actual cleanup, rather than just punishment of violators, an additional tool to effectuate the removal of junk vehicles is needed. That tool is this proposed ordinance.</p> <p>State law at RCW 46.55.240 grants specific authority for cities to adopt an ordinance establishing procedures for the abatement and removal of junk vehicles or vehicle parts from private property. For the City of Burien to lawfully remove and dispose of a junk vehicle on private property, the Council must adopt an ordinance containing the applicable provisions of Chapter 46.55 RCW, including the provisions on what qualifies as a junk vehicle, as well as certain notice and hearing requirements. State law provides that the costs of the removal of the junk vehicle may be assessed against the last registered owner of the vehicle, or the costs may be assessed against the owner of the property on which the vehicle is being stored, but the City will likely have to front some of the cost of removal, including fees for towing away the vehicle, and it may not be possible to recoup these costs in some cases.</p> <p>The proposed ordinance establishes the procedures for abatement and removal of junk vehicles from private property in accordance with state law. If the Council approves the proposed Ordinance, staff will continue to research the most efficient and cost-effective means for procuring and arranging for towing and disposal service. It is, of course, difficult to predict how many abatement and removal actions may be undertaken in the future, and, in any case, code enforcement is constrained from discussing future intentions with regard to specific cases publicly. What we can say is that we have 14 cases currently open involving complaints of junk vehicles on private property. If the proposed ordinance is adopted, we would very likely need to use funds from the City Manager department’s budget to obtain necessary towing and disposal services as well as pay for additional Hearing Examiner costs. We anticipate staying within the limits of the City’s Manager’s delegated authority for contracting.</p> <p>OPTIONS (Including fiscal impacts):</p> <ol style="list-style-type: none"> 1. Adopt the proposed Junk Vehicle Abatement Ordinance. 2. Reject the proposed Junk Vehicle Abatement Ordinance. 		
Administrative Recommendation: Discuss and adopt the proposed Junk Vehicle Abatement Ordinance at the April 4 meeting.		
Advisory Board Recommendation: N/A		
Suggested Motion: Move to approve Ordinance No. 637 relating to abatement of junk vehicles on private property and adding chapter 8.46 to the BMC.		
Submitted by: Administration _____ City Manager _____		
Today’s Date: March 28, 2016		File Code: R:/CC/AgendaBills 2016/040416ls-1 junk vehicle abatement

CITY OF BURIEN, WASHINGTON

ORDINANCE NO. 637

AN ORDINANCE OF THE CITY OF BURIEN, WASHINGTON, RELATING TO ABATEMENT OF JUNK VEHICLES ON PRIVATE PROPERTY AND ADDING CHAPTER 8.46 TO THE BURIEN MUNICIPAL CODE

WHEREAS, the keeping of junk vehicles increases potential hiding places for rodents and breeding places for mosquitos and other insects;

WHEREAS, the keeping of junk vehicles decreases the sense of order and prosperity in Burien's neighborhoods which may slow down Burien's economic development;

WHEREAS, the keeping of junk vehicles may depress property values in Burien's neighborhoods;

WHEREAS, some property owners have failed to remove junk vehicles from their property even after notice that the keeping of junk on their property is a violation of Burien Municipal Code;

WHEREAS, the City Council wishes to establish procedures consistent with state law for the abatement and removal of junk vehicles from private property;

WHEREAS, by establishing procedures for removal of junk vehicles, the City Council intends to conserve property values in Burien's neighborhoods, enhance the sense of order and prosperity, eliminate hiding places for rodents and breeding places for mosquitos and other insects and improve the health and welfare of the Burien community;

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF BURIEN, WASHINGTON, DOES ORDAIN AS FOLLOWS:

Section 1. Title. The ordinance codified in this chapter shall be known as the "Junk Vehicle Abatement Ordinance" and may be cited as such.

Section 2. Definitions. For the purposes of this chapter, the following words shall have the following meanings:

- A. "City" means the city of Burien.
- B. "Code enforcement officer" has the same meaning as the term is defined in BMC 1.15.020.
- C. "Impound," for purposes of this chapter, means to take and hold a vehicle in legal custody.
- D. "Apparently inoperable," for purposes of this chapter, means:

1. That the Vehicle is visibly damaged to such an extent as to render it unsafe or illegal for operation on public streets or highways, including but not limited to broken head or tail lights; broken or missing mirrors; deflated or missing tires; missing steering wheel; or
 2. That there is other evidence that it is illegal to operate the Vehicle, such as absence of a valid vehicle license and tabs; or
 3. That there are other conditions demonstrating evidence of the Vehicle's inoperability, including that vegetation has grown inside, around, or on the Vehicle or that rodents or insects appear to be hiding in the Vehicle.
- E. "Junk vehicle" shall have a meaning consistent with its definition in RCW 46.55.010 and shall mean a Vehicle that meets at least three of the following four criteria:
1. Is three years old or older;
 2. Is extensively damaged, such damage including but not limited to any of the following:
A broken window or windshield or missing wheels, tires, motor, or transmission;
 3. Is apparently inoperable;
 4. Has an approximate fair market value equal only to the approximate value of the scrap in it.
- F. "Vehicle," for purposes of this chapter, means every vehicle that is self-propelled, every vehicle that is propelled by electric power obtained from overhead trolley wires, but not operated upon rails, and every trailer in, upon, or by which persons or property may be transported or drawn upon a public highway. The term "Vehicle" shall include, but not be limited to, automobiles, motorcycles, trucks, buses, and motorized recreational vehicles. The following shall not be considered a "Vehicle" for purposes of this chapter: an electric personal assistive mobility device; a bicycle; a power wheelchair; or a golf cart.

Section 3. Abatement and removal of junk vehicles from private property.

- A. All junk vehicles placed or situated upon private property within the city limits are declared public nuisances to be abated in the manner set forth in this chapter; provided, however, that this chapter shall not apply to:
1. A vehicle or part thereof that is completely enclosed within a building in a lawful manner where it is not visible from the street or other public or private property; or

2. A vehicle or part thereof that is stored or parked in a lawful manner on private property in connection with the business of a licensed dismantler or licensed vehicle dealer and is fenced according to the provisions of RCW 46.80.130.
- B. A code enforcement officer is authorized to issue a violation citation upon reasonable belief that a condition prohibited by this chapter exists.
 - C. The violation citation shall be issued to the property owner of record, as shown on the last equalized assessment roll, upon whose property the Vehicle is located. In addition to the property owner of record, the violation citation shall be issued also to the last registered and legal owner of record of such Vehicle unless the Vehicle is in such condition that identification numbers are not available to determine ownership.
 - D. The violation citation shall be served by mailing a copy of said notice to said property owner of record and the last registered owner of record of the Vehicle by certified mail with five-day return receipt requested.
 - E. The violation citation shall contain substantially the following information:
 1. The name and address of the person to whom the citation is issued;
 2. The location of the subject property by address or other description sufficient for identification of the subject property;
 3. A description of the Vehicle and its location and the reasons for which the city deems it to be a public nuisance in violation of this chapter;
 4. A description of the corrective action necessary to eliminate the violation;
 5. The date by which the corrective action must be completed to avoid a hearing before the Hearing Examiner;
 6. The date and time of the hearing before the Hearing Examiner;
 7. A statement that the person(s) to whom the notice is issued may avoid the hearing before the Hearing Examiner by completing the corrective action to be taken by the date set forth in the citation.
 8. A statement that if the owner of the property on which the Vehicle is located wishes to deny responsibility for the presence of the Vehicle on his/her property, said property owner may either appear in person or present a written statement explaining his/her reasons for denying responsibility and submit said written statement in time for consideration at the hearing.

9. A statement that if the persons to whom the notice is issued fail to complete the corrective action by the date required and set forth in the citation and has failed to attend the hearing or timely submit a written statement explaining his/her reasons for denying responsibility, the City or its designee will remove, impound and dispose of the Vehicle and will assess all costs of administration and removal of the Vehicle against the property upon which the Vehicle is located and attempt to collect the cost of any abatement proceedings by any other lawful means, including referral to a collection agency.

Section 4. Hearing. Hearings on contested violation citations shall be held in accordance with the provisions in BMC 1.15.150 (Contested Hearing – Procedure) and the Hearing Examiner shall have the powers set forth in Chapter 1.15 BMC. The owner of the property on which the Vehicle is located may appear in person at the hearing or present a written statement in time for consideration at the hearing, and deny responsibility for the presence of the Vehicle on the property. If the Hearing Examiner determines at the hearing that the Vehicle was placed on the land without the consent of the property owner and that he/she has not subsequently acquiesced in its presence, the City shall not assess costs of administration or removal of the Vehicle against the property upon which the Vehicle is located or otherwise attempt to collect the cost from the property owner. If a hearing is requested, after the hearing is held, the Vehicle or part thereof shall be removed at the request of a law enforcement officer with notice to the Washington state patrol and the department of licensing that the vehicle has been wrecked.

Section 5. Order of the Hearing Examiner – Violation. The order of the Hearing Examiner shall be served upon the person to whom it is directed, either personally or by mailing a copy of the order to such person at his/her last known address as determined by the code enforcement officer. Proof of service shall be made by a written declaration under penalty of perjury by the person effecting the service, declaring the time and date of service and the manner by which service was made. The decision of the Hearing Examiner shall be considered final, unless a written Notice of Appeal is filed with a court of competent jurisdiction no later than ten (10) calendar days after issuance of the order of the Hearing Examiner. If no appeal is filed with a court of competent jurisdiction, commencing no earlier than 15 calendar days after issuance of the Hearing Examiner's order, the City's code enforcement officer or other designee of the City Manager may cause the removal and disposal of the Vehicle, or part thereof. For violations found committed, the order of the Hearing Examiner shall include at least the following information:

- (a) that the City is authorized to abate the violation of Chapter 8.46 BMC by having a law enforcement officer request removal of the Vehicle no earlier than 15 calendar days after issuance of the order;
- (b) that at the request of a law enforcement officer, licensed hulk haulers, motor vehicle wreckers or towing service operators may access the property through normal access routes from public streets and alleyways to effect removal and disposal of the Vehicle;
- (c) that costs of removal may be assessed against the registered owner of the vehicle if the identity of the owner can be determined unless the owner in the transfer of ownership of the vehicle has complied with RCW 46.12.101 or that the costs may be assessed against the owner of the property on which the vehicle is stored;

(d) that the City may pursue collection of abatement costs through a collection agency in addition to filing a lien; and

(e) that there is a right to appeal the Hearing Examiner's order, but Notice of Appeal must be filed with a court of competent jurisdiction no later than ten (10) calendar days of issuance of the order.

Section 6. Removal and disposal – Costs –Liens.

- A. After notice has been given of the City's intent to dispose of the vehicle and after the hearing has been held, resulting in authority to remove, the vehicle or part thereof shall be removed at the request of a law enforcement officer and disposed of to a licensed motor vehicle wrecker or hulk hauler with notice to the Washington State Patrol and the Department that the vehicle has been wrecked. Any vehicle or part thereof impounded pursuant to this chapter shall be processed in compliance with state laws and regulations applicable to junk vehicle tow truck operators, hulk haulers and motor vehicle wreckers.
- B. Any disposer under contract of the City for the impounding of vehicles shall comply with any administrative regulations relative to the handling and disposing of vehicles as may be promulgated by the City.
- C. Costs of removal may be assessed against the registered owner of the vehicle if the identity of the owner can be determined, unless the owner in the transfer of ownership of the vehicle has complied with RCW 46.12.101, or the costs may be assessed against the owner of the property on which the vehicle is stored, subject to the requirements of this chapter.
- D. The impounding of a vehicle shall not preclude charging the violator with any violation of the law on account of which such vehicle was impounded.
- E. In addition to, or in lieu of, any other state or local provisions for the recovery of costs, the City may, after removal of a vehicle under this chapter, file for record with the county auditor to claim a lien for the cost of removal and any and all outstanding fines and collection costs, which shall be in substance in accordance with the provision covering mechanics' liens in Chapter 60.04 RCW, and said lien may be foreclosed in the same manner as such liens.

Section 7. Relationship to other chapters. To the extent that there is any ambiguity or conflicts with the more general provisions in Chapter 8.45 BMC or Chapter 1.15 BMC with regard to nuisances or code enforcement procedures, the provisions of this chapter shall prevail in enforcement and abatement of violations of this chapter.

Section 8. Severability. Should any section, paragraph, sentence, clause or phrase of this Ordinance, or its application to any person or circumstance, be declared unconstitutional or otherwise invalid for any reason, or should any portion of this Ordinance be pre-empted by state or federal law or regulation, such decision or pre-emption shall not affect the validity of the remaining portions of this Ordinance or its application to other persons or circumstances.

Section 9. Effective Date. This Ordinance shall take effect five days after publication.

ADOPTED BY THE CITY COUNCIL OF THE CITY OF BURIEN, WASHINGTON, AT
A REGULAR MEETING THEREOF THIS ____ DAY OF _____, 2015.

CITY OF BURIEN

Lucy Krakowiak, Mayor

ATTEST/AUTHENTICATED:

Monica Lusk, City Clerk

Approved as to form:

Soojin Kim, City Attorney

Filed with the City Clerk:
Passed by the City Council:
Ordinance No.:
Date of Publication:

**CITY OF BURIEN
AGENDA BILL**

Agenda Subject: Discussion and potential action to authorize the CARES Contract Amendment.		Meeting Date: April 4, 2016
Department: City Manager	Attachments: 1. Amendment No. 6 to City-CARES contract	Fund Source: Pet Licenses and General Fund
Contact: Kamuron Gurol		Activity Cost: \$175,000
Telephone: (206) 248-5503		Amount Budgeted: \$175,000 Unencumbered Budget Authority: \$0
Adopted Initiative: Yes	Initiative Description: Animal Issues	
PURPOSE/ REQUIRED ACTION:		
<p>With the City of Burien-CARES contract expiring on August 31, 2016, a contract extension is needed to ensure continuity of service for Burien residents and to allow staff to (a) research and compare options for providing animal care and control services; (b) review performance of potential providers; (c) present necessary information to the Council so that Council provide direction on funding limits as well as express its priorities for what should be included in the scope of work, service levels, and standards of service; then (d) procure and negotiate a new contract that reflects these funding limits and priorities.</p>		
BACKGROUND (Include prior Council action & discussion):		
<p>The City of Burien-CARES contract was signed in June 2011 and expires on August 31, 2016. Attached is the City's proposed amendment to the City-CARES contract. This is the sixth amendment since the main contract was signed. The amendment contains two changes to the contract: 1) an extension of the contract's duration to January 31, 2017 (Provision No. 3); and 2) clarification to Section A (Enforcement of Animal Regulatory Laws) of Exhibit A to the contract. The CARES contract needs to be extended through early 2017 to ensure continuity of service for Burien residents.</p>		
<p>In the coming weeks, staff will be collecting information from CARES and from King County Regional Animal Services, two service providers already known to Burien. Staff will continue to research alternatives to these known providers, but has doubts about whether there are any suitable alternatives that would make it worthwhile to undertake a Request for Proposal process.</p>		
<p>King County has indicated that it is willing to offer services beginning January 1, 2017, on terms previously negotiated with other cities as set forth in its current Interlocal Agreement. If the CARES contract is not extended past its August 31, 2016 expiration date, it is unknown and uncertain at this time whether King County would be ready to begin providing services to Burien in September 2016. Whether King County can begin providing services to Burien in September 2016 depends, in part, on whether King County can add Burien in a way that allows King County to meet its existing contractual obligations to 25 cities, and whether adding Burien to the workload carried by the three animal control officers who are currently dedicated to covering district 500 (currently 386 square miles) would reduce service levels to Black Diamond, Covington, Enumclaw, Kent, Maple Valley, SeaTac and Tukwila as well as unincorporated areas such as Vashon Island, White Center and others.</p>		
OPTIONS (Including fiscal impacts):		
<ol style="list-style-type: none"> 1. Extend the City-CARES contract through January 31, 2017 2. Do not extend the City-CARES contract and provide alternative direction to staff. 		
Administrative Recommendation:		
Extend contract extension through January 31, 2017.		
Advisory Board Recommendation:		
N/A		

Suggested Motion:

Move to extend contract extension through January 31, 2017.

Submitted by:

Administration _____

City Manager _____

Today's Date: March 30, 2016

File Code: R/CC/Agenda Bills 2016/040416cm-2
Animal Services.docx

AMENDMENT NO. 6 TO 2011-2014 CONTRACT BETWEEN CITY OF BURIEN AND COMMUNITY ANIMAL RESOURCE EDUCATION SOCIETY (CARES), DBA BURIEN ANIMAL CARE AND CONTROL

(BURIEN CONTRACT NO. 3433)

This Amendment No. 6 to the 2011-2014 Contract for Animal Control Services dated June 13, 2011 between the City of Burien ("City") and Community Animal Resource Education Society dba Burien Animal Care and Control ("CARES") is entered into by and between the City and CARES on _____, 2016.

Whereas, City-CARES contract dated June 13, 2011 has been amended five times through Amendments 1-5; and

Whereas, on July 17, 2013, the parties entered into Amendment No. 3 to the City-CARES contract which extended the contract by two years through August 31, 2016, added to CARES' scope of work, and added compensation; and

Whereas, the City wishes to further extend the City-CARES contract to provide adequate time for the City to develop and define scope of work, service levels, and performance standards, then proceed with the process of procuring a new contract; and

Whereas, CARES wishes to continue its work in Burien; and

Whereas, the existing City-CARES contract provides that the "Contractor shall be fully responsible for taking animals into custody, transporting animals, investigating animal control complaints, and administering and enforcing animal control regulations, as set forth in the City's Municipal Code and the animal control provisions of the King County Code that have been adopted by the City"; and

Whereas, on March 7, 2016, the City Council adopted Ordinance No. 636, amending the keeping of animals section of the zoning code; and

Whereas, among the amendments to the keeping of animals section, Section 19.17.100 BMC, were provisions to add miniature goats to the types of animals allowed and to impose standards for the maintenance and upkeep of areas where livestock and domestic fowl and rabbits are kept; and

Whereas, the City wishes to clarify the scope of work with regard to enforcement of animal care and control laws to ensure that animal control officers will enforce the new standards in for the maintenance and upkeep of areas where animals are kept for the remaining duration of the City-CARES contract; and

Whereas, CARES has confirmed that its animal control officers are capable of enforcing these new standards for the maintenance and upkeep of areas where animals are kept;

NOW THEREFORE, the parties hereby agree:

- A. The first sentence in Provision No. 3 (Duration of Agreement and Contract Review) of the City-CARES contract dated June 13, 2011 is amended to read as follows:

This Agreement shall be in full force and effect for a period commencing June 15, 2011 and ending January 31, 2017 unless sooner terminated under the provisions hereinafter specified.

- B. Subsection 1 (Complaints and Referrals) under Section A (Enforcement of Animal Regulatory Laws) of Exhibit A (Duties and Responsibilities of the Contractor) shall be amended to read as follows:

The Contractor shall, within one business day responds to all animal control complaints referred to it by the public, appropriate officers, health services or other entities where the complaints constitute violations of the Burien Municipal Code. Complaints referred by the City's Community Development Director or code enforcement officer regarding violations of the standards in BMC 19.17.100 for the maintenance and upkeep of areas where livestock and other animals are kept shall be responded to within two business days. Records shall be kept on each complaint, to include action(s) taken and disposition(s).

- C. All other terms and conditions of the June 13, 2011 City-CARES contract, previously amended by Amendments 1-5, shall remain in full force and effect.
- D. This Amendment No. 6 shall be effective as of _____.

