



CITY COUNCIL MEETING AGENDA

November 28, 2011

7:00 p.m.

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

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 three minutes, and groups to five minutes. | | |
| 6. INTRODUCTION | a. Introduction of Economic Development Manager, Dan Trimble. | | |
| 7. CORRESPONDENCE FOR THE RECORD | a. | Email Dated November 11, 2011, from Winona Deyman Regarding Liaison Coordinator. | 3. |
| | b. | Letter Dated November 14, 2011, from Bob Edgar Regarding Animal Control and Annexation. | 5. |
| | c. | Email Dated November 17, 2011, from John Poitras Regarding Annexation. | 9. |
| | d. | Email Dated November 19, 2011, from Mona Anderson Regarding CARES Program. | 11. |
| | e. | Email Dated November 9, 2011, from Sherry Myers Regarding CARES. | 12a. |
| | f. | Email Dated November 23, 2011, from Chestine Edgar and The Lake Burien Neighborhood Regarding the SMP Working Group. | 12e. |
| 8. CONSENT AGENDA | a. | Approval of Vouchers: Numbers 30007 – 30163 in the Amounts of \$1,947,943.57 with Voided Check No. 30092. | 13. |
| | b. | Approval of Minutes: Council Meeting, November 14, 2011. | 35. |
| | c. | Motion to Approve Resolution No. 324, Adopting a Modified Benefit Plan for all City Employees. | 41. |

COUNCILMEMBERS

Joan McGilton, Mayor

Rose Clark

Brian Bennett, Deputy Mayor

Lucy Krakowiak

Gerald F. Robison

Jack Block, Jr.

Gordon Shaw

CITY COUNCIL MEETING AGENDA

November 28, 2011

Page 2

9. BUSINESS AGENDA	a. Second Public Hearing on Revenue Sources and Expenditures for 2011-2012 Mid-Biennial Budget Review and Update.	43.
	b. Presentation on Online Permitting.	
	c. Motion to Adopt Resolution No. 325, Approving the 2012 through 2017 Six-Year Transportation Improvement Program.	45.
	d. Adopting the 2012 Property Tax Levy.	71.
	e. Follow-Up to Council Questions Regarding 2011-12 Mid-Biennial Budget Modifications.	75.
	f. Adoption of Ordinance No. 558, Amending the 2011-2012 Biennial Budget.	85.
	g. Discussion Regarding 2011 Comprehensive Plan Text and Map Amendments.	127.
	h. Discussion Regarding Forming a Working Group for the Burien Shoreline Master Program.	295.
	i. Letter to the King County Library System Board of Trustees.	297.
	j. Review of Council Proposed Agenda Schedule.	301.
	k. City Business.	305.

10. COUNCIL REPORTS

11. ADJOURNMENT

Lisa Clausen

From: Public Council Inbox
Sent: Monday, November 14, 2011 1:02 PM
To: 'winonamary@comcast.net'
Subject: RE: Mike Martin New Hire of White Center Annexation Co-Ordinator

Hello,

Your message to the Burien City Council has been forwarded to the Councilmembers and City Manager, and will be included in the Correspondence for the Record for a future Council meeting.

Lisa Clausen
City Manager's Office

From: winonamary@comcast.net [mailto:winonamary@comcast.net]
Sent: Friday, November 11, 2011 11:39 AM
To: Public Council Inbox
Subject: Mike Martin New Hire of White Center Annexation Co-Ordinator

To the Burien City Council:

It has come to my attention that the city manager MIKE MARTIN has just hired a liason coordinator for the annexation of white center.

I want to know WHO is driving the bus in the city of Burien? The ELECTED city council or an employee of the people of Burien.

You are proposing a tax increase on the residents of Burien and yet Martin is wasting money on a wishful thinking, pie in the sky, new hire.

I wonder how many on the council knew about this before he went out and hired someone for this position?

This waste of taxpayer money is totally unnecessary, since annexation is anything but a done deal, especially since the VOTERS spoke on annexation when they rejected Gordon Shaw, mainly for his pro-annexation stance and replaced him with an anti-annexation member.