City of Burien

Community Animal Resource Education Society

By: _____

By: _____

Kamuron Gurol

Debra George

Title: City Manager

Title: Director

Date: _____

Date: _____

**CITY OF BURIEN
AGENDA BILL**

Agenda Subject: Discussion of Supplemental Human Services Funding		Meeting Date: April 4, 2016
Department: City Manager	Attachments: 1. 2016 Supplemental Human Services Funding Recommendations	Fund Source: General Fund
Contact: Nhan Nguyen		Activity Cost: \$55,000
Telephone: 206-439-3165		Amount Budgeted: \$55,000 in 2016 Unencumbered Budget Authority: \$0
Adopted Initiative: Yes	Initiative Description: Addressing the issue of homelessness	
PURPOSE/ REQUIRED ACTION: The purpose of this agenda bill is for Council to discuss staff's recommendations for the supplemental human services funding of \$55,000 for 2016.		
BACKGROUND (Include prior Council action & discussion): During the City budget process in Fall 2014, the Burien City Council increased human services funding by \$55,000 for both 2015 and 2016 to help address the issue of homelessness Burien. In 2015, funding was primarily spent on street outreach efforts, direct services, and regional coordination. Because the funding was implemented late in the year, most of the 2015 funds are being deployed throughout 2016 (Street outreach by Auburn Youth Services and Sound Mental Health, added dental service by the King County Mobile Medical Program, and the City' share of a South King County Homeless/Housing Planner). For the 2016 funds, staff recommends funding programs that promote self-sufficiency and provide rental assistance. Staff also recommends continuing both the emergency assistance voucher and laundry service programs. Attached is a chart detailing these recommendations.		
OPTIONS (Including fiscal impacts): <ol style="list-style-type: none"> 1. Approve 2016 Supplemental Human Services funding allocations as recommended by staff and place on Consent Agenda for April 18, 2016 Council meeting. 2. Place the 2016 Supplemental Human Services funding allocations as recommended by staff on Consent Agenda for April 18, 2016 Council meeting with revisions determined through Council discussion. 3. Reject the 2016 Supplemental Human Services funding allocations. 		
Administrative Recommendation: N/A		
Advisory Board Recommendation: N/A		
Suggested Motion: N/A		
Submitted by: Administration _____ City Manager _____		
Today's Date: March 23, 2016		File Code: R/CC/Agenda Bill 2016/040416cm-1 Supplemental HS Funding.docx

City of Burien, Washington
2016 Supplemental Human Services Funding Allocations - Homelessness
 Update - April 4, 2016

Program		Amount Recommended	Description	Human Services Goal
A	Seattle Goodwill for Cashiering and Customer Service Employment Training Program at their Burien Training Center.	25,000	Each employment training session provide 120 hours of cashier/customer service training to homeless/low income participants. They will provide 5 sessions to serve over 100 individuals, helping those in poverty/homelessness gain skills to get employment. Case management and employment placement assistance will also be provided.	Self-sufficiency
B	St. Vincent de Paul for their Eviction Prevention Program.	5,000	This funding would provide additional rent assistance to help Burien residents stay in their apartments.	Housing and homelessness
C	Hospitality House for capital improvements.	5,000	This funding would be used to purchase new mattresses, military grade bunk beds with ladders, and a new dishwasher at this homeless women's shelter in Burien.	Housing and homelessness
D	Neighborhood House for Student and Family Stability Initiative (SFSI) for flexible funds to help families referred by Burien elementary school counselors get stabilized.	15,000	The SFSI program funds are restricted to pay for rapid re-housing/case management costs, so City's funds would be for other essential services to help the families at Burien elementary schools. These flexible funds would be used for transportation assistance, hygiene products, interview clothes, training, financial counseling, employment navigation, and other items to stabilize the family.	Self-sufficiency
E	Expanded Emergency Assistance Voucher Program for additional bus passes, motel vouchers and limited use Safeway grocery cards.	3,000	The vouchers are handed out by the Burien Police and certain non-profit agencies serving Burien's homeless. The expansion happened at the end of 2015.	Self-sufficiency
F	Transform Burien to continue managing a free laundry service program for the homeless at a local Burien laundromat on Wednesdays.	2,000	The program started in January 2016 and has averaged about 8 homeless persons each week. The average washer/dryer cost is \$7.00 per person.	Self-sufficiency
Total		\$55,000		

**CITY OF BURIEN
AGENDA BILL**

Agenda Subject: Discussion and Potential Action on Resolution No. 370, Establishing the 2016 Comprehensive Plan Amendment Docket.		Meeting Date: April 4, 2016
Department: Community Development	Attachments: 1) Draft Resolution No. 370 2) Staff memo to the Planning Commission 3) Individual Map Amendment Request, responses to docket review criteria (PLA 16-0451) 4) Individual Map Amendment Request Application (PLA 16-0451) 5) Draft March 9, 2016 Planning Commission meeting minutes	Fund Source: n/a
Contact: David Johanson, AICP Senior Planner		Activity Cost: n/a
Telephone: (206) 248-5522		Amount Budgeted: n/a Unencumbered Budget Authority: n/a
Adopted Initiative: No	Initiative Description: n/a	
PURPOSE/ REQUIRED ACTION: The purpose of this agenda item is for the City Council to consider and adoption of Resolution No. 370 establishing the 2016 Comprehensive Plan Docket. Staff is requesting action at your April 18 th meeting. Pursuant to city code action is <u>required</u> by May 1, 2016.		
BACKGROUND (Include prior Council action & discussion): Under State law, the Comprehensive Plan can be amended no more than once per year (with certain exceptions). The process for amending the Comprehensive Plan is contained in Burien Municipal Code section 19.65.095. The amendment process has several distinct steps. The first step was to solicit requests for amendments. A notice was published in The Seattle Times, placed on the City's Web site and posted at City Hall, notifying citizens that the City would accept requests until March 1, 2016. In addition, our Comprehensive Plan Update and Planning Commission Agenda online subscriber lists were notified. The second step was for the Planning Commission to conduct the required public meeting to receive public testimony. That meeting was held on March 9, 2016. The staff memo to the Planning Commission provides additional background information regarding the proposed 2016 docket (see Attachment 2). At their March 9 th meeting the Planning Commission considered one individual request for a comprehensive plan map amendment. The application, along with associated attachments, is included as Attachment 3 to this agenda bill. The draft meeting minutes from the meeting are attached (see Attachment 4). On March 9, 2016 the Planning Commission recommended the City Council approve resolution No. 370 as attached. The final step in the process is for the City Council to adopt the docket by resolution.		
OPTIONS (Including fiscal impacts): 1. Adopt Resolution No. 370 as presented 2. Modify Resolution No. 370		
Administrative Recommendation: Discuss Resolution 370 in preparation for potential action on April 18, 2016.		
Advisory Board Recommendation: The Planning Commission recommended approval of Resolution no. 370 as attached.		
Suggested Motion: Move to place Resolution No. 370, establishing the 2016 Comprehensive Plan docket on the consent agenda for the April 18, 2016 meeting.		
Submitted by: David Johanson, AICP, Senior Planner Administration <input checked="" type="checkbox"/>  City Manager <input type="checkbox"/> 		
Today's Date: March 29, 2016	File Code: R:\CC\Agenda Bill 2016\040416cd-1 2016 Comp Plan Docket.docx	

CITY OF BURIEN, WASHINGTON
RESOLUTION NO. 370
DRAFT

A RESOLUTION OF THE CITY OF BURIEN, WASHINGTON, RELATING TO THE COMPREHENSIVE PLAN OF THE CITY OF BURIEN, AS REQUIRED AND ADOPTED PURSUANT TO THE GROWTH MANAGEMENT ACT OF 1990, AS AMENDED (RCW CHAPTER 36.70A), AND AS ADOPTED PURSUANT TO RCW CHAPTER 35A.63; ESTABLISHING THE CITY'S 2016 COMPREHENSIVE PLAN AMENDMENT DOCKET AND WORK PROGRAM.

WHEREAS, the Burien City Council adopted the Comprehensive Plan of the City of Burien on November 17, 1997 as required by the Growth Management Act ("GMA") of 1990, as amended, and also adopted the Comprehensive Plan pursuant to RCW Chapter 35A.63; and

WHEREAS, the Growth Management Act authorizes the City to amend the Comprehensive Plan on an annual basis and requires cities to periodically conduct a thorough review of their plans and regulations to ensure they are consistent with changes in the Act; and

WHEREAS, in 2014 the City of Burien completed the last phase a thorough Growth Management Act review and completed its last annual amendment process in December of 2015; and

WHEREAS, the City of Burien in 2011 conducted a Visioning process and desires to incorporate this vision into its Comprehensive Plan; and

WHEREAS, the City of Burien intends to update its Comprehensive Plan to comply with relevant State, regional and county planning documents; and

WHEREAS, the City of Burien followed public participation procedures as set forth by BMC 19.65.095; and

WHEREAS, on December 27, 2015 the City of Burien issued a Notice of Comprehensive Plan Review and Update, informing the general public of the update and how they may participate in establishing the scope of work; and

WHEREAS, on March 9, 2016, the City of Burien Planning Commission held a public meeting to allow for interested parties to comment on a draft docket and work program and at that meeting made a recommendation to the Burien City Council; and

WHEREAS, the City Council held a public meeting to consider requests for amending the Comprehensive Plan; and

WHEREAS, the City of Burien received one (1) citizen initiated amendment request, which is included in the Docket and Work Program attached hereto as Exhibit A.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF BURIEN, WASHINGTON, DOES RESOLVE AS FOLLOWS:

Section 1. 2016 Comprehensive Plan Amendment Docket Adopted. The City Council directs City staff and the Planning Commission to analyze, study, and make recommendations to City Council on the items listed on the Docket and Work Program attached hereto as Exhibit A.

PASSED BY THE CITY COUNCIL OF THE CITY OF BURIEN, WASHINGTON, AT A REGULAR MEETING THEREOF THIS _____ DAY OF April, 2016.

CITY OF BURIEN
/s/ Lucy Krakowiak, Mayor

Attest/Authenticated:
/s/ Monica Lusk, City Clerk

Approved as to form:
/s/ Soojin Kim, City Attorney

Filed with the City Clerk: April ____, 2016
Resolution Passed: April ____, 2016
Resolution No. 370

RESOLUTION 370—EXHIBIT A
2016 COMPREHENSIVE PLAN AMENDMENTS
DOCKET AND WORK PROGRAM
April _____, 2016

2016 Prioritized Comprehensive Plan Docket Items

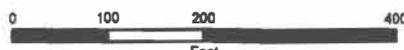
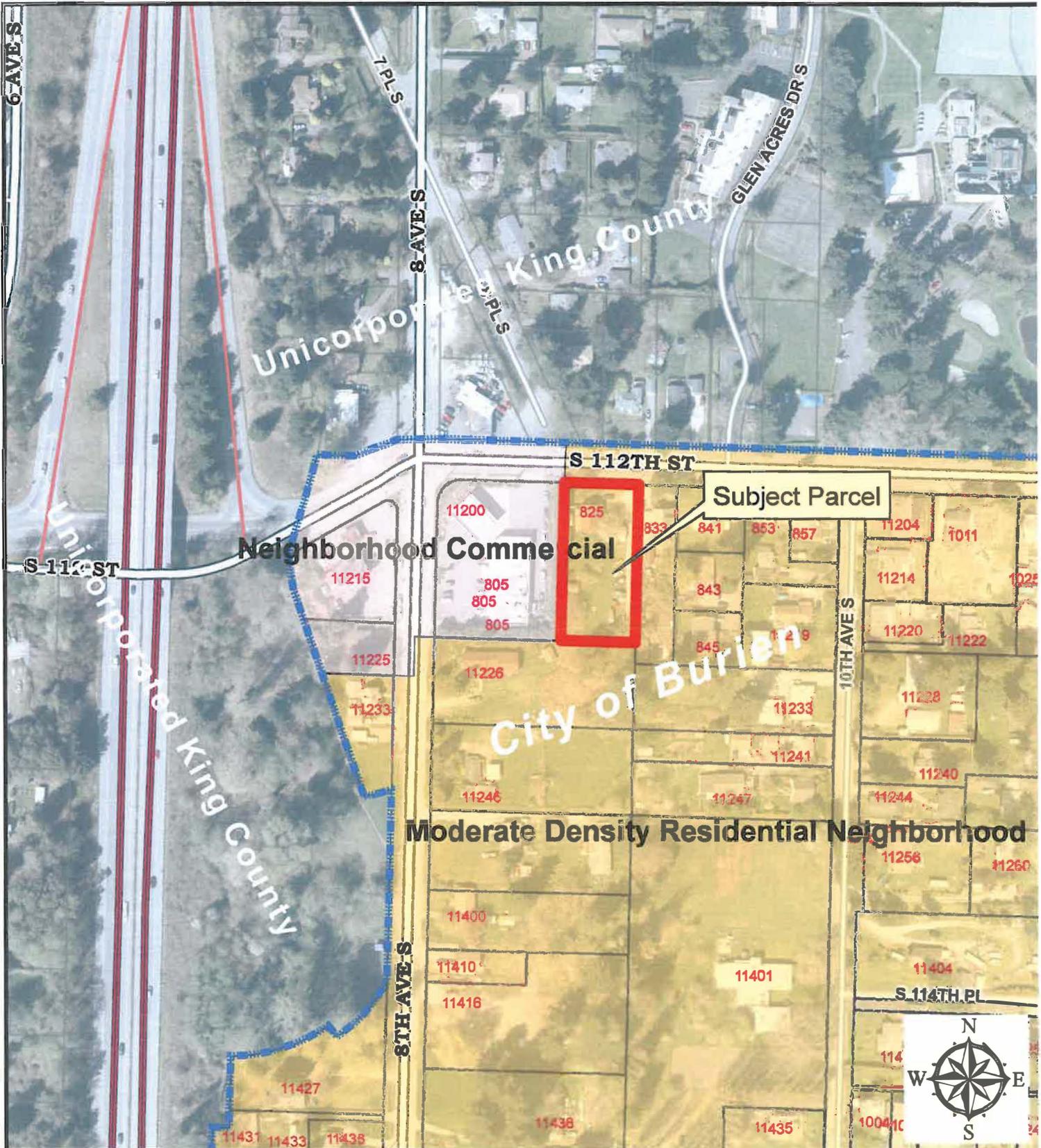
Item No.	Priority	Topic	Item Description/Background
1	H	Integrate required elements of Vision 2040 <ul style="list-style-type: none"> • Document how housing and employment targets were extended to 2035. • Reference the Transportation Master Plan to include the supporting technical analysis on existing conditions and analysis of the system addressing the GMA requirements. • Support the updates to the Housing Element by preparing an inventory and needs analysis. 	Ongoing docket item. To best compete for grants and other funding sources Burien’s document must be certified by PSRC. This requires the plan to include goals and policies that align and are consistent with this regional planning document.
2	H	Comply with applicable State Environmental Policy Act Review Requirements.	Ongoing docket item. SEPA processes must be followed each update cycle.
3	H	Update Economic Development Element consistent with City Council adopted economic development priorities.	The economic development element should be updated to incorporate all the work completed over the past year regarding economic development and to formalize the policy direction contained therein. Incorporate outcomes of the Downtown Mobility Study.
4	H	Update Figure TR 2.5, Primary Truck Routes, to coordinate with new map as adopted by Ordinance.	Technical amendment to ensure consistency with a more recently adopted ordinance regarding truck routes (Ord. 633).
5	M	Streamline Plan, combine or eliminate goals and/or policies as needed or are no longer applicable.	Ongoing docket item. The City continually evaluates the plan for opportunities to streamline and simplify its contents.
6	H	Update Downtown section in coordination with preparation of a Growth Center Plan (following TS completion in 2016).	A PSRC required item. Regional Growth Center plans are required by PSRC. (Added in 2015). The item was initially scheduled to coincide with Town Square completion, but given delays in the developments progress the item has been moved further into the future. Some components of the plan may be able to start earlier than indicated here and be supported by the outcomes of the downtown Mobility Study.
7	H	Comprehensive Plan Map amendment request from So Yong Morton (owner). File No. PLA 16-0451. Change designation of one parcel from Moderate Density Residential Neighborhood to Neighborhood Commercial.	Individual amendment request (legislative).

Ref. No.	INDIVIDUAL PROPOSED AMENDMENTS	Proposed By
2016-1	Comprehensive Plan Map Amendment Request Parcel No.: 336140-0005 Addresses: 825 South 112 th Street File No. PLA 16-0451 Request: Comprehensive Plan change from Moderate Density Residential Neighborhood to Neighborhood Commercial.	So Yong Morton

Morton Comprehensive Plan Map Amendment Request

File No. PLA 16-0451

Vicinity Map



**CITY OF BURIEN, WASHINGTON
MEMORANDUM**

DATE: March 2, 2016
TO: Burien Planning Commission
FROM: David Johanson, AICP, Senior Planner
SUBJECT: Public Meeting on 2016 Comprehensive Plan Amendment Docket

PURPOSE

The purpose of this agenda item is for the Planning Commission to hold a public meeting to consider testimony and at a future meeting make a recommendation to the City Council on which potential amendments to include in the City's 2016 Comprehensive Plan amendment docket. The docket serves as a work program listing items to consider as possible amendments to the Comprehensive Plan. A draft version of Resolution No. 370 establishing the 2016 Comprehensive Plan docket is included as Attachment 1.

Burien Municipal Code (BMC 19.65.095.2.A, B and C describe this step in the plan amendment process:

- A. By January 1, the City will issue notice of the annual Comprehensive Plan amendment request deadline. The amendment request deadline is March 1.

- B. The Director will create a preliminary docket of amendment requests received by the March 1 deadline. The Planning Commission shall hold at least one public meeting on the preliminary docket to consider testimony and make recommendations to the City Council on which amendments to consider, and may recommend a priority be assigned to each proposed amendment.

- C. The City Council shall consider the recommendations of the Planning Commission on the preliminary docket, and by May 1 adopt by resolution a final docket of Comprehensive Plan amendments for consideration. [Ord. 397 §4, 2003]

BACKGROUND

The Growth Management Act allows cities to annually amend plans to respond to local planning policy interests. The City completed a mandatory Comprehensive Plan update process in 2014 to meet the minimum requirements of the Growth Management Act. Work in 2015 primarily focused on updating associated development regulations (Critical Areas Ordinance).

As a part of the mandatory update process the document was reviewed by the Puget Sound Regional Council (PSRC) staff to ensure our plan was consistent with the regional planning documents, namely Vision 2040. PSRC staff identified a number of items that could be included or enhanced to improve the alignment of the plan with Vision 2040. The focus this year is to continue to work to bring our plan in closer alignment with the regional plan and work on a number of docket items that were included on past dockets relating to topics of local interest. Many of these items were not mandatory to comply with the GMA and therefore were delayed until the specific required updates were complete.

A public notice of the annual amendment process was issued on December 27, 2015 (see Attachment 2). There was one application for comprehensive plan map amendment submitted by the March 1, 2016 deadline (see Attachment 3).

PUBLIC COMMENT

At your upcoming meeting, staff is recommending that time be allowed for the general public to provide input on the City proposed docket. It is suggested that the typical public hearing format be used to obtain this input with the format being 3 minutes of speaking time for individuals and 5 minutes for speaker's representing a group. It is the Commission's decision whether additional time may be allowed for questions or dialog with meeting participants.