Also another strong annexation supporter candidate for council, Greg Duff was soundly thumped by Lucy K. who is also against annexation.

In fact everyone on the council has said if it is not revenue neutral we would not proceed with annexation.

Annexation is NOT a done deal and is in serious question now that the elimination of the tax credit is being considered by the state of WA.

Mike Martin may wish otherwise but those are the facts.. He is not an elected official he is an employee of the city..

Why is he prematurely wasting tax money on a totally unnecessary position?

Inquiring minds want to know:

Sincerely

Winona Deyman
1817 SW 152nd
Burien WA 98166

November 14, 2011

To The Burien City Council

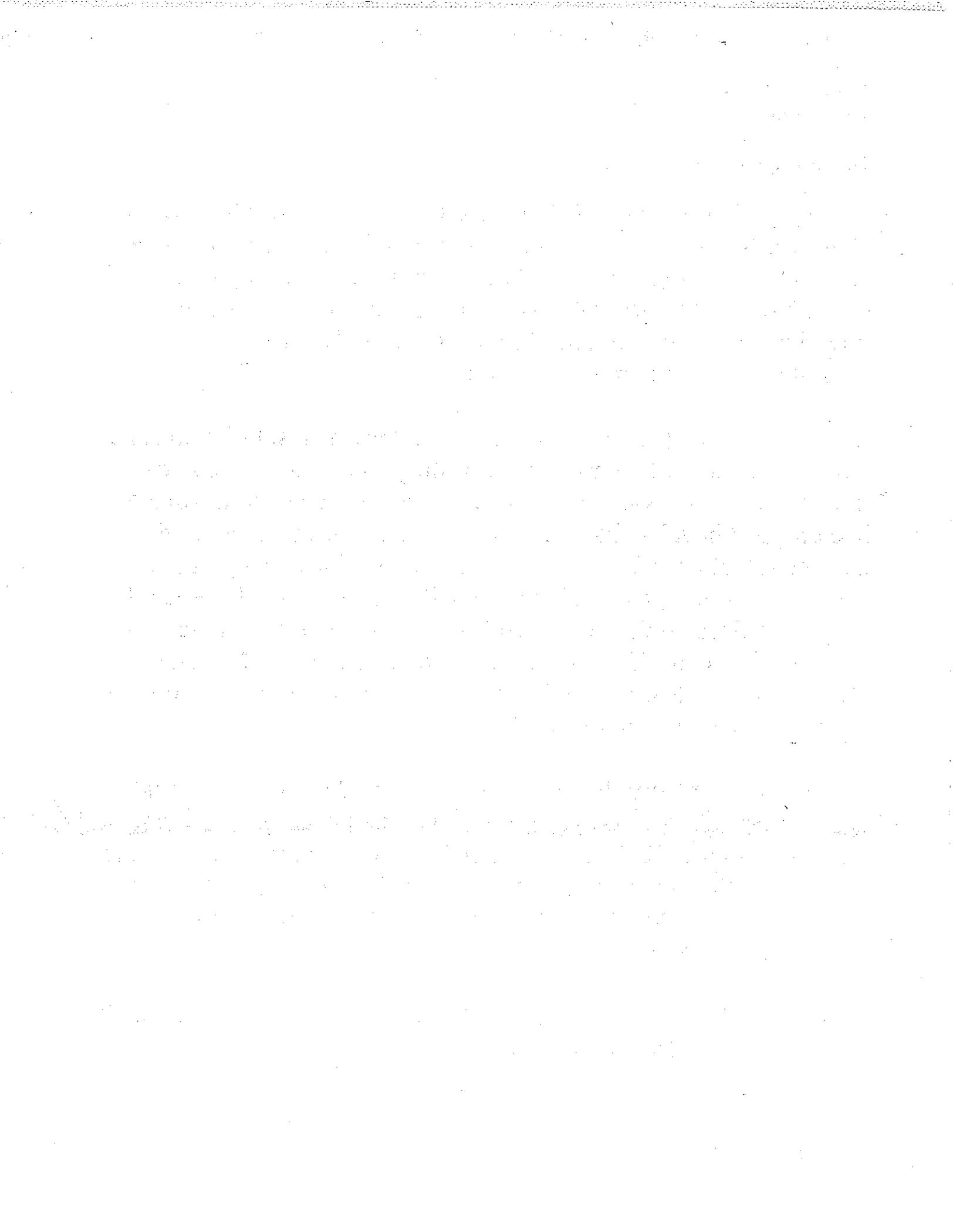
To The City Council Members;