DOCKETING CRITERIA

The Burien Municipal Code contains criteria that shall be used to determine if a proposed amendment should be placed on the docket. Those criteria are as follows;

BMC 19.65.095 Comprehensive Plan Amendments

4. Docketing Criteria. The City Council shall use the following criteria for deciding whether a proposed amendment is added to the docket in subsection 2.C of this section:

- A. The request has been filed in a timely manner, and either:
- B. State law requires, or a decision of a court or administrative agency has directed, such a change; or
- C. All of the following criteria are met:
 - i. The proposed amendment presents a matter appropriately addressed through the Comprehensive Plan; and
 - ii. The City has the resources, including staff and budget, necessary to review the proposal; and
 - iii. The proposal does not raise policy or land use issues that are more appropriately addressed by an ongoing work program item approved by the City Council; and
 - iv. The proposal will serve the public interest by implementing specifically identified goals of the Comprehensive Plan or a new approach supporting the City's vision; and
 - v. The proposal has not been considered by the City Council in the last three (3) years. This time limit may be waived by the City Council, if the proponent establishes that there exists a change in circumstances that justifies the need for the amendment.

The City received one application and has prepared a response to each of the applicable criteria listed above and has included it as Attachment 4. Staff recommends this request be included on the 2016 docket.

ACTION

No action is needed at this meeting. The Planning Commission recommendation to the City Council on the 2016 Comprehensive Plan Docket is scheduled for your March 23, 2016 meeting.

Pursuant to BMC 19.65.095.2.B (see above), the Commission should make recommendations to the City Council on which amendments to consider, and may recommend a priority be assigned to each proposed amendment. The recommended priority rank is included in Attachment 1, Exhibit A, a simple high(H), medium(M) and low(L) ranking system was used.

Action by the City Council is required by May 1, 2016. The Commission has two options for consideration at your March 23rd meeting and they are provided below. Staff recommends Option 1.

Option 1: Recommend approval of the 2016 docket. This option recommends approval of the 2016 docket as presented.

Option 1 suggested motion: I move to recommend the City Council adopt Resolution No. 370 establishing the 2016 Comprehensive Plan amendment docket.

Option 2: Modify the proposed 2016 docket. This option would alter the proposed docket by adding and/or removing item(s).

Option 2 suggested motion: I move to recommend the City Council adopt Resolution No. 370 establishing the 2016 Comprehensive Plan amendment docket.

(once the motion is made and seconded, another motion may be presented)

I move to modify the Comprehensive Plan amendment docket as presented in Resolution 370 by adding _____ and/or removing _____.

And/or

I move to modify the Comprehensive Plan amendment docket as presented in Resolution 370 by amending the priority of the items as follows: _____.

Attachments:

- 1) DRAFT Resolution 370
- 2) Comprehensive Plan Amendment Notice Request
- 3) Application for a Comprehensive Plan Map/Rezone request, 825 South 112th Street (Morton)
- 4) Comprehensive Plan Docketing Review Criteria and Staff responses, File No. PLA 16-0451, Morton

2016 Comprehensive Plan Map Amendment Request, File No. PLA 16-0451

Comprehensive Plan Docketing Criteria Review

The following is a review of the docketing criteria for the requested comprehensive plan map amendment (file No. PLA 16-00451). Each of the criteria is followed by a staff response. The responses are based on the application received from the applicant on February 29, 2016.

BMC 19.65.095 Comprehensive Plan Amendments.

4. Docketing Criteria. The City Council shall use the following criteria for deciding whether a proposed amendment is added to the docket in subsection 2.C of this section:

A. The request has been filed in a timely manner, and either:

Response: The applicant submitted an application and all associated filing fees on February 29, 2016, which is prior to the March 1, 2016 submittal deadline. This criteria has been satisfied.

B. State law requires, or a decision of a court or administrative agency has directed, such a change; or

Response: Not applicable.

C. All of the following criteria are met:

i. The proposed amendment presents a matter appropriately addressed through the Comprehensive Plan; and

Response: The requested change of the comprehensive plan map is a matter that is directly related to the comprehensive plan including but not limited to a change of the long range planning map and evaluating the change using applicable land use designation criteria.

ii. The City has the resources, including staff and budget, necessary to review the proposal; and

Response: The City has the resources to review this request.

iii. The proposal does not raise policy or land use issues that are more appropriately addressed by an ongoing work program item approved by the City Council; and

Response: *There is no other work program item that will more appropriately address the request.*

iv. The proposal will serve the public interest by implementing specifically identified goals of the Comprehensive Plan or a new approach supporting the City's vision; and

Response: *The request will match the land use designation consistent with an adjacent designation immediately to the west of the subject property. The subject parcel currently contains a single-family residence.*

The request will be reviewed in greater detail to determine if the proposed land use designation change will be consistent with the goals and policies of the comprehensive plan.

v. The proposal has not been considered by the City Council in the last three (3) years. This time limit may be waived by the City Council, if the proponent establishes that there exists a change in circumstances that justifies the need for the amendment.

Response: *The requested land use designation change has not been considered by the City Council in the last three years.*



Burien

Washington, USA

Comprehensive Plan Amendment Request

400 SW 152nd Street, Suite 300 Burien, WA 98166
Phone: (206) 241-4647 • FAX: (206) 248-5539
www.burienwa.gov

<u>Amendment Type</u>	<u>Reference Number</u> (staff will assign)
<input checked="" type="checkbox"/> Map amendment	PLA 16-0451
<input type="checkbox"/> Text amendment	

APPLICANT INFORMATION			
Name: <u>So Young Morton</u>	Company:	Daytime Phone: *	
Mailing Address: *		E-mail: *	
Contact person: <u>Gerald F. Robison</u>	E-Mail: <u>Jerry</u>	Daytime Phone: *	
Property owner: <u>So Young Morton,</u> <u>Robert Moore, James Moore</u>	<u>@grobisonlaw.com</u>	Daytime Phone: *	
Mailing Address: *		E-Mail: *	

SITE INFORMATION (if applicable)			
Site Address: <u>825 S. 112th St.</u>	Parcel Number: <u>336140-0005</u>		
Existing Zoning District: <u>RS 2200</u>	Existing Comprehensive Plan: <u>Mod Density, Res.</u>		
	Requested Plan designation: <u>NC</u>		
Number of Acres: <u>6</u>	Current Land Use: <u>S.F. Res.</u>		
Critical areas present: <input type="checkbox"/> Wetlands <input type="checkbox"/> Streams <input checked="" type="checkbox"/> Critical Aquifer <input type="checkbox"/> Landslide Hazard Area <input type="checkbox"/> Fish & Wildlife <u>Aquifer Recharge Area</u>			
Brief description of proposal (attach additional sheets if necessary): <u>* direct all contact through Gerald F. Robison, 648 S. 152nd, # 7</u> <u>Burien, WA 98148</u> <u>(206) 243-4219</u>			
<u>Amend map from Residential to NC.</u> <u>See attached</u>			

RECEIVED
FEB 29 2016
CITY OF BURIEN

SIGNATURE

I, So Young Morton, declare that I am the owner of the property involved in this application, and that the foregoing statements and answers herein contained and the information herewith submitted are in all respects true and correct to the best of my knowledge and belief. I designate Gerald F. Robison to act as my agent with respect to this application. I agree to reimburse the City of Burien for the costs of professional engineers and other consultants hired by the City to review and inspect this proposal when the City is unable to do so with existing in house staff.

Dated: 2-22-16

Signature: [Handwritten Signature]

Application for Amendment of Comprehensive Plan Map, Attachment to Comprehensive Plan Amendment Application.

Description of Request:

Property owners desire to amend the comprehensive plan map so that the property they own at 825 S. 112th St., which is the subject of this application and is currently designated at Moderate Density Residential, has the same comprehensive plan designation as the adjoining property they own at 805 S. 112th St., which is designated Neighborhood Center.

The applicants bought the subject property after the previous owner complained that operation of the gas station and convenience store on their adjoining property interfered with his ability to enjoy his home.

Description of the property:

The subject property is located 300 feet east of 8th Ave. S., on the south side of S. 112th St.. It is 112.5 feet wide by 236 feet deep, a total of 26,550 square feet (0.60 acre), sloping gently upward to the south from the street. At present the property is a typical large suburban residential lot, with a single family home.

Description of the neighborhood:

The property is located in the northwest corner of the Boulevard Park neighborhood, adjacent to the neighborhood center located at the intersection of 8th Ave. S., S. Glendale Way and S. 112th St., on the northern boundary of the City of Burien. In Burien, the neighborhood center presently includes the adjoining property, which is improved with a gas station/ convenience store and small strip mall that includes two restaurants, a beauty salon and a party store. On the west side of 8th Ave S., the neighborhood center includes a former gas station that is now a fruit and vegetable store, and an adjoining house that was rezoned a few years ago to allow for possible future re-development of the property. Across the City limits there is an auto repair shop (in an old gas station) and a convenience store.

The adjoining neighborhood is entirely residential. The 2010 census indicates a population of about 7,000 people within three quarters of a mile from the property (including areas of Burien and unincorporated King County). The Glenacres Condominiums are directly across the street, in unincorporated King County. Otherwise, the immediate neighborhood is mostly single family residential, with large apartment complexes about three quarters of a mile to the north, and smaller apartment complexes a similar distance to the east. The next nearest commercial/retail/office areas are located about a half mile west along First Avenue S. (separated from the Boulevard Park neighborhood by Highway 509), and nearly a mile east on Des Moines Memorial Drive S.

The property has frontage on S. 112th St., which is an east-west collector arterial, which connects on the west to 8th Ave. S. (a north-south collector arterial, 300 feet from the property), SR 509 (northbound only, a freeway about 600 feet away from the subject property), and First Ave. S. (a principal arterial about one half mile away from the property), and on the east to Des Moines Memorial Drive S. (a minor arterial about three quarters of a mile away). A sidewalk

RECEIVED

FEB 29 2016

CITY OF BURIEN

runs along Glendale Way and S. 112th St., from SR 509, past the property and continuing all the way to Des Moines Memorial Drive S.

Metro bus route 128 passes the subject property with an eastbound stop about 200 feet west of the property and a westbound stop about 300 feet east of the property. The schedule calls for 40 eastbound and 37 westbound buses per day on weekdays, and 36 buses each way on Saturdays and Sundays, with buses every 20 minutes or so during the peak commute times.

Discussion of Comprehensive Plan Amendment Criteria:

A. Best means for meeting an identified public benefit:

Goal BU.1. Calls for the City to, "Provide a broad range of attractive and strategically located business activity centers/nodes that serve as focal points for employment, commerce and culture for their adjacent residential neighborhoods ...".

Policy BU 1.2. Calls for the city to, "Provide areas for businesses that serve neighborhoods ..., and minimize traffic congestion, visual and other impacts on the surrounding residential areas."

Policy BU 1.3. Provides that the NC designation should allow for relatively small areas that provide limited scale convenience goods and services to serve the everyday needs of the surrounding single family neighborhoods or to provide locally based employment opportunities, and that customers and employees are encouraged to walk rather than drive to these areas.

Policy LU 1.5. Calls for expanding Burien's economic base by attracting the types of economic activities that best meet the needs and desires of the community, while protecting well established residential areas from encroachment by incompatible non-residential uses.

Policy LU 1.7. Calls for the recognizing the rights of individuals to use and develop private property in a manner consistent with City regulations.

The meaning of "identified public benefit" is not clear in the comprehensive plan, but the plan does call for development of services in nodes that serve the surrounding residential areas with limited scale convenience goods and services, and attracting businesses that meet the needs and desires of the community.

In this case, the property is adjacent to an existing node that satisfies many of those needs and desires, but does not provide, for example, any professional office space, medical or dental office space, assisted living facilities or formal day care,. Those needs are not in fact adequately provided for anywhere within a mile or more from this location, leaving most of the several thousand residents in the area to travel a mile or more to reach such services.. Nor is there any room to add such facilities in the existing node without taking away one or more of the existing services that are provided there.

Expanding the existing node to include the subject property is the best way to meet the need for local facilities in the Boulevard Park neighborhood.

B. The proposed amendment is consistent with the GMA, PSRC plans, KCCPP and Burien CP:

The Growth Management Act, RCW 36.70A.020, sets out 13 planning goals, and those planning goals inform all the other planning documents. Not all of those are relevant to the present application, but this application is consistent with those that are relevant.

RECEIVED

FEB 29 2016

CITY OF BURIEN

The 1st and 2nd goals seek to encourage development in urban areas and reduce urban sprawl. The requested amendment will allow one residence on a large lot to be replaced with a much more urban business use. This application is consistent with those goals.

The 3rd and 4th goals don't apply to this application.

The 5th goal encourages economic development that is consistent with adopted comprehensive plans, promotes the recruitment of new businesses and encourages growth in areas experiencing insufficient economic development. This application is consistent with the adopted comprehensive plan, will make space available for a new business in area that is currently under served, and will encourage new economic development in an area that has not experienced economic growth in decades.

The remaining goals are not relevant to this application.

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

When the property is redeveloped Burien will lose the one old single family home that is now on the property, and the possible two additional homes that could be added by short platting under the present zoning. An inconsequential affect on the supply of housing in Burien.

The proposed amendment will allow redevelopment that will bring services to the neighborhood that are not presently available there.

The benefit to the community from adding services not now available, plus the benefit to the City as a whole of increasing economic activity and tax revenues, substantially outweighs the loss of one existing and two potential single family homes.

On a smaller scale, the former owner of the existing house complained that the lights at the gas station, and the noise of cars coming and going interfered with his peaceful enjoyment of his home. This proposal would eliminate the future possibility of locating single family homes next to the gas station.

D. The revised Comprehensive Plan will be internally consistent:

The proposed map amendment will revise only the map, not the Comprehensive Plan. As discussed elsewhere in this application, the map amendment is consistent with the comp plan.

E. The capability of the land can support the projected land use:

The property is in an aquifer recharge area, but otherwise is not in any critical area that would bar development for a use consistent with the NC zone. The land rises very gently from the street to the back of the property. There are no areas of standing water on the property. There is no question that the land can support any use that would be allowed in the NC zone.

F. Adequate public facility capacity to support the projected land use exists, or can be provided by the property owner:

The property has 112.5 feet of frontage on a collector arterial with curbs, storm drainage and a sidewalk fronting the property, close by another arterial (8th Ave. S.), and SR 509.

Even though the subject property is not presently connected to the sanitary sewer, the applicant has previously extended the sewer main to the abutting property on the west side of the subject property. That sewer was installed with the intention that it will also serve the subject

RECEIVED

FEB 29 2016

CITY OF BURIEN

property when it is redeveloped.

All other utilities are available in the street.

G. The proposed amendment is compatible with nearby uses:

To the west, the subject property abuts a retail commercial property, with a gas station/convenience store, two small restaurants, and two other businesses. The proposed office/service use on the subject property is compatible with that use.

To the south and east, the subject property abuts single family residences. The proposed use will be more compatible with those uses than the present use is with the existing retail development to the west. There will be no gas station built on the property, and the two convenience stores already located in the business node will certainly preclude the addition of another convenience store. The most likely development on the site will be an office use of some kind which will have little or no impact on neighboring residences. Any impact such development might otherwise have on neighboring residences will be mitigated or eliminated by the buffers, landscaping, and other development requirements that will be imposed on any development under the Burien zoning code.

Across the street to the north, in unincorporated King County, there are single family homes, and the Glenacres condominiums and golf course. The subject property will have little or no impact on those uses (other than providing a new service for the residents) and is compatible with those uses.

H. The proposed amendment will not prevent the City from achieving its GMA population and employment targets:

The loss of one existing single family home and two potential building sites will not affect the City's ability to achieve its population target.

The addition of new office or retail space will enhance the City's ability to achieve its employment target.

I. Conditions have changed since the property was given its present Comprehensive Plan designation so that the current designation is no longer appropriate and or the map change will correct a Comprehensive Plan designation that was inappropriate when established:

The present Moderate Density Residential designation was carried over from King County's designation after the area was annexed into Burien. It seemed appropriate at the time since the property was used as a single family residence, had long been zoned single family, and there was no request at the time for a different designation. But, even though it seemed appropriate at the time, it probably was not.

Since King County originally designated the subject property as single family the area has gained population, with large condominium and apartment complexes to the north, and more homes to the south and east, without adding any new office or retail designated areas. King County granted permits for construction of the present gas station/convenience store/strip mall abutting the west side of the subject property, a use that is more intensive than the old gas station that was located there previously, without changing the designation of the subject property even though it abuts the property on which the County allowed a much more intensive use.

Conditions had changed since the single family designation was first established, such that it was no longer appropriate when the property was annexed into Burien, but because no one requested a change, the County had not changed it. The applicant did not own the subject property at that time, so she could not make such a request. The man who owned the subject property at the time did not request a change. In the absence of any request for a change, the City did not study the appropriateness of the single family designation for that individual parcel when it converted the County's designations under the Burien Comprehensive Plan and Zoning Code. So, even though the single family designation was not appropriate even then, it became the city's designation for the property.

RECEIVED
FEB 29 2016
CITY OF BURIEN

SUPPLEMENTAL ATTACHMENT TO APPLICATION
Application of So Morton regarding property located at 825 S. 112th St.

Discussion of evaluation criteria set forth in Burien Comprehensive Plan Policy BU 1.3

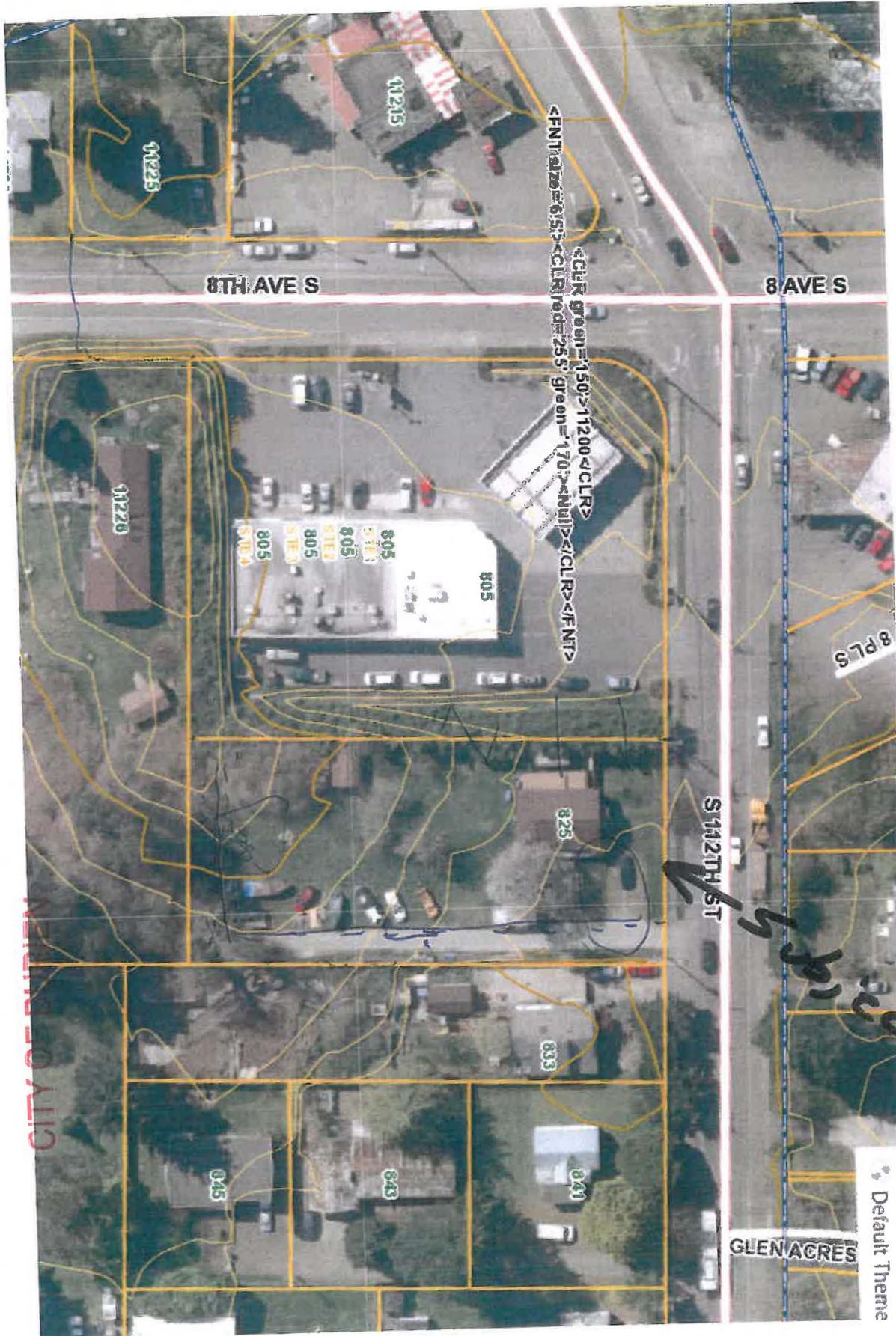
1. The subject property is located in the low intensity commercial node located at the intersection of S. 112th St. and 8th Ave. S. Figure 2LU-3, Comprehensive Plan.
2. The surrounding residential area is designated as Moderate Density Residential. City of Burien Comprehensive Plan (Map LU-1), Revised by ORD. 630 - Effective January 5, 2016.
3. The subject property is on a General Bikeway. Figure 15, Transportation Master Plan, May 2012.
4. The subject property is located on Metro Transit route 128, with east and west bound stops within 300 feet of the property. The Metro schedule indicates transit frequency of about 21 minutes during peak transit times. Figure 4, Transportation Master Plan, May 2012, includes the subject property on a transit route having Peak Transit Frequency of 21-30 minutes.
5. The only designation affecting the subject property is an Aquifer Recharge Area. Figure 2-EV1 - Sensitive/Critical Areas Map, Burien Comprehensive Plan, December 2012
6. The subject property has street frontage on S. 112th St., which is designated as a Collector Arterial in Figure 2, Transportation Master Plan, May 2012.
7. The subject property is located on a street that has pedestrian and non-motorized connections.
The sidewalk on S. 112th St., fronting the subject property, runs from SR 509 to Des Moines Memorial Drive S., where it connects to sidewalks on Des Moines Memorial Drive S. and S. 120th St., which in turn connect into the City's general system of sidewalks. Figure 5, Transportation Master Plan, May 2012.
The existing sidewalk connects to a nearby Pedestrian Activity Center near the eastern edge of the subject property. Figure 14, Transportation Master Plan, May 2012.
The subject property is located on a General Bikeway that connects to the west with other General Bikeways at 8th Ave. S., 4th Ave. SW, and 26th Ave SW, and to Neighborhood Bikeway at 8th Ave. SW. It connects to with Existing Bicycle Lanes on Des Moines Memorial Blvd S., and S. 120th St., and Neighborhood Bikeway at Roseburg Ave. S. Through those connections the subject property connects to every Bicycle Priority Route in the City. Figure 15, Transportation Master Plan, May 2012.

PLA-16-0451

RECEIVED
FEB 29 2016
CITY OF BURIEN

RECEIVED

FEB 29 2016



PLA-16-0451



Handwritten notes: 'S142TH ST' with an arrow pointing to the street, and 'GLENACRES' with an arrow pointing to the street.

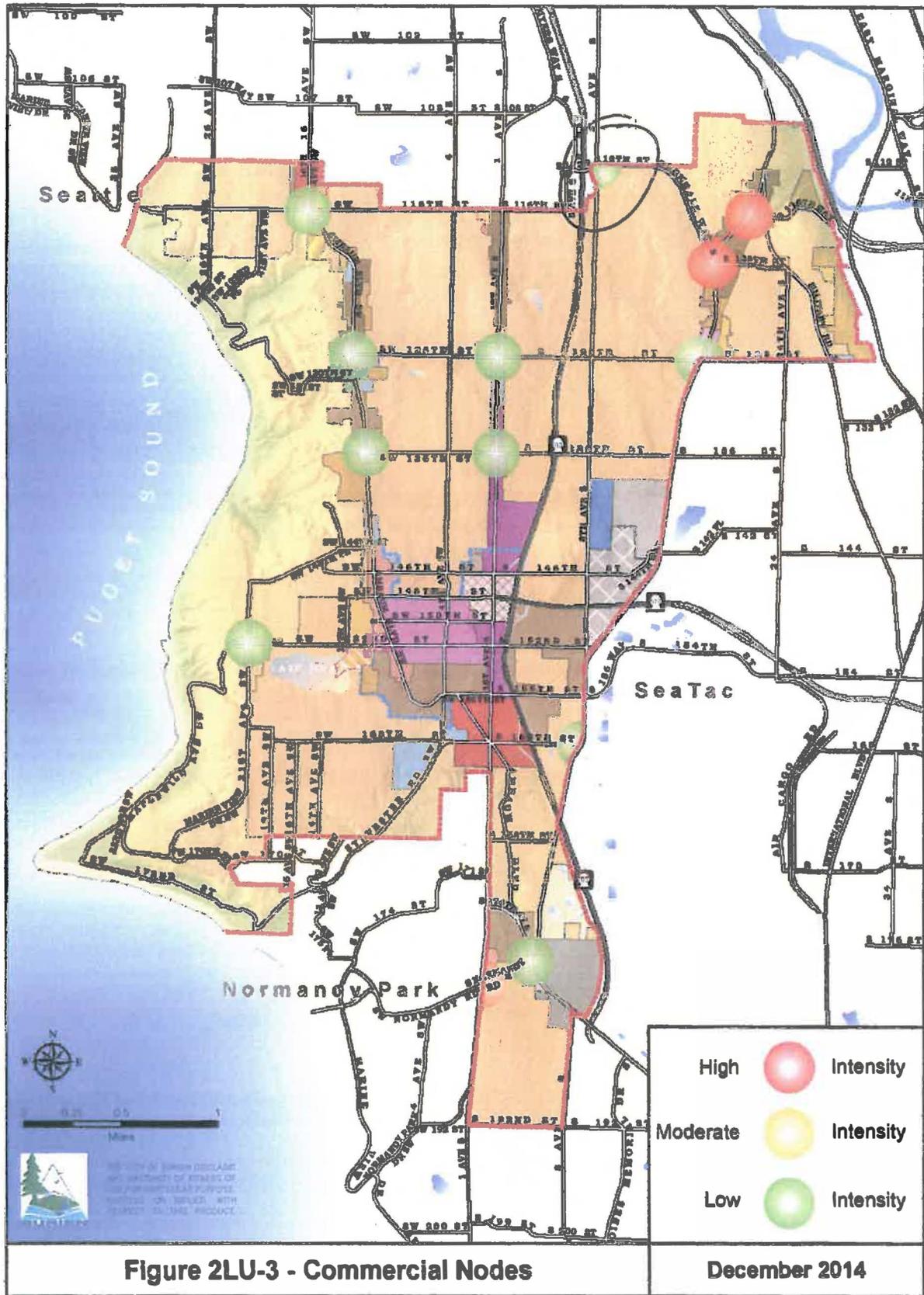
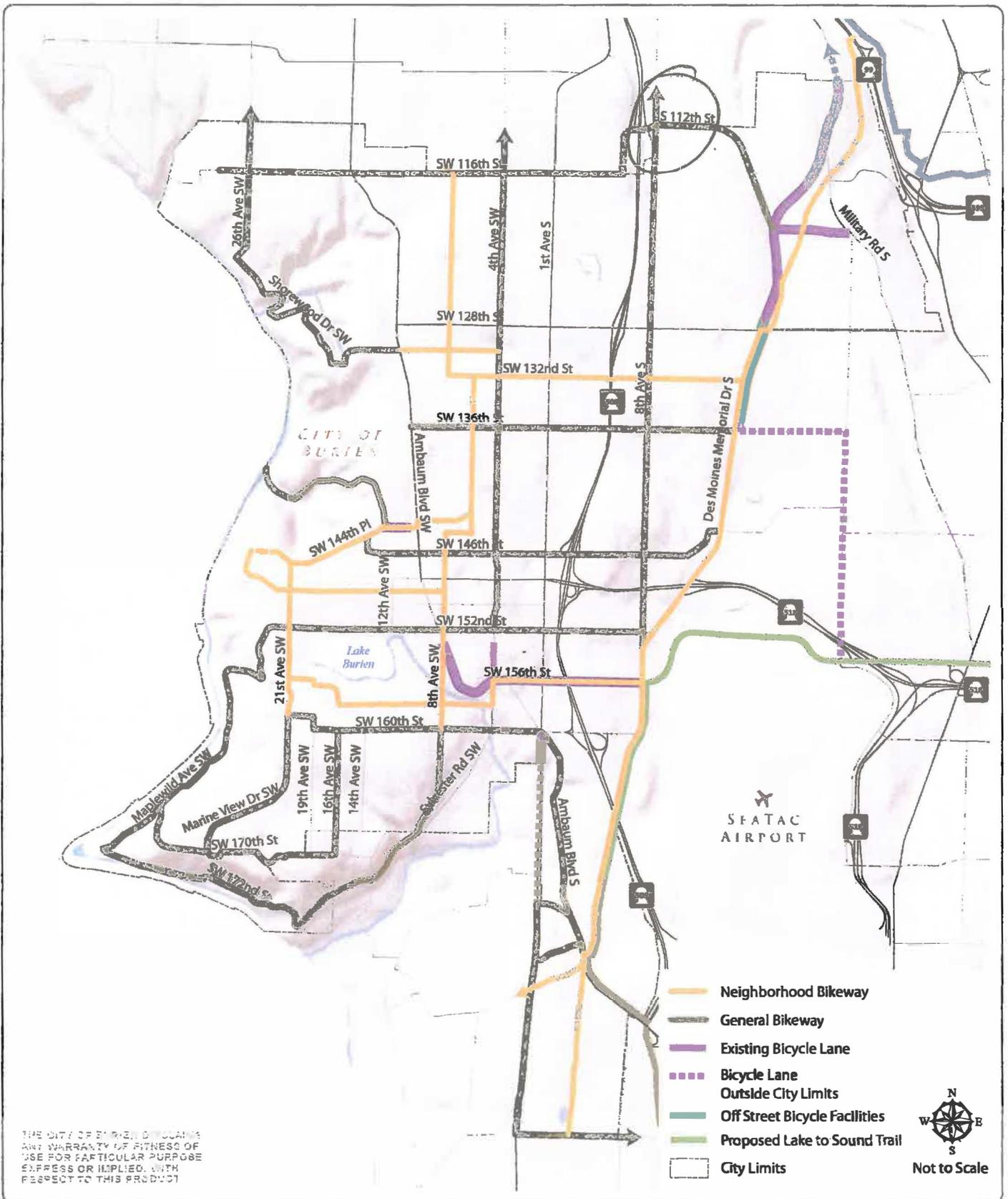


Figure 2LU-3 - Commercial Nodes

December 2014

\\gs011\GIS\Share\Fernandol\Requests\David\TKT5147\CompPlanMapFigures\2LU-3-CommNodes_TKT5147.mxd
 Last updated 10/8/2014
 By fernandol



FEHR & PEERS

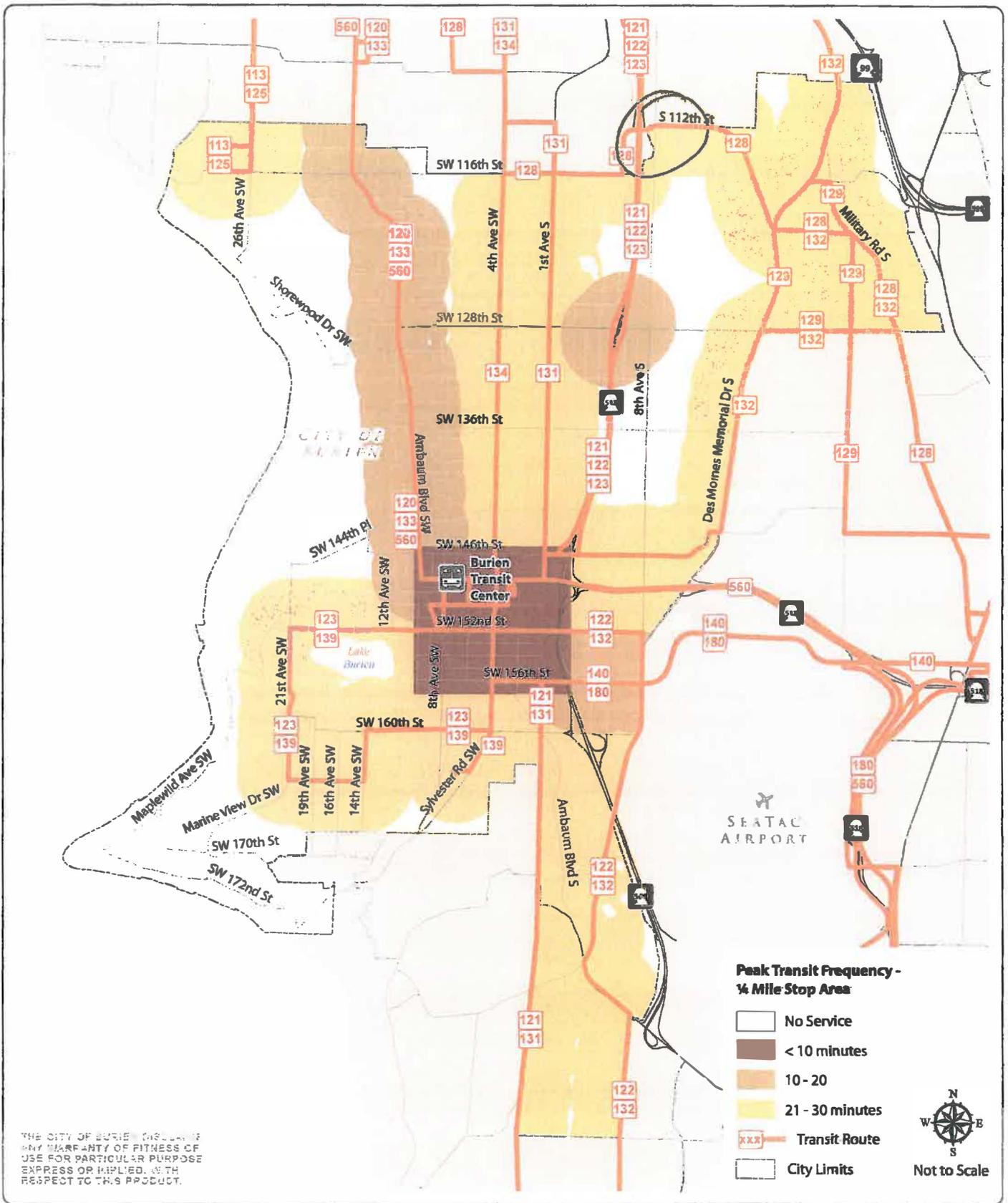
w:\p2\data\2011\Projects\SE11-0222_Burien_TMP\Graphics\GIS\MXD\January2012_final\fig0x_priority_bike.mxd

Last Updated: January 2012

Update By: T. Ryan

BICYCLE PRIORITY ROUTES

FIGURE 15



FEHR & PEERS

W:\pse2\data\2011\Projects\SE11-0222_Burien_TMP\Graphics\GIS\MXD\January2012_final\fig0x_burien_Peak_tmstFreq.mxd

Last Updated: January 2012

Update By: T. Rysen

TRANSIT SERVICE

FIGURE 4

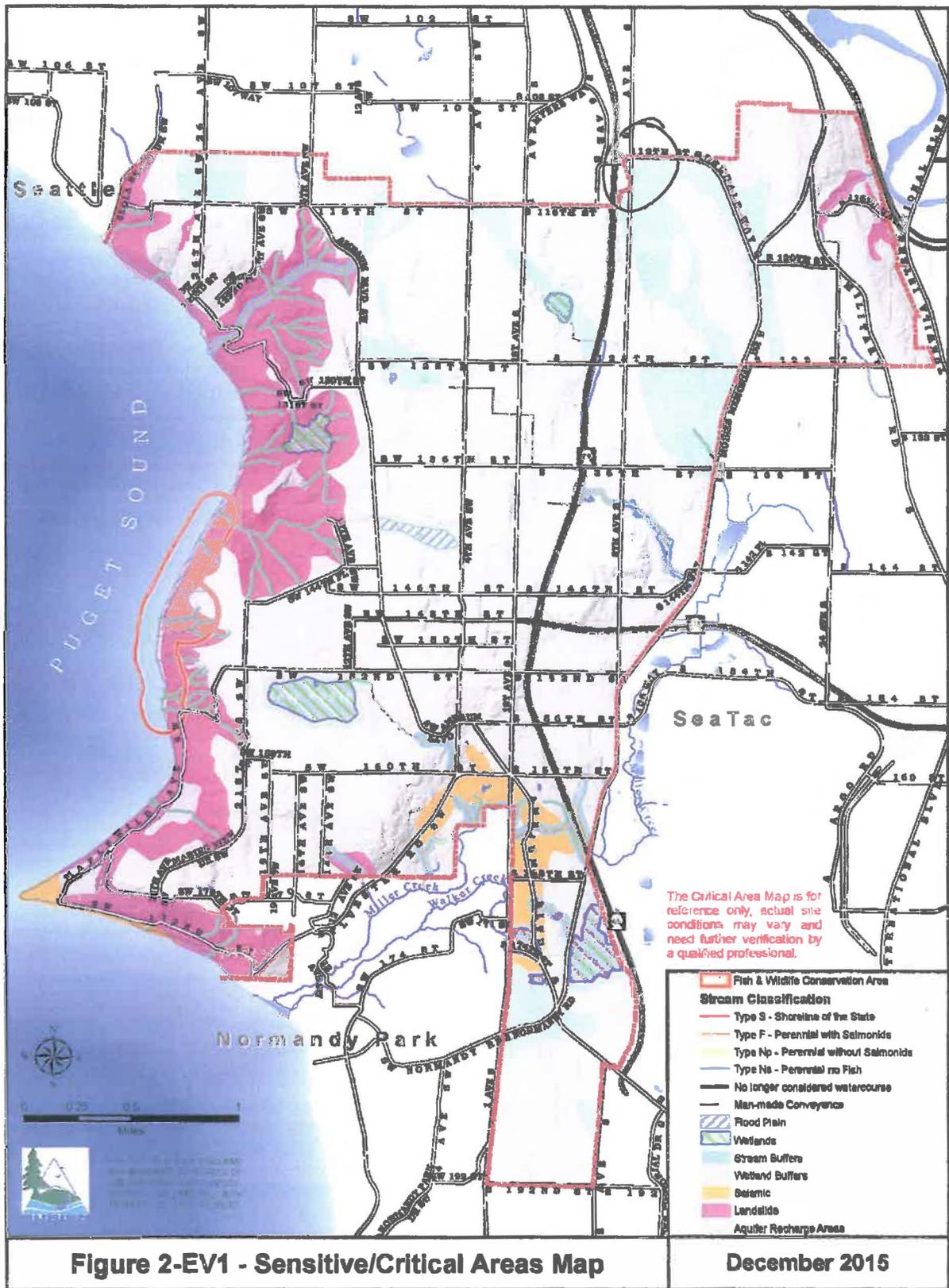
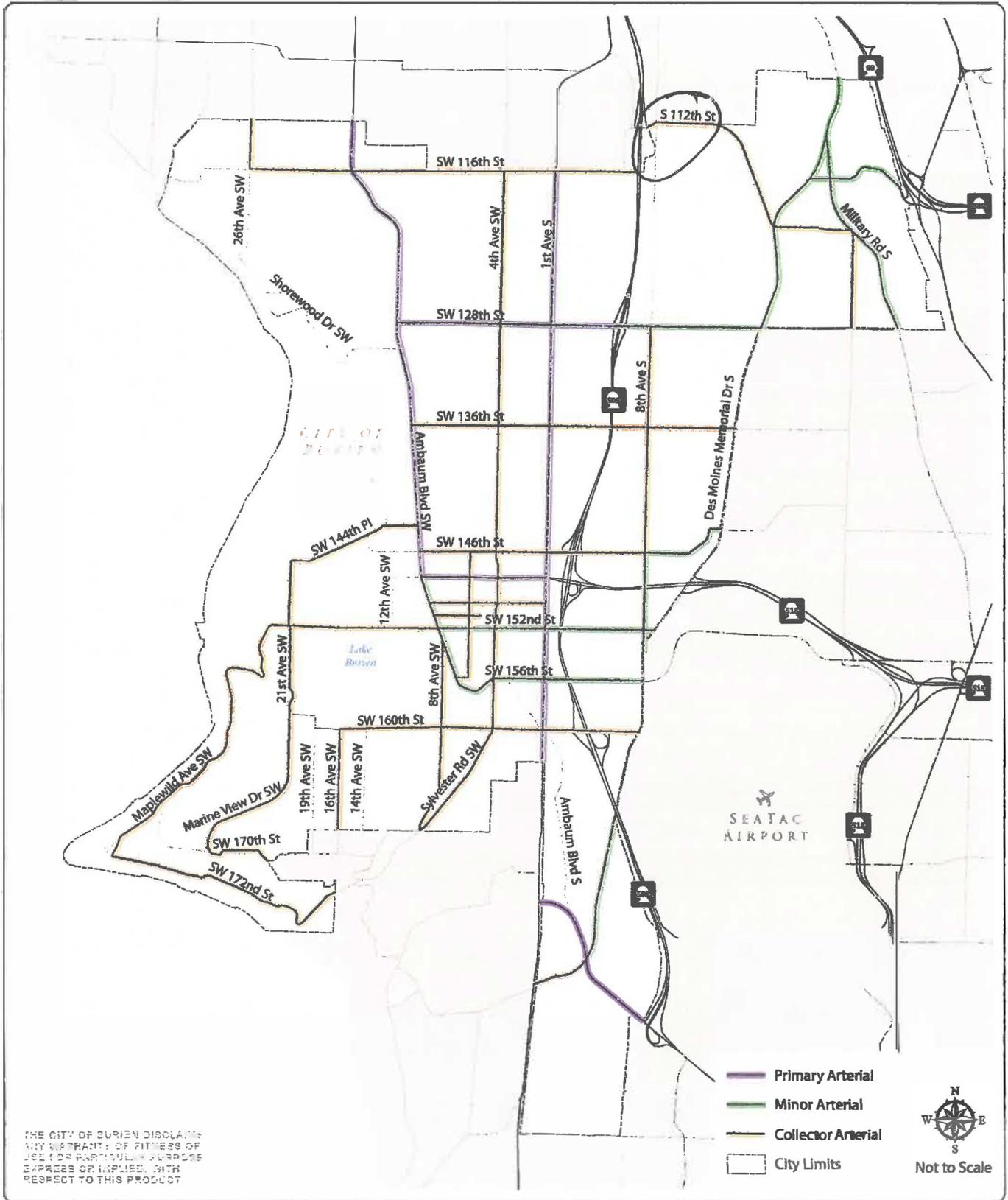