1. On page 9 of tonight's City Council packet is a letter from King County offering the City of Burien to join with 27 other cities in a comprehensive, regional model of an animal control program. Considering the issues that many Burien residents are experiencing with the current services, the City Council needs to return to a sensible and humane model of animal control.
2. The Burien City Council needs to withdraw its resolution to annex Area Y. During the hearing phase of the proposal to annex Area Y, the King County Assessor announced that the properties in Area Y had dropped in value from 12% to 17%. When citizens raised this as a concern that Area Y would be even less capable to support itself and the services it required, one councilmember stated that even if property values drop, the City will still continue to take in the same amount of revenue. This in fact is not true. As the City Manager stated in an article earlier today "As the values of homes go down, people pay less property taxes."

This means that North Highline Area, an area that the BERK study indicated is not able to support itself over the long term, will generate less revenue in 2012 than it did in 2011. The property values in this area are declining at a faster rate than Seattle or Burien so, it is not financially sound for Burien to continue with the Annexation of North Highline at this time.

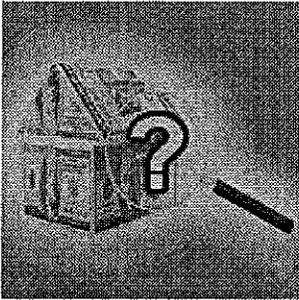
Please include this letter with the attached article in the next Council packet as part of the public record.

Sincerely,
Bob Edgar



Burien Council To Review City Budget Tonight – With No Property Tax Increase

Posted By [Scott Schaefer](#) On November 14, 2011 @ 12:34 pm In [Business](#), [Featured Stories](#), [Headlines](#), [Life](#), [Politics](#) | [No Comments](#)



by [Ralph Nichols](#) ^[1]

There will be no property tax increase in Burien in 2012.

The city earlier posted notice of a public hearing at tonight's (Monday, Nov. 14) council meeting, soliciting comment on a possible property tax increase of up to 1 percent (read our previous coverage [here](#) ^[2], including a Poll and numerous Comments).

By law, the council must also review the city's budget midway through the biennium to address any budgetary items that require adjustment.

A public hearing must be held before adoption of a new budget or budget adjustments, including the next year's property tax.

The council establishes the city's property tax levy annually, as required by state law, according to Burien Finance Director **Kim Krause**.

Local governments are limited by Initiative 747 to annual property tax increases of 1 percent or the rate of inflation, whichever is less.

I-747 was approved by voters statewide in 2001, then reinstated by the Legislature after the law was invalidated on a 5-4 decision by the State Supreme Court.

"This year's inflation rate was 2.755 percent," Krause noted. "Therefore, the city is limited to a 1 percent property tax increase, which is approximately \$71,135."

But, she continued, "the city has received notification from the King County Assessor's Office that the preliminary assessed valuation [of property in Burien] is 9.23 percent lower than 2011.

"Due to this reduction, the city can only collect the statutory limit of \$1.60 [per \$1,000 of assessed value], which is approximately \$467,000 less than 2011. Ordinance 557 adopts the Property Tax Levy."

"As the values of homes go down, people pay less property taxes," City Manager **Mike Martin** said. "As a result, the city will get about half a million dollars in revenue next year."

Property values and mill rates – a unit of measure used in calculating property taxes – are like a teeter totter, he continued.

When values go up the mill rate goes down, and when values to down, the mill rate goes up. This year, that formula puts the city at the \$1.60 per \$1,000 cap.

"We can't tax above that," Martin said.

In 2010, the city "did have the ability to increase our property tax by 1 percent, but the council chose not to do it. The council felt that because the recession was hard on everybody, they should do something symbolic that recognized times were tough for everyone."