Figure 2-EV1 - Sensitive/Critical Areas Map

December 2015

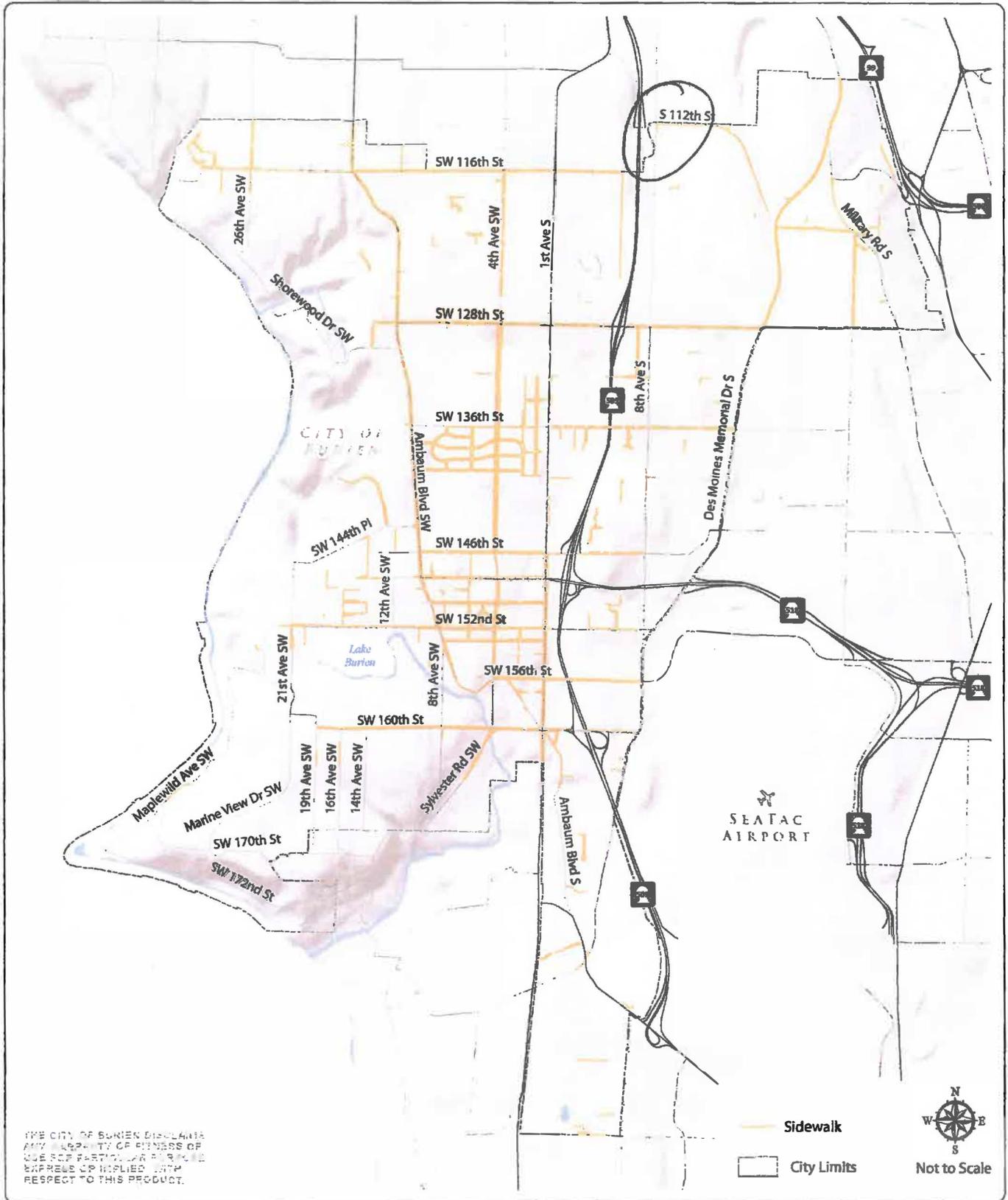
\\gis01\GISShare\Fernando\IRequests\PL\TKT5889\CompPlanMapFigures2-EV1_TKT5889.mxd
 Last updated: 01/17/2015
 By: fernando



FEHR & PEERS

ROADWAY FUNCTIONAL CLASSIFICATION

FIGURE 2



FEHR & PEERS

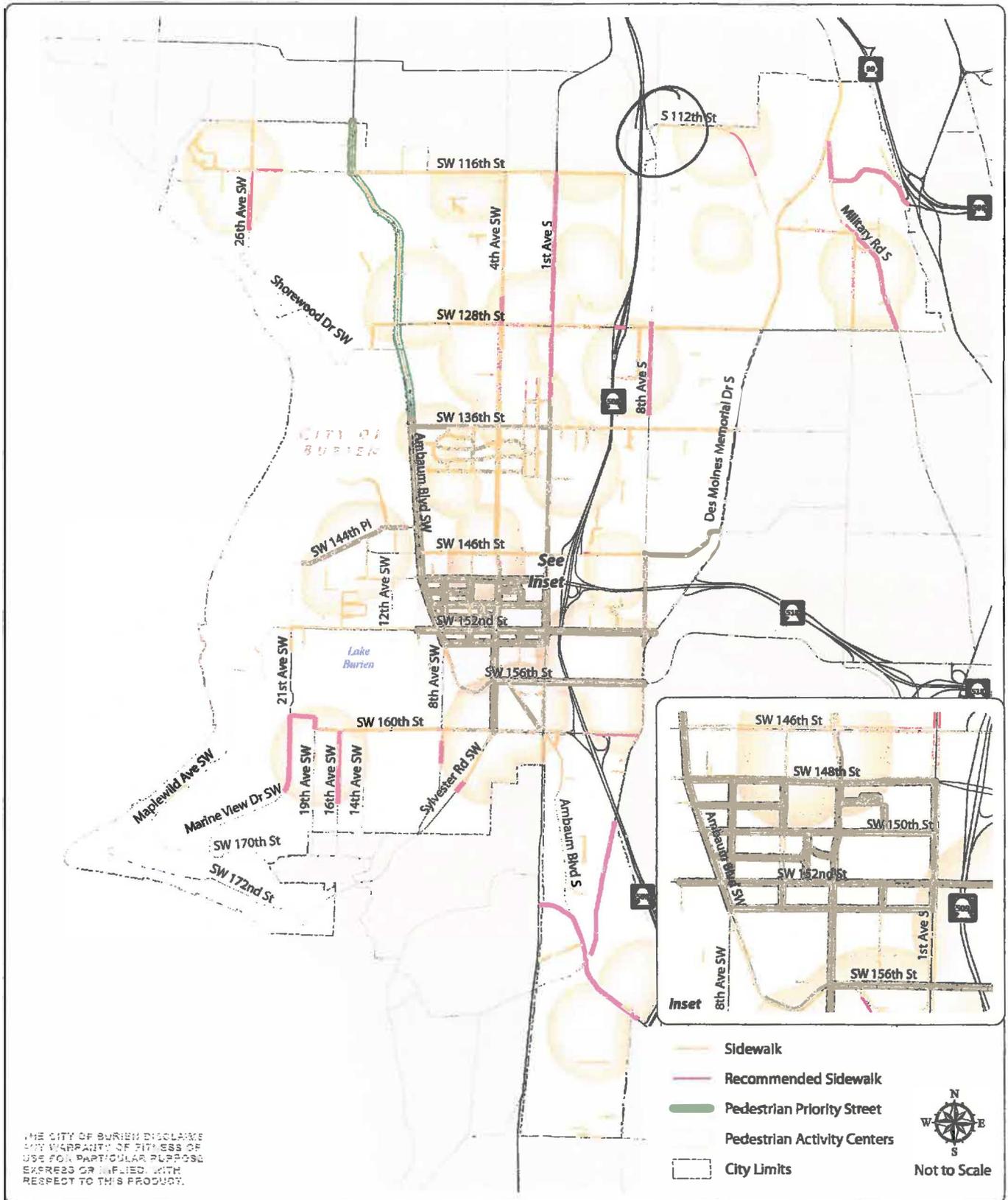
EXISTING SIDEWALKS

FIGURE 5

W:\s92\data2\2011\Projects\SE11-0222_Burien_TMP\Graphics\GIS\MXD\January2012_final\fig0x_Ped_facilities.mxd

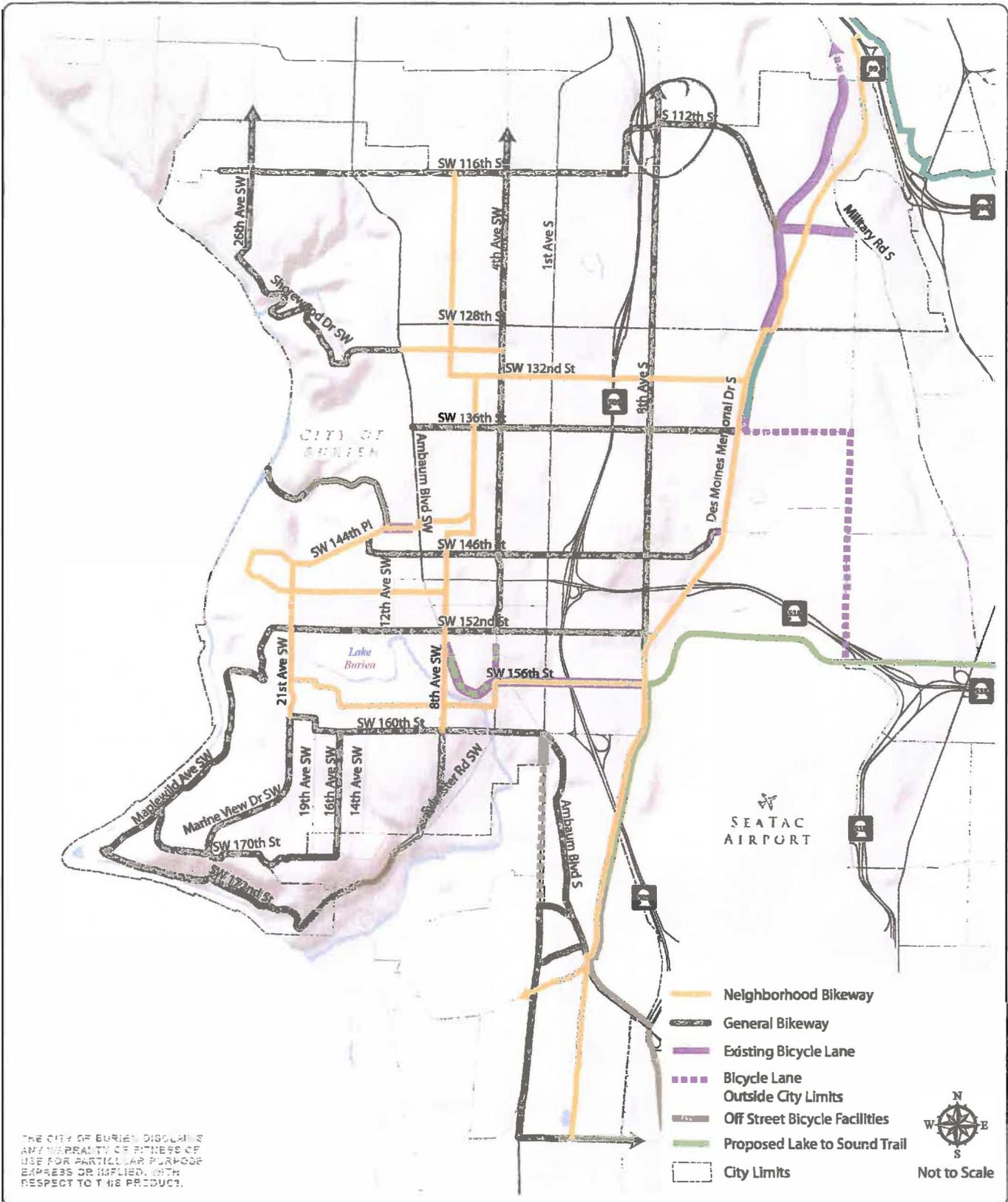
Last Updated: January 2012

Update By: T Rysen



FEHR & PEERS

PEDESTRIAN PRIORITY STREETS
FIGURE 14



FEHR & PEERS

BICYCLE PRIORITY ROUTES
FIGURE 15

Business

Goal BU.1

Provide a broad range of attractive and strategically located business activity centers/nodes that serve as focal points for employment, commerce and culture for their adjacent residential neighborhoods and the greater Burien area. The scale and intensity of uses at these locations shall be compatible with Burien's vision.

- Pol. BU 1.1 Allow home occupations in residential areas as an accessory use if they are compatible with adjacent residential uses and do not change the home's residential character.
- Pol. BU 1.2 Provide areas for businesses that serve neighborhoods, the community and the region, and minimize traffic congestion, visual, and other impacts on the surrounding residential areas.
- Pol. BU 1.3 The *Neighborhood Center* designation allows for relatively small areas that provide limited scale convenience goods and services to serve the everyday needs of the surrounding single family neighborhoods or to provide locally based employment opportunities, while protecting the desired neighborhood character. Mixed use development up to 12 dwelling units per acre is allowed at these locations. Mixed use developments contain a commercial or office presence while also providing opportunities for people to live near services and/or a choice of transportation modes. These neighborhood focal points should be designed and located so that customers and employees are encouraged to walk rather than drive to these areas.

This Comprehensive Plan land use designation is implemented by the Neighborhood Center zoning designation.

Designation Criteria: Properties designated for *Neighborhood Center* uses should reflect all of the following criteria:

1. Areas are located at low intensity commercial nodes (shown on Figure 2 LU-3, Commercial Nodes) adjacent to residential neighborhood(s).
2. Adjacent residential designations shall predominately be Moderate Density Residential.
3. Areas shall be located on an identified general bikeway.
4. Areas are located within 1/8 mile of a transit route with a peak transit frequency of at least 21-30 minutes.
5. The area does not have critical areas, except aquifer recharge areas.
6. Areas are located adjacent to or have direct access to an arterial.
7. The area is located in sections of the city that have or are planned to have pedestrian or other non-motorized connections.

City of Burien

**BURIEN PLANNING COMMISSION
March 9, 2016
7:00 p.m.
Multipurpose Room/Council Chambers
MINUTES**

To hear the Planning Commission's full discussion of a specific topic or the complete meeting, the following resources are available:

- Watch the video-stream available on the City website, www.burienwa.gov
- Check out a DVD of the Council Meeting from the Burien Library
- Order a DVD of the meeting from the City Clerk, (206) 241-4647

CALL TO ORDER

Chair Curtis Olsen called the January 27, 2016, meeting of the Burien Planning Commission to order at 7:01 p.m.

ROLL CALL

Present: Jim Clingan, Butch Henderson, Joel Millar, Curtis Olsen, Amy Rosenfield, Brooks Stanfield and Douglas Weber

Absent: None.

Administrative staff present: David Johanson, senior planner; Chip Davis, Community Development Department director

AGENDA CONFIRMATION

Direction/Action

Motion was made by Vice Chair Rosenfield, seconded by Commissioner Millar to approve the agenda for the March 9, 2016, meeting. Motion passed 7-0.

APPROVAL OF MINUTES

Direction/Action

Motion was made by Vice Chair Rosenfield, seconded by Commissioner Millar, and passed 7-0 to approve the minutes of the January 27, 2016, meeting.

PUBLIC COMMENT

None.

OLD BUSINESS

None.

NEW BUSINESS

A. Public Meeting: 2016 Comprehensive Plan Docket

B. Presentation and Discussion – 2016 Comprehensive Plan Docket and Work Program

David Johanson, senior planner, gave a brief presentation recapping the 2016 Comprehensive Plan docket process. He noted there was public notice given of the annual amendment request deadline of March 1st. The next step is the public meeting tonight to allow the public to comment on the proposed

docket items, followed by a recommendation from the Planning Commission to the City Council on those items. By May 1st, the City Council will adopt by resolution a final docket of Comprehensive Plan amendments for consideration, thus setting the work program.

Mr. Johanson noted that this year the Comprehensive Plan amendment and rezone processes have been separated into two steps to avoid confusion previously experienced by the Commission and the City Council.

He said the City received one proposed map amendment from an individual asking to change the parcel at 825 S. 122th St. from the Moderate Density Residential Neighborhood designation to Neighborhood Commercial, which is a light-intensity commercial district. The commissioners will need to decide if the request meets the docketing criteria and therefore should be included on the docket.

Gerald Robison, 648 S. 152nd St. #7, representing the owner of the parcel at 825 S. 122nd St., spoke in support of the proposed amendment.

Direction/Action

Commissioner Stanfield moved to recommend the City Council adopt Resolution No. 370 establishing the 2016 Comprehensive Plan amendment docket. Commissioner Henderson seconded the motion. Motion carried 7-0.

PLANNING COMMISSION COMMUNICATIONS

Commissioner Stanfield reported that he participated in a couple of forums facilitated by the Highline School District in response to some of the violence that the students have been experiencing in and around The Heights apartments on Ambaum. He said he learned a lot about the apartment community from the experience, primarily that there is nothing there for youth and children to do after school. The residents do not have access to parks, gyms and other after school activities, so there is a lot of "hanging around" especially by teens and young adults. The parents say they are not feeling safe about sending their kids to Chelsea Park because of the bad element hanging out there. He said he realized the Burien community has some work to do to engage this part of the population.

DIRECTOR'S REPORT

Chip Davis, Community Development director, reported that the interviews and selection process to fill the Planning Commission seats expiring this year are scheduled for the March 21st City Council meeting, with the new members taking their seats in April.

He also reported that there will be a detailed presentation to the City Council on the branding and the mobility study at the council's March 28th study session. Both are part of the economic development priorities adopted by the council for 2016.

Mr. Davis reported that more than 100 people participated over the two days of the Storefront Studio event in February related to the downtown mobility study. Concepts that came out of that event are being presented to the commissioners this evening and their comments will be added to the feedback that the consultants collected from the downtown community over the two days.

Mr. Davis asked the commissioners, when they consider parking and mobility in downtown Burien, to think about ways in which the transportation network accommodates what people in Burien want to do – how well does it support local businesses and how well does it serve visitors and residents. He said the consultant was looking at the question from at least four different perspectives: network – the system of streets, alleys, bikeways and public transportation that constitutes the transportation system in downtown; parking – the lots, on-street and private parking areas that accommodate cars and allow visitors and residents to retain access to private, individual automobiles; pedestrians and bicyclists – the people using something other than a car to get around, arriving in downtown Burien and moving through its spaces; and

natural and social systems – the role that the public realm plays in managing stormwater, creating character, and providing public spaces for individuals, families and friends.

STUDY SESSION

The commission recessed into study session at approximately 7:50 p.m. to do the same exercise using maps and sticky dots that participants at the Storefront Studio event did in February.

ADJOURNMENT

The commissioners returned to regular session at approximately 8:49 p.m.

Direction/Action

Commissioner Henderson moved for adjournment; Commissioner Stanfield seconded. Motion carried unanimously. The meeting adjourned at 8:50 p.m.

APPROVED: _____

Curtis Olsen, chair
Planning Commission

DRAFT

**CITY OF BURIEN
AGENDA BILL**

Agenda Subject: Review of Council Proposed Agenda Schedule		Meeting Date: April 4, 2016
Department: City Manager	Attachments: Proposed Agenda Schedule	Fund Source: N/A Activity Cost: N/A Amount Budgeted: N/A Unencumbered Budget Authority: N/A
Contact: Monica Lusk, City Clerk		
Telephone: (206) 248-5517		
Adopted Initiative: Yes No X	Initiative Description: N/A	
PURPOSE/REQUIRED ACTION:		
<p>The purpose of this agenda item is for Council to review the proposed City Council meeting schedule. New items or items that have been rescheduled are in bold.</p>		
BACKGROUND (Include prior Council action & discussion):		
<p>Per the City Council Meeting Guidelines, the proposed meeting schedule is reviewed at each meeting.</p>		
OPTIONS (Including fiscal impacts):		
<ol style="list-style-type: none"> 1. Review the schedule and add, delete, or move items. 2. Review the schedule and make no modifications. 		
Administrative Recommendation: Review the schedule and provide direction to staff.		
Advisory Board Recommendation: N/A		
Suggested Motion: None required.		
Submitted by: Administration 	City Manager 	
Today's Date: March 30, 2016	File Code: \\File\records\CC\Agenda 2016\Council Proposed Agenda Schedule 032916.docx	

**CITY OF BURIEN
COUNCIL PROPOSED AGENDA SCHEDULE
2016**

April 18, 7 pm Regular Meeting

Presentations

Presentation on the Evergreen Pool Update by Whitewater Aquatics Management
President Bryan Hastings.
(City Manager)

Presentation on the Sustainable Airport Master Plan (SAMP) Update by Port of Seattle
Managing Airport Director Lance Lyttle, Environmental and Planning Director
Elizabeth Leavitt and Public Affairs Manager Clare Gallagher.
(City Manager)

Business Agenda

Public Hearing and Discussion on Potential CenturyLink Cable Franchise.
(Public Works)

Discussion and Potential Action to Adopt Resolution No. 370, Establishing the 2016
Comprehensive Plan Docket.
(Community Development)

Update on Branding.

(City Manager)

Review of Council Proposed Agenda Schedule.
(City Manager)

April 25, 7 pm Study Session

Update on Strategic Planning.
(City Manager)

Update on Biennial Community Survey.

(City Manager)

Update on Sound Transit. (Tentative)
(City Manager)

Update on Metro Long Range Plan. (Tentative)
(City Manager)

Animal Control Service Level and Standards. (Tentative)
(City Manager)

Review of Council Proposed Agenda Schedule.
(City Manager)

May 2, 7 pm Regular Meeting

Presentations

Presentation on the Hi-Liners Youth Musical Theater by Board President Gerry Gilbert
and Artist Director Kathleen Edwards.
(Parks)

Business Agenda

Discussion on Ordinance Relating to CenturyLink Cable Franchise.
(Public Works)

Discussion Regarding Citizens' United Resolution.

(City Manager)

Discussion and Potential Action to Adopt Ordinance No. xxx, Relating to Shoreline
Master Program. (Tentative)
(Community Development)

Update on Communications and Community Engagement.

(City Manager)

Review of Council Proposed Agenda Schedule.
(City Manager)

May 16, 7 pm Regular Meeting

7:05 pm – 7:35 pm – Reception Honoring Citizen of the Year, Advisory Board Members and Volunteers

Presentations

Presentation of the Annual Police Report.
(Police)

Business Agenda

Motion to Adopt Ordinance Relating to Century Link Cable Franchise.
(Public Works)

Discussion on Amendments to BMC Regarding Airport Noise Reduction.
(Community Development)

Discussion on 2015 International Codes, Burien Building and Property Maintenance, and 2014 National Electrical Code.
(Community Development)

Review of Council Proposed Agenda Schedule.
(City Manager)

May 23, 7 pm Study Session

Discussion on the Strategic Plan.
(City Manager)

Discussion on Mandatory Garbage Services.
(Public Works)

Review of Council Proposed Agenda Schedule.
(City Manager)

SUMMER SCHEDULE (JUN – AUG)

June 6, 7 pm Regular Meeting

Presentations

Presentation by the Environmental Science Center.
(City Manager)

Business Agenda

Public Hearing and Discussion on the 2017 through 2022 Six-Year Transportation Improvement Program (TIP).
(Public Works)

Motion to Adopt Amendments to BMC Regarding Airport Noise Reduction.
(Community Development)

Motion to Adopt 2015 International Codes, Burien Building and Property Maintenance, and 2014 National Electrical Code.
(Community Development)

Potential Action on the Strategic Plan.
(City Manager)

Review of Council Proposed Agenda Schedule.
(City Manager)

June 20, 7 pm Regular Meeting

Presentation of the Six-Year Financial Forecast.
(Finance)

Motion to Approve Resolution No. xxx, Adopting the 2017 through 2022 Six-Year Transportation Improvement Program (TIP).
(Public Works)

Discussion on Multifamily Tax Exemption for Town Square Parcel 4.
(Community Development - Staff on 12/29/15)

Discussion on Multifamily Tax Exemption for Town Square Parcel 5.
(Community Development - Staff on 12/29/15)

Legislative Recap.

(City Manager)
Review of Council Proposed Agenda Schedule.
(City Manager)

July 4, Regular Meeting CANCELED – 4th of July Holiday

July 18, 7 pm Regular Meeting

- Motion to Adopt Multifamily Tax Exemption for Town Square Parcel 4.
(Community Development - Staff on 12/29/15)
- Motion to Adopt Multifamily Tax Exemption for Town Square Parcel 5.
(Community Development - Staff on 12/29/15)
- Review of Council Proposed Agenda Schedule.
(City Manager)

August 1, 7 pm Regular Meeting

- Review of Council Proposed Agenda-Schedule.
(City Manager)

August, 15, 7 pm Regular Meeting

- Presentation on the Financial Policies and General Budget Discussion.
(Finance)
- First Public Hearing on the Revenue Sources/Expenditures.
(Finance)
- Review of Council Proposed Agenda Schedule.
(City Manager)

September 5, Regular Meeting CANCELED – Labor Day Holiday

September 19, 7 pm Regular Meeting

- Presentation on the Preliminary Operating Budget.
(Finance)
- Discussion on the Property Tax Levy.
(Finance)
- Discussion on Proposed Surface Water Management (SWM) Rates.
(Finance)
- Review of Council Proposed Agenda Schedule.
(City Manager)

September 26, 7 pm Study Session

- Review of Council Proposed Agenda Schedule.
(City Manager)

October 3, 7 pm Regular Meeting

- Presentation on Human Services Funding.
(Finance)
- Presentation on the Preliminary Capital Improvement Program (CIP) Budget.
(Finance)
- Review of Council Proposed Agenda Schedule.
(City Manager)

October 17, 7 pm Regular Meeting

- Second Public Hearing on Revenue Sources/Expenditures.
(Finance)
- Discussion on the Preliminary Operating and Capital Improvement Program (CIP) Budget Follow-Up.
(Finance)
- Discussion on the Financial Policies.
(Finance)
- Review of Council Proposed Agenda Schedule.
(City Manager)

October 24, 7 pm Study Session

Discussion on the Preliminary Operating and Capital Improvement Program (CIP) Budget Follow-Up.
(Finance)
Review of Council Proposed Agenda Schedule.
(City Manager)

November 7, 7 pm Regular Meeting

Discussion on the 2017-2018 Budget Ordinance.
(Finance)
Discussion on the Property Tax Levy.
(Finance)
Discussion on the Proposed Surface Water Management (SWM) Rates.
(Finance)
Review of Council Proposed Agenda Schedule.
(City Manager)

November 21, 7 pm Regular Meeting

Motion to Adopt Ordinance No. xxx, Setting the 2017 Property Tax Levy.
(Finance)
Motion to Adopt the Financial Policies.
(Finance)
Motion to Approve Ordinance No. xxx, Adopting the 2017-2018 Biennial Budget.
(Finance)
Motion to Approve Ordinance No. xxx, Adopting the Surface Water Management (SWM) Rates.
(Finance)
Review of Council Proposed Agenda Schedule.
(City Manager)

November 28, 7 pm Study Session

Review of Council Proposed Agenda Schedule.
(City Manager)

December 5, 7 pm Regular Meeting

Review of Council Proposed Agenda Schedule.
(City Manager)

December 19, 7 pm Regular Meeting

Review of Council Proposed Agenda Schedule.
(City Manager)

December 26, Study Session CANCELLED – Christmas Holiday

FUTURE AGENDA ITEMS (Identified by Council)

Medium Priorities (1/24 Council Retreat)

- a. Discussion on Managing Community Assets (White Center Library & Downtown Fire Station) *(Council direction on 7/25/15)*
- b. Discussion on Community Recreation Center *(Council direction on 12/1/14)*
- c. Discussion on Burien 2025 *(Council direction on 6/15/15)*
- d. Discussion on Banning Plastic Bags *(Council direction on 1/24)*
- e. Consider "State of the City" Report (Spring 2016) *(Council direction on 10/26/15)*

Low Priorities (1/24 Council Retreat)

- f. Discussion on Wi-Fi Service in Common Areas *(Council direction on 9/15/14)*
- g. Discussion on Establishing Multiple Rates Within the Business and Occupation (B&O) Tax According to Different Sizes or Types of Businesses *(Council direction on 11/17/14)*
- h. Discussion on Potential Letter to the State and the Port of Seattle with cc to PSRC Regarding Aircraft Emissions and Health Effects *(Council direction on 5/18/15)*

2016 FUTURE AGENDA ITEMS (identified by Staff)

- a. Significant Tree Protection Ordinance revisions *(Staff on 11/25/15)*
- b. BMC Revisions Regarding Right-of-Way *(Staff on 10/14/14)*
- c. Public Works Fee Schedule Modifications *(Staff on 1/9/15)*
- d. Establishing Development Fee Implementation Dates *(Staff on 1/9/15)*
- e. Downtown Center Planning Effort (Consolidation of Downtown Vision, Policies and Actions with Outside Planning Assistance, incorporating issues such as Hotel/Entertainment/Arts District, Parking, Traffic Flow and Street Network, Pedestrian Way Finding, Sidewalk Art and Park Space with Participation by all City Departments, Downtown focused Organizations and Businesses) *(Staff on 1/9/15)*
- f. Valley View Sewer Easement *(Staff on 9/15/15)*
- g. Discussion on and Potential Action on Adopting Permit Technology Fees *(Staff on 3/8/16)*
- h. Discussion on Business License Code Update *(Staff on 3/8/16)*

2017 FUTURE AGENDA ITEMS (identified by Staff)

- a. 2016 Title 17 Subdivision Code Major Revision *(Staff on 1/9/15 – Rescheduled from 2016)*
- b. Uninhabitable Buildings *(Staff on 8/18/15 – Rescheduled from 2016)*
- c. Discussion Regarding Utility Franchises *(Staff on 11/23/15 – Rescheduled from 2016)*
- d. Discussion Regarding Permit Tracking System Modification/Replacement *(Staff on 1/9/15 – Rescheduled from 2016)*
- e. Discussion on and Potential Action on Adopting a Credit Card Convenience Fee *(Staff on 1/19/16 – Rescheduled from 2016)*
- f. Sign Code Update *(Staff on 3/22/16)*



Burien

Washington, USA

400 SW 152nd St., Suite 300, Burien, WA 98166

Phone: (206) 241-4647 • FAX (206) 248-5539

www.burienwa.gov

MEMORANDUM

TO: Honorable Mayor and Members of the City Council
FROM: Kamuron Gurol, City Manager
DATE: April 4, 2016
SUBJECT: City Manager's Report

I. INTERNAL CITY INFORMATION

A. Town Square Fountain Restoration

The Burien Public Works and Parks, Recreation & Cultural Services (PaRCS) departments have been working over the last several months with Site Workshop Landscape Architecture on the feasibility and design phase for restoration of the Town Square Park water feature. This project is result of a failing plumbing system, which has led to water loss and the need for staff to operationally reduce water flow to many of the spray elements in order to eliminate the wasting of water. The project, funded in the 2015/2016 Adopted budget, has progressed through feasibility and is nearing design completion. Design development and review has included various disciplines and other agencies, including the King County Health Department, and substantial progress has been made. A construction start date will be scheduled for early to mid-September 2016, in order to ensure the time needed for both a very complete construction bid package and avoid interrupting the public's enjoyment of the fountain at the start of the 2016 summer season in May 2016.

B. Recreation Programs Serve Latino Families

PaRCS provides an array of Spanish-speaking and bi-lingual recreation programs throughout the year for various age groups. For children, a 12-day summer recreation program is traditionally held in a North Burien elementary school, and provides arts, sports, and swimming for children going into kindergarten through grade 6. Another summer program educates children from Latin American immigrant families on Latino culture and is held during the month of July. Both programs are funded by the City and administered by Para los Ninos, a local non-profit that supports family-based educational opportunities for Latino immigrants. Adult zumba (exercise), yoga, and cooking classes are also offered at the community center year-round in partnership with Burien's Sea Mar Health Clinic. Additionally, PaRCS created and sponsored the new Dia de la Muertes family special event last fall, which attracted 900 Latino families.

C. Spring Recreation Guide

This quarter's issue featured the new Burien Toyota-Burien Chevrolet Dog Park and lists over 300 individual classes, events, and workshops for the community's enjoyment. Activities are offered for babies from 9 months old to seniors 90+ years.

D. Regional Senior Bowling Tournament

Burien hosted a "Wii" tourney at the Community Center on March 15, 2016. Seniors from Tukwila, SeaTac, Bonney Lake, Maple Valley, Carnation, and North Bend competed with each other. Five of the Wii games were set up to mimic bowling lanes. The Seahurst Room was filled with lots of energy and excitement, and all participants went home with a prize. Burien has 10 seniors participating in the program.

E. 2015 Burien District Court Filings

The City of Burien saw an 11% decrease in Burien District Court total filings from 2014 to 2015. This decrease was primarily due to a reduction in issuing parking tickets in 2015 because of the retirement of the City's Parking Enforcement Officer in Spring 2015. The position was recently filled. The number of Driving Under the Influence filings (DUIs) has been increasing. These cases require more court and jail/electronic home monitoring time, which increases the costs for court and jail. Here is a summary of the Burien District Court case filings for the last several years. These are all misdemeanor cases.

Year	Traffic Infractions	Non-Traffic Infractions	DUI	Criminal Traffic	Criminal Non-Traffic	Domestic Violence	Parking	Subtotal	Red Light Cameras	Total
2015	990	7	144	113	267	193	366	2,080	0	2,080
2014	895	23	123	207	291	220	585	2,344	0	2,344
2013	590	5	90	188	421	187	697	2,178	0	2,178
2012	668	6	72	198	297	186	704	2,131	749	2,880
2011	1,137	8	78	323	349	300	914	3,109	2,345	5,454
2010	1,169	36	57	282	363	186	1,205	3,298	3,702	7,000
2009	532	22	40	194	310	126	1,096	2,320	3,402	5,722
2008	663	11	52	248	322	153	1,090	2,539	-	2,539
2007	1,172	17	52	392	354	203	695	2,885	-	2,885

Common case filings are listed below:

- **Traffic Infractions** include speeding, seat belt violations, and invalid insurance.
- **Non-Traffic Infractions** include noise violations, fireworks, and littering.
- **DUI** is Driving Under the Influence of alcohol or drugs.
- **Criminal Traffic** includes Driving While License Suspended (DWLS), reckless driving, and vehicular assault.
- **Criminal Non-Traffic** includes theft, disorderly conduct, and public nuisance.
- **Domestic Violence (DV)** includes DV assault and protection order violations.
- **Parking** includes parking tickets.
- **Red Light Cameras** were the photo enforcement violations at the three red light camera intersections (cameras were discontinued on May 1, 2012).

F. 4th Quarter 2015 Preliminary Financial Report (Page 227)

The 4th Quarter 2015 Preliminary Financial Report is attached. The numbers included in the report will not be finalized until the annual audit is completed in late June.

The report is comprised of four components:

1. A comparison of the operating funds for 4th Quarters 2014 and 2015.
2. The financial status of the 2015 budgeted capital improvement projects.
3. Contracts over \$25,000 signed by the City Manager during the quarter.
4. A copy of the budgeted transfers.

Revenue: Overall, General Fund revenues are within 4% of the revised budget. Sales Tax grew at a much slower pace, finishing ahead of the previous year by less than 4%. Utility Taxes are down 11%, primarily because 2014 included \$263,000 in back taxes as a result of the utility tax audit. Gambling taxes are less than the previous year because 2014 included repayment of past due taxes. Building permits are higher than the previous year due to several large construction projects.