Martin said for a house valued at \$335,000 – the average value of a home in Burien – a 1 percent property tax increase would be 38 cents a month, or \$4.56 annually.

Compared to what a 1 percent property tax increase would cost Burien homeowners, Highline School District voters renewed and increased in February a six-year operation and maintenance levy, which costs about \$150 a month for an average home.

Like

3 likes. Sign Up to see what your friends like.

Article printed from The B-Town (Burien) Blog | Named "Best Hyperlocal Website" in the Northwest by Society of Professional Journalists: <http://www.b-townblog.com>

URL to article: <http://www.b-townblog.com/2011/11/14/burien-council-to-review-city-budget-tonight-%e2%80%93-with-no-property-tax-increase/>

URLs in this post:

[1] Ralph Nichols: <mailto:ranichols2@yahoo.com>

[2] here: <http://www.b-townblog.comwww.b-townblog.com/2011/11/10/poll-would-you-be-willing-to-pay-up-to-a-1-increase-in-property-taxes>

Copyright © 2010 LOL Dudez, LLC (The B-Town (Burien) Blog) | All rights reserved.

Lisa Clausen

From: Public Council Inbox
Sent: Thursday, November 17, 2011 2:03 PM
To: 'John Poitras'
Subject: RE: Premature actions by the city manager pertaining to annexation.

Hello,

Your message to the Burien City Council will be included in the Correspondence for the Record for an upcoming Council meeting.

Thank you-

L. Clausen
City Manager's Office

From: John Poitras [mailto:poitrasjohn@comcast.net]
Sent: Thursday, November 17, 2011 6:08 AM
To: Public Council Inbox
Subject: Premature actions by the city manager pertaining to annexation.

To the city council:

I am also sending a copy of this to newly elected member Mr. Edgar who will replacing Mr Shaw on the city council in a month or so.

Be aware of the following and that **we will be watching** for any violations by the city. It's obvious, that contrary to his mission statement , Mr Martin has prematurely taken actions to further the annexation proposal of the city council. We feel he has already gone beyond what is required in his job description by spending \$100,000.00 of city funds to in effect "promote" the annexation of white center.

He is apparently driving the bus on the annexation proposal, **NOT** the elected members of the council. A couple of weeks ago he publicly even referred to the council as "MY COUNCIL".

BE AWARE of the following:

The City of Burien does not have the right to make future promises for levels of services that currently do not exist in the city, issues that are not currently in city master plans and it cannot propagandize why residents in Area Y should vote to join the City of Burien. Also, the city does not have the right to hire PR firms do any of underlined and highlighted above mentioned items. Meetings in Area Y must strictly be limited to be only informational in nature. Additionally, the Burien City manager does not have the authority to go to the Unincorporated North Highline Council and promise items and services to the citizens of Area Y that are not publicly known to the current citizens of Burien.

I suggest the council needs to put Mr. Martin on more of a tight leash.

Sincerely;

CFTR: 11/28/11

John Poitras and Linda Cutkomp
SW 149th St. Burien WA 98166

Lisa Clausen

From: Public Council Inbox
Sent: Monday, November 21, 2011 12:41 PM
To: 'mona anderson'
Subject: RE: Cares program

Thank you for your message. It will be included in the Correspondence for the Record for an upcoming City Council meeting.

L. Clausen
City Manager's Office

-----Original Message-----

From: mona anderson [<mailto:monaeanderson@comcast.net>]
Sent: Saturday, November 19, 2011 11:44 AM
To: Public Council Inbox
Subject: Cares program

Dear Burien City Council,
In case you are not aware....there is a huge issue happening within your Cares program. If you keep up with the B-town Blog, you will see that several citizens have concerns about how the program is being run. I would suggest everyone on council take a look at the all the information and become involved before this becomes a bigger issue. I personally don't have much faith in our city officials and would like to have my opinion changed. Hopefully you can calm this storm and make the Cares program be what it was intended to be. A community program that helps animals in a kind and compassionate manner.