Expenditures by Department: The City Council's expenditures are higher than last year because the Puget Sound Clean Air Agency costs were transferred from Finance to record those expenditures in the same budget as other citywide memberships. The City Manager, Economic Development and Administrative Services line items reflect the re-organization that occurred in 2015. The 2014 Economic Development expenditures include the purchase of the second parcel of land in the NERA. The 2015 Economic Development expenditures include the Discover Burien contract, which is paid with a transfer of business license revenues from the Street Fund. The increase in the Finance Department expenditures reflect the increased allocation to Human Services programs, increased jail costs and increased district court costs. The increase in the Legal Department expenditures is due to the implementation of the court-mandated public defender caseload standards which resulted in a significant contract increase, increased prosecutor costs and the use of a contract City Attorney for more than half the year. The increase in the Parks Department over 2014 is due to additional after school programs, an increase in the janitorial contract, the addition of repairs funded by the King County Parks Levy, the removal of the lower staircase at Eagle Landing Park and additional maintenance due to the opening of the new trail in NERA.

Expenditures by Line Item: The increase in Professional Services as compared to 2014 is due to the increased Public Defender and prosecutor costs, increased Human Services contract payments, the addition of the Discover Burien contract and the use of a contract City Attorney for more than half the year (all are noted above). The increase in Repairs and Maintenance is due to the addition of maintenance projects funded by the Parks Levy. The increase in Intergovernmental Services is due to the higher jail and district court costs.

Street Fund

Revenue: The increase in Solid Waste Franchise Fees reflects the new contract with Recology.

Expenditures: The increase in 2015 for Salaries and Benefits is the result of moving part of an engineer to this fund with the adoption of the 2015 budget. The reduction in Professional Services reflects the transfer of the Discover Burien contract to Economic Development in the General Fund. This reduction is offset by an increase in Transfers Out to the General Fund as these services are funded with Business License fees. The charges for King County Street Maintenance are for striping and guardrail repairs.

Surface Water Management Fund

Revenue: The increase in the Surface Water Management Fees are due to the 12% fee increase adopted for 2015.

Expenditures: The increase in Professional Services is offset by a decrease in Intergovernmental Services as the City is now using a private contractor for street sweeping. The increase in Repairs and Maintenance is due to an unplanned culvert repair on SW 158th.

The Finance Department anticipates completing the 1st Quarter 2016 report for the May 16th City Manager Report. Staff is currently preparing the 2015 financial statements for the auditor's scheduled arrival on May 1.

G. Sea-Tac Airport Tree Removal to Keep Airspace Safe

To help ensure safe aircraft takeoffs and landings, the Port of Seattle expects to begin removing tall trees on Port-owned property around Sea-Tac Airport this summer. These trees either are or soon will grow tall enough to penetrate the airport's airspace if not removed.

Community members can learn about this Flight Corridor Safety Program at an information session to be conducted on April 11, from 5:00 to 7:00 p.m., at Highline Public Schools Educational Resource & Administrative Center, 15675 Ambaum Blvd. S.W., Burien. Port staff will be available to hear comments and answer questions about scope, phasing and environmental practices to be observed during this work.

An initial survey identified about 1,600 trees located on airport property and in the cities of SeaTac, Burien and Des Moines. Tree removal on publicly owned and commercial properties is planned for 2017, and tree removal on residential properties is planned for 2018. Replanting with more low-growing, compatible species will follow.

Per federal, state, and local requirements, the Port will evaluate the environmental impacts of this project through a formal environmental review process.

H. Amendment to the King County Countywide Planning Policies (CPP)

On March 14, 2016, the Metropolitan King County Council approved and ratified amendments to Policy H-8 of the King County Countywide Planning Policies (CPP) to reflect the full range of programs, from optional to mandatory, that could assist a jurisdiction in meeting their share of the countywide need for affordable housing. In accordance with Countywide Planning Policy G-1, amendments become effective when ratified by ordinance or resolution by at least 30 percent of the city and county governments representing 70 percent of the population of King County according to the interlocal agreement. A city will be deemed to have ratified the CPP and amendments unless, within 90 days of the ordinance effective date of September 8, the city takes legislative action to disapprove the amendment. The 90-day ratification deadline for this amendment expires at close of business on Saturday, June 25, 2016.

Copies of the staff report, King County Council ordinances and Growth Management Planning Council motions for the amendment are available for review at City Hall and any questions regarding the amendment should be directed to Chip Davis, Community Development Director at (206) 248-5501.

II. COUNCIL UPDATES/REPORTS

A. Proclamation for Arbor Day (Page 237)

The PaRCS Department will host an event marking Arbor Day on Wednesday, April 13, 11:00 a.m. at Seahurst Park. This tree planting event will include students from Highline's Big Picture School, who have been partnering with our Burien PaRCS Adopt-A-Park program and the Environmental Science Center to perform monthly restoration and outdoor community learning activities at Seahurst Park. Arbor Day is celebrated annually in the state of Washington on the second Wednesday in April. This year marks the 144th anniversary of Arbor Day and the City's 15th year of recognition as a Tree City through the national Tree City USA program. An Arbor Day Proclamation will be issued which marks the occasion (see attached), thereby fulfilling one of the requirements of the Tree City USA program.

City of Burien
2015 4th Quarter Financial Report - Preliminary

	2015			2014			Year End Actual Audited
	Revised Budget	4th Quarter Year-to-Date	% of Budget	Revised Budget	4th Quarter Year-to-Date	% of Budget	
GENERAL FUND							
Revenues							
Beginning Fund Balance	\$ 10,812,915		0.00%	\$ 3,325,580		0.00%	\$ 8,286,410
Property Tax	6,652,000	6,635,762	99.76%	5,811,000	5,926,378	101.99%	5,926,378
Sales Tax	5,800,000	5,999,642	103.44%	4,950,000	5,827,319	117.72%	5,827,319
Sales Tax - Annexation Credit	690,000	710,867	103.02%	590,000	688,704	116.73%	688,704
Sales Tax - Local Criminal Justice	1,250,000	1,254,964	100.40%	1,050,000	1,153,526	109.86%	1,153,526
Business and Occupation Tax	1,010,000	1,084,849	107.41%	563,000	581,494	103.28%	581,494
Utility Taxes	2,600,000	2,600,721	100.03%	2,895,000	2,907,861	100.44%	2,907,861
Gambling and Other Taxes	440,000	512,336	116.44%	530,000	577,703	109.00%	577,703
Total Taxes	18,442,000	18,799,140	101.94%	16,389,000	17,662,986	107.77%	17,662,986
Miscellaneous Licenses and Permits	85,000	70,500	82.94%	85,000	70,295	82.70%	70,295
Franchise Fees	630,000	660,505	104.84%	616,000	621,294	100.86%	621,294
Permits - Building Related	635,000	817,272	128.70%	394,000	486,074	123.37%	486,074
Permits - Electrical	115,000	132,873	115.54%	80,000	159,289	199.11%	159,289
Permits - Right of Way	125,000	123,378	98.70%	105,000	139,269	132.64%	139,269
Total Licenses and Permits	1,590,000	1,804,528	113.49%	1,280,000	1,476,221	115.33%	1,476,221
Federal Grants	31,000	38,000	122.58%	53,000	110,225	207.97%	110,225
State Grants	-	-	0.00%	-	-	0.00%	-
Liquor - Criminal Justice	210,000	194,070	92.41%	276,000	201,167	72.89%	201,167
Liquor Tax and Profit	530,000	581,752	109.76%	480,000	509,179	106.08%	509,179
Intergovernmental Revenues	140,000	158,810	113.44%	141,000	158,026	112.08%	158,026
Intergovernmental - Seattle City Light	855,000	890,257	104.12%	885,000	896,365	101.28%	896,365
Total Intergovernmental Revenues	1,766,000	1,862,889	105.49%	1,835,000	1,874,963	102.18%	1,874,963
Planning Fees	210,000	152,960	72.84%	100,000	269,488	269.49%	269,488
Building Plan Review Fees	260,000	436,263	167.79%	205,000	389,494	190.00%	389,494
Other Miscellaneous Charges	15,000	28,598	190.65%	22,000	74,975	340.80%	74,975
Parks and Recreation Charges	571,000	577,087	101.07%	637,000	535,641	84.09%	535,641
Total Charges for Goods and Services	1,056,000	1,194,908	113.15%	964,000	1,269,597	131.70%	1,269,597
Fines and Penalties	200,000	208,765	104.38%	200,000	347,486	173.74%	347,486
Facility Leases	173,000	227,153	131.30%	150,000	186,326	124.22%	186,326
Miscellaneous Revenues	75,000	89,481	119.31%	10,000	111,030	1110.30%	111,030
Total Revenues	\$ 23,302,000	\$ 24,186,864	103.80%	\$ 20,828,000	\$ 22,928,609	110.09%	\$ 22,928,609
Transfers In	173,000	173,000	100.00%	85,000	85,000	100.00%	85,000
Interfund Loan Receipts	-	-	0.00%	2,700,000	-	0.00%	-
Other Financing Sources	-	-	0.00%	-	1,178,231	0.00%	1,178,231
Total Revenues, Transfers In, and Other Financing Sources	\$ 23,475,000	\$ 24,359,864	103.77%	\$ 23,613,000	\$ 24,191,840	102.45%	\$ 24,191,840
TOTAL ALL RESOURCES	\$ 34,287,915	\$ 24,359,864	71.05%	\$ 26,938,580	\$ 24,191,840	89.80%	\$ 32,378,250

City of Burien
2015 4th Quarter Financial Report - Preliminary

	2015			2014			Year End Actual Audited
	Revised Budget	4th Quarter Year-to-Date	% of Budget	Revised Budget	4th Quarter Year-to-Date	% of Budget	
GENERAL FUND							
Expenditures by Department							
City Council	\$ 256,940	\$ 220,002	85.62%	\$ 227,400	\$ 205,436	90.34%	\$ 205,436
City Manager	528,840	430,398	81.39%	1,163,015	946,163	81.35%	946,163
Economic Development	783,455	572,493	73.07%	222,385	1,375,255	618.41%	1,375,255
Administrative Services	629,140	556,479	88.45%	169,990	144,658	85.10%	144,658
Finance	2,990,490	2,710,879	90.65%	2,564,800	2,407,747	93.88%	2,407,747
Legal	1,237,430	1,080,796	87.34%	1,008,300	905,074	89.76%	905,074
Police	10,728,500	10,636,389	99.14%	10,469,600	10,528,869	100.57%	10,528,869
Public Works	687,480	567,192	82.50%	621,670	549,372	88.37%	549,372
Community Development	1,440,335	1,315,581	91.34%	1,479,250	1,320,401	89.26%	1,320,401
Parks, Recreation, and Cultural Services	3,062,030	2,997,504	97.89%	2,902,245	2,756,359	94.97%	2,756,359
Total Expenditures	\$ 22,344,640	\$ 21,087,714	94.37%	\$ 20,828,655	\$ 21,139,333	101.49%	\$ 21,139,333
Transfers Out	410,000	210,000	51.22%	426,000	426,000	100.00%	426,000
Total Expenditures and Transfers	\$ 22,754,640	\$ 21,297,714	93.60%	\$ 21,254,655	\$ 21,565,333	101.46%	\$ 21,565,333
Expenditures by Line Item							
Salaries	\$ 4,223,505	\$ 3,935,248	93.17%	\$ 3,932,090	\$ 3,794,911	96.51%	\$ 3,794,911
Personnel Benefits	1,520,610	1,386,853	91.20%	1,435,890	1,367,437	95.23%	1,367,437
Total Salaries and Benefits	5,744,115	5,322,101	92.65%	5,367,980	5,162,348	96.17%	5,162,348
Supplies	203,310	227,427	111.86%	191,860	199,072	103.76%	199,072
Professional Services	3,371,610	2,759,345	81.84%	2,980,110	2,333,926	78.32%	2,333,926
Communications	85,850	77,958	90.81%	90,700	61,428	67.73%	61,428
Travel, Meals, and Mileage	26,350	11,440	43.42%	35,850	12,379	34.53%	12,379
Advertising	17,650	15,501	87.82%	13,950	11,613	83.25%	11,613
Operating Rents and Leases	84,600	77,130	91.17%	79,500	85,991	108.17%	85,991
Insurance	220,150	216,880	98.51%	210,125	208,266	99.12%	208,266
Utility Services	215,750	239,555	111.03%	202,250	236,571	116.97%	236,571
Repairs and Maintenance	139,000	128,515	92.46%	65,200	56,527	86.70%	56,527
Dues and Memberships	138,895	110,110	79.28%	113,620	115,093	101.30%	115,093
Printing, Binding, and Copying	23,150	14,620	63.15%	19,700	15,076	76.53%	15,076
Registrations and Training	33,760	40,373	119.59%	54,260	31,151	57.41%	31,151
Subscriptions and Publications	13,200	8,916	67.55%	15,900	7,477	47.03%	7,477
Other Miscellaneous	64,650	55,227	85.42%	41,650	49,467	118.77%	49,467
Total Services and Charges	4,434,615	3,755,570	84.69%	3,922,815	3,224,965	82.21%	3,224,965
Total Intergovernmental Services	11,918,850	11,782,616	98.86%	11,328,500	11,373,398	100.40%	11,373,398
Total Capital Outlay	43,750	-	0.00%	17,500	1,179,551	6740.29%	1,179,551
Total Expenditures	\$ 22,344,640	\$ 21,087,714	94.37%	\$ 20,828,655	\$ 21,139,333	101.49%	\$ 21,139,333
Transfers Out	410,000	210,000	51.22%	426,000	426,000	100.00%	426,000
Total Expenditures and Transfers	\$ 22,754,640	\$ 21,297,714	93.60%	\$ 21,254,655	\$ 21,565,333	101.46%	\$ 21,565,333
Ending Fund Balance	11,533,275	-	0.00%	5,683,925		0.00%	10,812,916
TOTAL ALL USES	\$ 34,287,915	\$ 21,297,714	62.11%	\$ 26,938,580	\$ 21,565,333	80.05%	\$ 32,378,250

City of Burien
2015 4th Quarter Financial Report - Preliminary

	2015			2014			Year End Actual Audited
	Revised Budget	4th Quarter Year-to-Date	% of Budget	Revised Budget	4th Quarter Year-to-Date	% of Budget	
STREET FUND							
Revenues							
Beginning Fund Balance	\$ 1,512,325	\$ -	0.00%	\$ 488,291	\$ -	0.00%	\$ 947,423
Solid Waste Utility Tax	360,000	368,682	102.41%	350,000	384,944	109.98%	384,944
Parking Tax	215,000	219,453	102.07%	150,000	189,159	126.11%	189,159
Business License Fees	290,000	300,966	103.78%	290,000	302,955	104.47%	302,955
Solid Waste Franchise Fees	685,000	816,500	119.20%	475,000	475,175	100.04%	475,175
Motor Vehicle Fuel Tax	1,000,000	1,024,262	102.43%	984,000	989,876	100.60%	989,876
Fines and Penalties	-	-	0.00%	-	11,212	0.00%	11,212
Miscellaneous	1,000	4,127	412.69%	-	5,240	0.00%	5,240
Total Revenue	\$ 2,551,000	\$ 2,733,990	107.17%	\$ 2,249,000	\$ 2,358,561	104.87%	\$ 2,358,561
Other Financing Sources	-	-	0.00%	-	238,500	0.00%	238,500
TOTAL ALL RESOURCES	\$ 4,063,325	\$ 2,733,990	67.28%	\$ 2,737,291	\$ 2,597,061	94.88%	\$ 3,544,484
Expenditures							
Salaries	\$ 571,305	\$ 537,112	94.05%	\$ 525,445	\$ 482,755	91.88%	\$ 482,755
Personnel Benefits	208,880	209,872	100.47%	178,285	189,039	106.03%	189,039
Total Salaries & Benefits	779,985	746,984	95.77%	703,730	671,794	95.46%	671,794
Supplies	183,000	120,278	65.73%	123,000	144,965	117.86%	144,965
Professional Services	130,000	111,317	85.63%	228,000	203,654	89.32%	203,654
Communications	6,000	9,027	150.45%	8,000	4,340	54.25%	4,340
Travel, Meals, and Mileage	1,000	584	58.44%	1,000	381	38.07%	381
Advertising	500	-	0.00%	500	-	0.00%	-
Operating Rents and Leases	55,000	38,601	70.18%	50,000	40,937	81.87%	40,937
Utilities	160,000	146,022	91.26%	130,000	126,399	97.23%	126,399
Repairs and Maintenance	35,000	26,711	76.32%	40,000	21,507	53.77%	21,507
Dues and Memberships	1,000	854	85.40%	1,000	740	74.00%	740
Printing, Binding, and Copying	1,200	976	81.33%	1,200	617	51.45%	617
Registrations and Training	8,000	3,999	49.99%	4,000	3,405	85.11%	3,405
Miscellaneous	-	10	0.00%	4,000	-	0.00%	-
Total Other Services and Charges	397,700	338,101	85.01%	467,700	401,980	85.95%	401,980
King County Street Maintenance	50,000	105,712	211.42%	75,000	47,074	62.77%	47,074
King County Traffic Signal/Control Maint.	220,000	151,332	68.79%	250,000	171,664	68.67%	171,664
Total Intergovernmental	270,000	257,044	95.20%	325,000	218,739	67.30%	218,739
Machinery and Equipment	40,000	30,628	76.57%	40,000	39,680	99.20%	39,680
Total Expenditures	\$ 1,670,685	\$ 1,493,035	89.37%	\$ 1,659,430	\$ 1,477,157	89.02%	\$ 1,477,157
Transfers Out	2,133,000	2,133,000	100.00%	555,000	555,000	100.00%	555,000
Total Expenditures and Transfers	\$ 3,803,685	\$ 3,626,035	95.33%	\$ 2,214,430	\$ 2,032,157	91.77%	\$ 2,032,157
Ending Fund Balance	259,640	-	0.00%	522,861	-	0.00%	1,512,327
TOTAL ALL USES	\$ 4,063,325	\$ 3,626,035	89.24%	\$ 2,737,291	\$ 2,032,157	74.24%	\$ 3,544,484

City of Burien
2015 4th Quarter Financial Report - Preliminary

	2015			2014			Year End Actual Audited
	Revised Budget	4th Quarter Year-to-Date	% of Budget	Revised Budget	4th Quarter Year-to-Date	% of Budget	
SURFACE WATER MANAGEMENT FUND							
Revenues							
Beginning Fund Balance	\$ 830,545	\$ -	0.00%	\$ 631,562	\$ -	0.00%	\$ 1,113,092
Storm Drainage Fees	3,145,000	3,291,995	104.67%	2,808,000	2,868,964	102.17%	2,868,964
Intergovernmental Revenues	-	33,402	0.00%	45,000	8,329	18.51%	8,329
Miscellaneous Revenues	10,000	10,236	102.36%	2,000	10,910	545.52%	10,910
Total Revenue	\$ 3,155,000	\$ 3,335,633	105.73%	\$ 2,855,000	\$ 2,888,203	101.16%	\$ 2,888,203
TOTAL ALL RESOURCES	\$ 3,985,545	\$ 3,335,633	83.69%	\$ 3,486,562	\$ 2,888,203	82.84%	\$ 4,001,295
Expenditures							
Salaries	\$ 828,635	\$ 782,372	94.42%	\$ 770,755	\$ 743,404	96.45%	\$ 743,404
Personnel Benefits	332,880	316,161	94.98%	319,500	288,300	90.23%	288,300
Total Salaries and Benefits	1,161,515	1,098,533	94.58%	1,090,255	1,031,704	94.63%	1,031,704
Supplies	118,000	93,175	78.96%	117,000	94,200	80.51%	94,200
Professional Services	468,000	264,415	56.50%	355,500	216,536	60.91%	216,536
Communications	6,000	7,143	4406.92%	6,000	5,566	92.77%	5,566
Travel, Meals, Mileage	-	84	0.00%	1,000	334	33.44%	334
Operating Rents and Leases	55,000	36,046	65.54%	50,000	43,903	87.81%	43,903
Utilities	8,000	3,809	47.61%	8,000	3,205	40.06%	3,205
Repairs and Maintenance	53,000	62,769	118.43%	46,000	41,524	90.27%	41,524
Dues and Memberships	1,000	989	98.90%	1,000	690	69.00%	690
Printing, Binding, and Copying	1,000	149	14.92%	1,500	78	5.18%	78
Registrations and Training	11,000	6,038	54.89%	10,000	7,063	70.63%	7,063
Subscriptions and Publications	800	65	8.14%	800	-	0.00%	-
Miscellaneous	-	88	0.00%	10,000	-	0.00%	-
Debt Service Principal	83,030	83,031	100.00%	-	83,030	0.00%	83,030
Interest on PWTFP Pond	4,985	4,740	95.08%	5,400	5,189	96.09%	5,189
Total Other Services and Charges	691,815	469,366	67.85%	495,200	407,117	82.21%	407,117
Intergovernmental Services	230,000	82,874	36.03%	360,000	312,220	86.73%	312,220
Machinery and Equipment	40,000	41,578	103.94%	-	511	0.00%	511
Total Expenditures	\$ 2,241,330	\$ 1,785,527	79.66%	\$ 2,062,455	\$ 1,845,751	89.49%	\$ 1,845,751
Transfers Out	1,310,000	1,310,000	100.00%	1,325,000	1,325,000	100.00%	1,325,000
Ending Fund Balance	434,215	-	0.00%	99,107	-	0.00%	830,544
TOTAL ALL USES	\$ 3,985,545	\$ 3,095,527	77.67%	\$ 3,486,562	\$ 3,170,751	90.94%	\$ 4,001,295

PUBLIC WORKS RESERVE FUND							
Revenues							
Beginning Fund Balance	\$ 314,265	\$ -	0.00%	\$ 238,618	\$ -	0.00%	\$ 252,545
State REET	-	-	0.00%	2,000	-	0.00%	-
Real Estate Excise Tax 1st Quarter	700,000	798,513	114.07%	500,000	613,617	122.72%	613,617
Real Estate Excise Tax 2nd Quarter	700,000	796,744	113.82%	500,000	605,152	121.03%	605,152
Parks Mitigation Fees	15,000	33,808	225.39%	15,000	42,631	284.21%	42,631
Interest Income	1,000	869	86.93%	1,000	319	31.92%	319
Total Revenue	\$ 1,416,000	\$ 1,629,935	115.11%	\$ 1,018,000	\$ 1,261,719	123.94%	\$ 1,261,719
TOTAL ALL RESOURCES	\$ 1,730,265	\$ 1,629,935	94.20%	\$ 1,256,618	\$ 1,261,719	100.41%	\$ 1,514,263
Expenditures							
Transfers Out	\$ 1,600,000	\$ 1,600,000	100.00%	\$ 1,200,000	\$ 1,200,000	100.00%	\$ 1,200,000
Ending Fund Balance	130,265	-	0.00%	56,618	-	0.00%	314,263
TOTAL ALL USES	\$ 1,730,265	\$ 1,600,000	92.47%	\$ 1,256,618	\$ 1,200,000	95.49%	\$ 1,514,263

City of Burien
2015 4th Quarter Financial Report - Preliminary

	2015			2014			Year End Actual Audited
	Revised Budget	4th Quarter Year-to-Date	% of Budget	Revised Budget	4th Quarter Year-to-Date	% of Budget	

EQUIPMENT RESERVE FUND

Revenues							
Beginning Fund Balance	\$ 880,850	\$ -	0.00%	\$ 569,117	\$ -	0.00%	\$ 687,815
Interest Income	-	1,335	0.00%	-	640	0.00%	640
Transfers In	270,000	270,000	100.00%	265,000	265,000	100.00%	265,000
TOTAL ALL RESOURCES	\$ 1,150,850	\$ 271,335	23.58%	\$ 834,117	\$ 265,640	31.85%	\$ 953,455
Expenditures							
Supplies	\$ -	\$ 10,922	0.00%	\$ -	\$ 10,523	0.00%	\$ 10,523
Professional Services	-	66,849	0.00%	-	-	0.00%	-
Machinery and Equipment	250,000	10,935	4.37%	200,000	62,080	9.79%	62,080
Ending Fund Balance	900,850	-	0.00%	634,117	-	0.00%	880,852
TOTAL All USES	\$ 1,150,850	\$ 88,706	7.71%	\$ 834,117	\$ 72,603	8.70%	\$ 953,455

ART IN PUBLIC PLACES FUND

Revenues							
Beginning Fund Balance	\$ 30,380	\$ -	0.00%	\$ 26,091	\$ -	0.00%	\$ 30,355
Interest Income	-	41	0.00%	100	29	29.45%	29
Transfers In	-	-	0.00%	-	-	0.00%	-
TOTAL ALL RESOURCES	\$ 30,380	\$ 41	0.14%	\$ 26,191	\$ 29	0.11%	\$ 30,384
Expenditures							
Supplies	\$ -	\$ -	0.00%	\$ -	\$ -	0.00%	\$ -
Printing, Binding, and Copying	-	-	0.00%	-	-	0.00%	-
Works of Art	-	-	0.00%	25,991	-	0.00%	-
Ending Fund Balance	30,380	-	0.00%	200	-	0.00%	30,384
TOTAL All USES	\$ 30,380	\$ -	0.00%	\$ 26,191	\$ -	0.00%	\$ 30,384

CAPITAL PROJECTS RESERVE FUND

Revenues							
Beginning Fund Balance	\$ 82,050	\$ -	0.00%	\$ 155,618	\$ -	0.00%	\$ 111,231
Property Tax	730,000	726,701	99.55%	674,000	654,626	97.13%	654,626
Interest Income	1,000	667	66.74%	1,200	193	16.06%	193
TOTAL ALL RESOURCES	\$ 813,050	\$ 727,368	89.46%	\$ 830,818	\$ 654,819	78.82%	\$ 766,050
Expenditures							
Transfers Out	\$ 300,000	\$ 300,000	100.00%	\$ 534,000	\$ 684,000	128.09%	\$ 684,000
Ending Fund Balance	513,050	-	0.00%	296,818	-	0.00%	82,050
TOTAL All USES	\$ 813,050	\$ 300,000	36.90%	\$ 830,818	\$ 684,000	82.33%	\$ 766,050

**City of Burien
2015 4th Quarter Financial Report - Preliminary**

	2015			2014			Year End Actual Audited
	Revised Budget	4th Quarter Year-to-Date	% of Budget	Revised Budget	4th Quarter Year-to-Date	% of Budget	
TRANSPORTATION BENEFIT DISTRICT FUND							
Revenues							
Beginning Fund Balance	\$ 46,785	\$ -	0.00%	\$ 3,599	\$ -	0.00%	\$ 31,406
TBD Vehicle Fee	350,000	367,068	104.88%	325,000	343,903	105.82%	343,903
Interest Income	-	238	0.00%	-	72	0.00%	72
TOTAL ALL RESOURCES	\$ 396,785	\$ 367,306	92.57%	\$ 328,599	\$ 343,975	104.68%	\$ 375,381
Expenditures							
Salaries	\$ -	\$ 207	0.00%	\$ -	\$ -	0.00%	\$ -
Personnel Benefits	-	65	0.00%	-	-	0.00%	-
Total Salaries and Benefits	-	272	0.00%	-	-	0.00%	-
Professional Services	-	1,636	0.00%	-	3,594	0.00%	3,594
Transfers Out	375,000	375,000	100.00%	325,000	325,000	100.00%	325,000
Ending Fund Balance	21,785	-	0.00%	3,599	-	0.00%	46,787
TOTAL All USES	\$ 396,785	\$ 376,908	94.99%	\$ 328,599	\$ 328,594	100.00%	\$ 375,381

DEBT SERVICE FUND							
Revenues							
Beginning Fund Balance	\$ 82,885	\$ -	0.00%	\$ 49,696	\$ -	0.00%	\$ 60,571
Build America Bonds Subsidy	110,000	110,434	100.39%	110,000	110,197	100.18%	110,197
Town Square Mitigation Fees	48,000	48,164	100.34%	48,165	48,164	100.00%	48,164
Special Assessment Revenue	84,000	98,145	116.84%	80,000	103,883	129.85%	103,883
Interest Income	-	226	0.00%	-	391	0.00%	391
Transfers In	2,485,000	2,285,000	91.95%	2,510,000	2,510,000	100.00%	2,510,000
Total Revenue	\$ 2,727,000	\$ 2,541,969	93.21%	\$ 2,748,165	\$ 2,772,635	100.89%	\$ 2,772,635
TOTAL ALL RESOURCES	\$ 2,809,885	\$ 2,541,969	90.47%	\$ 2,797,861	\$ 2,772,635	99.10%	\$ 2,833,206
Expenditures							
Debt Service Principal and Interest	\$ 2,758,015	\$ 2,541,292	92.14%	\$ 2,756,055	\$ 2,748,892	99.74%	\$ 2,748,892
Bond Administrative Fees	3,000	1,750	58.33%	1,500	1,426	95.10%	1,426
Total Expenditures	\$ 2,761,015	\$ 2,543,042	92.11%	\$ 2,757,555	\$ 2,750,319	99.74%	\$ 2,750,319
Ending Fund Balance	48,870	-	0.00%	40,306	-	0.00%	82,887
TOTAL All USES	\$ 2,809,885	\$ 2,543,042	90.50%	\$ 2,797,861	\$ 2,750,319	98.30%	\$ 2,833,206

City of Burien, Washington
Capital Projects Expenditure Report - Fourth Quarter 2015

Project Name	Budget Authority thru 2015*	Expended thru December 31, 2015	Remaining Budget
Parks & General Government Capital Projects			
Dottie Harper Playground Improvements	\$ 201,620	\$ 201,616	\$ 4
Lake Burien School Park - Site Plan	-	-	-
Moshier Park Restroom and Field Improvements	697,000	3,438	693,562
Off-Leash Dog Park	60,000	33,522	26,478
Parks Facilities Restoration (2013-2015)	188,908	158,439	30,469
Public Works Maint. and Operations Facility - unfunded	-	-	-
Seahurst Park - North Shoreline	11,171,723	5,538,596	5,633,127
Seahurst Park Slide	180,000	30,997	149,003
Staff Coordination of Parks CIP Projects	5,000	3,686	1,314
Parks & General Government CIP Fund Balance	\$ 12,504,251	\$ 5,970,294	\$ 6,533,957
Transportation Capital Projects			
1st Ave S Phase 2 (SW 140th St to SW 146th St) - closed	\$ 8,518,000	\$ 8,507,961	\$ 10,039
4th and 6th Ave SW/SW 148th Street Intersection	422,000	261,131	160,869
Citywide ADA Barrier Mitigation	210,000	24,894	185,106
Citywide Roadway Embankment Stabilization	301,000	275,130	25,870
Hilltop Elementary School Crosswalk/Path	-	-	-
Lake to Sound Trail	100,376	4,039	96,337
NERA Infrastructure Improvements -Pilot Program	566,500	-	566,500
NERA SR-518/DMMD Interchange	2,280,195	1,954,240	325,955
Shorewood Drive Gabion Wall/Roadway Embankment	152,000	-	152,000
Signal Controller/Interconnect Upgrades Program	100,000	43,485	56,515
S. 132nd Street Pedestrian and Bicycle Trail	201,000	2,761	198,239
S/SW 136th Street Sidewalk Improvements - unfunded	-	-	-
Street Overlay Program (2013-2015)	1,551,369	1,541,346	10,023
Staff Coordination of Transportation CIP Projects	75,000	54,605	20,395
Transportation CIP Fund Balance	\$ 14,477,440	\$ 12,669,592	\$ 1,807,848
Surface Water Management Capital Projects			
Capacity Improvements at SW 158th St & 4th Ave SW	\$ 575,000	\$ 194,291	\$ 380,709
8th Ave S. Sub-basin Retrofit Improvements	1,940,845	18,342	1,922,503
SW 152nd St. and 8th Ave SW Drainage Improvements	295,000	104,703	190,297
SW 165th St. Drainage Improvements	470,500	5,497	465,003
Hermes/Mayfair Study	227,138	227,138	-
Hermes/Mayfair Drainage Improvements	-	-	-
King County Courthouse Stormwater Project	60,000	-	60,000
NERA Drainage Improvements	6,197,461	5,771,223	426,238
Residential Drainage Imprvmnt Project (RDIP) (2014-2015)	619,727	486,989	132,738
Staff Coordination of SWM CIP Projects	50,000	13,430	36,570
Surface Water Management CIP Fund Balance	\$ 10,435,671	\$ 6,821,613	\$ 3,614,058
<i>* Includes 2015-2016 Mid-Biennium Budget Updates</i>			

City of Burien, Washington
Contracts Over \$25,000 Signed by the City - Fourth Quarter 2015

Contract Number	Vendor Name	Contract Description	Contract Amount
4240	Otak, Inc.	Amendment #1 for final design and construction documents for Capacity Improvements at SW 158th Street and 4th Avenue SW project (Lake Burien Creek Stabilization).	Amendment is for \$76,457. Revised contract amount is \$189,495.
4277	Otak, Inc.	Amendment #2 for additional hydrogeological services for NorthEast Redevelopment (NERA) Drainage Improvement Project.	Amendment is for \$50,000. Revised contract amount is \$285,115.
4439	Highline School District	2015 - 2018 School Resource Officer (SRO) Cost Sharing Agreement.	\$75,500 for 2015-2016 School Year
4443	JayRay Ads & PR, Inc.	2015-2016 Consulting services to develop a Burien Brand.	\$149,300
4449	David Evans & Associates	Design services for SW 165th Street Drainage Improvement project.	\$100,000
4451	Belfor Property Restoration	Removal of Lower Staircase at Eagle Landing Park.	\$28,669
4455	KPG, Inc.	Design services for South 132nd Street Pedestrian/Bicycle Path project.	\$31,599
4458	Otak, Inc.	Design services for 8th Avenue South Sub-basin Retrofit Improvement Program.	\$287,229
4465	Fehr & Peers	Consulting services for Burien Downtown Mobility Study.	\$95,000
4471	Action Services Corporation	2016 Street Sweeping Services.	\$55,043
4472	CH2MHill Engineers, Inc.	Consulting services for Hermes Basin Outlet Reroute Feasibility Study and Conceptual Design.	\$65,000
4526	Washington State Department of Ecology	2016 Water Quality Stormwater Capacity Grant.	\$50,000

TRANSFERS IN

<u>Transfer TO</u>	<u>Revised 2015 Amount</u>	<u>Revised 2016 Amount</u>	<u>Transfer FROM</u>
General Fund	\$ 133,000	\$ 133,000	Street Fund
General Fund	40,000	40,000	Surface Water Mgmnt Fund
Total General Fund	173,000	173,000	
Equipment Reserve Fund	150,000	150,000	General Fund
Equipment Reserve Fund	50,000	50,000	Street Fund
Equipment Reserve Fund	70,000	70,000	Surface Water Mgmnt Fund
Total Equipment Reserve Fund	270,000	270,000	
Debt Service Fund	260,000	265,000	General Fund
Debt Service Fund	250,000	275,000	Street Fund
Debt Service Fund	1,600,000	1,100,000	Public Works Reserve Fund
Debt Service Fund	-	550,000	Capital Projects Reserve Fund
Debt Service Fund	375,000	350,000	Transportation Benefit Dist. Fund
Total Debt Service Fund	2,485,000	2,540,000	
Capital Projects			
Parks and General Gov't CIP	\$ 300,000	\$ 186,000	Capital Projects Reserve Fund
Transportation CIP Fund	1,650,000	500,000	Street Fund
Transportation CIP Fund	33,250	150,000	Surface Water Mngmnt CIP Fund
Total Transportation CIP Fund	1,683,250	650,000	
Surface Water Mgmnt CIP Fund	50,000	-	Street Fund
Surface Water Mgmnt CIP Fund	1,200,000	1,000,000	Surface Water Mgmnt Fund
Total Surface Water Mgmnt CIP Fund	1,250,000	1,000,000	
TOTAL TRANSFERS IN	\$ 6,161,250	\$ 4,819,000	

TRANSFERS OUT

<u>Transfer FROM</u>	<u>Revised 2015 Amount</u>	<u>Revised 2016 Amount</u>	<u>Transfer TO</u>
General Fund	\$ 150,000	\$ 150,000	Equipment Reserve Fund
General Fund	260,000	265,000	Debt Service Fund
Total General Fund	410,000	415,000	
Street Fund	133,000	133,000	General Fund
Street Fund	50,000	50,000	Equipment Reserve Fund
Street Fund	250,000	275,000	Debt Service Fund
Street Fund	1,650,000	500,000	Transportation CIP Fund
Street Fund	50,000	-	Surface Water Mgmnt CIP Fund
Total Street Fund	2,133,000	958,000	
Surface Water Mgmnt Fund	40,000	40,000	General Fund
Surface Water Mgmnt Fund	70,000	70,000	Equipment Reserve Fund
Surface Water Mgmnt Fund	1,200,000	1,000,000	Surface Water Mgmt CIP Fund
Total SWM Fund	1,310,000	1,110,000	
Public Works Reserve Fund	1,600,000	1,100,000	Debt Service Fund
Capital Projects Reserve Fund	-	550,000	Debt Service Fund
Capital Projects Reserve Fund	300,000	186,000	Parks & General Government CIP
Total Capital Projects Reserve Fund	300,000	736,000	
Transportation Benefit District Fund	375,000	350,000	Debt Service Fund
Capital Projects			
Surface Water Mgmt CIP Fund	33,250	150,000	Transportation CIP Fund
TOTAL TRANSFERS OUT	\$ 6,161,250	\$ 4,819,000	



PROCLAMATION
OF THE CITY OF BURIEN,
Washington

A PROCLAMATION OF THE CITY COUNCIL OF THE CITY OF BURIEN,
WASHINGTON, PROCLAIMING APRIL 13, 2016 AS

CITY OF BURIEN ARBOR DAY

WHEREAS, in 1872, J. Sterling Morton proposed to the Nebraska Board of Agriculture that a special day be set aside for the planting of trees; and

WHEREAS, this holiday, called Arbor Day, was first observed with the planting of more than a million trees in Nebraska; and

WHEREAS, 2016 is the 144th anniversary of the holiday and Arbor Day is now observed throughout the nation and the world; and

WHEREAS, Arbor Day is officially celebrated in the State of Washington on the 2nd Wednesday of April each year; and

WHEREAS, trees can reduce the erosion of our precious topsoil by wind and water, cut heating and cooling costs, moderate the temperature, clean the air, produce life-giving oxygen, and provide habitat for wildlife; and

WHEREAS, trees are a renewable resource giving us paper, wood for our homes, fuel for our fires, and beauty for our community; and

WHEREAS, trees, wherever they are planted, are a source of joy and spiritual renewal.

NOW THEREFORE, THE CITY COUNCIL OF THE CITY OF BURIEN,
WASHINGTON, DOES HEREBY ASK ALL BURIEN CITIZENS TO JOIN
TOGETHER TO PROCLAIM

APRIL 13, 2016 as ARBOR DAY

in the City of Burien and urges all citizens to support efforts to protect our trees and woodlands and to plant trees to gladden the heart and promote the well-being of this and future generations.

Dated this 4th day of April, 2016

Mayor Lucy Krakowiak

Deputy Mayor Bob Edgar
Councilmember Austin Bell
Councilmember Nancy Tosta

Councilmember Stephen Armstrong
Councilmember Lauren Berkowitz
Councilmember Debi Wagner

City of Burien

Mayor