Sincerely,

Mona Anderson
15404 - 20th ave s.w.
Burien, Wa. 98166

CFTR: 11/28/11

Monica Lusk

From: Public Council Inbox
Sent: Monday, November 21, 2011 4:09 PM
To: sherry_myers1980@att.net
Subject: RE: CARES and Burien Animal Control

Please excuse the delay in responding; I've been out of the office. Your original email will be included in the Correspondence for the Record for the November 28 Council meeting. (It arrived after the correspondence is assembled for the meeting packet, which is noon on Wednesdays; it was forwarded to the Councilmembers when the Council inbox was next checked.)

Thank you.

Lisa Clausen
City Manager's Office

From: sherry_myers1980@att.net [mailto:sherry_myers1980@att.net]
Sent: Thursday, November 17, 2011 12:29 PM
To: Public Council Inbox
Cc: Craig Knutson
Subject: RE: CARES and Burien Animal Control

Hello,

Can I assume my letter will be included in the Council packet for 11/28/11 since it wasn't in the packet for 11/14? My understanding is the letter should be public record and being included in the council packet is how it obtains such status.

Sherry Myers

--- On **Thu, 11/10/11, Public Council Inbox** <council@burienwa.gov> wrote:

From: Public Council Inbox <council@burienwa.gov>
Subject: RE: CARES and Burien Animal Control
To: "sherry_myers1980@att.net" <sherry_myers1980@att.net>
Cc: "Craig Knutson" <craigk@burienwa.gov>
Date: Thursday, November 10, 2011, 3:15 PM

Ms. Myers,

We have received your email and it is being forwarded to **our City Council** members.

Janet Stallman

From: sherry_myers1980@att.net [mailto:sherry_myers1980@att.net]

Sent: Wednesday, November 09, 2011 2:46 PM
To: Public Council Inbox
Cc: Craig Knutson
Subject: Fw: CARES and Burien Animal Control

Dear Council Members:

The e-mail below was sent to City Manager Mike Martin on November 3rd, 2011. Since I have received no acknowledgement or response from Mr. Martin, I feel it is imperative that I inform the Council of the current situation with CARES, the City's animal control contractor.

As stated below, the current CARES organization is no longer the same group of people who proposed providing animal care and control services to the Council. I, Sherry Myers, was proposed as the Animal Placement Coordinator with over 20 years of involvement in the rescue, rehabilitation and re-homing of dogs in the Puget Sound area. I have resigned my affiliation with CARES. Guy Knepp was proposed as the lead Community Education and Public Relations Specialist, and as a back-up Field Services Officer, with over 15 years of animal rescue and animal welfare experience. Guy has also resigned his affiliation with CARES. I believe the skills and experience Guy and I brought to the CARES proposal had an impact on the Council's consideration to award the contract. Without our involvement, CARES is now a very different organization, currently with questionable qualifications in many areas to provide adequate animal care and control services.

Two of the original CARES members remain: Debra George and Michael Snyder. Michael is an excellent, highly-trained and highly-effective Field Services Officer. But nobody, not even Michael, can provide adequate animal control services to a community the size of Burien without a significant amount of experienced help and support. Michael no longer has the support he needs from neither a field perspective nor an administrative perspective. In the current CARES structure, Michael is considered "staff" so his ability to use his skills and expertise to affect decisions and operations is drastically diminished. This is NOT good for Burien Animal Control.

The safety of Michael, the citizens of Burien, and the animals of Burien is at risk. I'm a resident tax payer of Burien so I greatly appreciate the Council's concerns to control costs by exploring innovative alternatives for providing services. All it will take, however, is a serious law suit from an injured or wronged citizen to eliminate, or exceed, the total cost savings perceived from the CARES contracted services.

As a long-time, concerned citizen of Burien and life-long animal advocate, I sincerely hope the Council will continue to closely monitor the legitimacy of the animal control services being provided to its constituents.

Regards,

Sherry Myers

sherry.myers@att.net

206.409.1443

--- On Thu, 11/3/11, sherry_myers1980@att.net <sherry_myers1980@att.net> wrote:

From: sherry_myers1980@att.net <sherry_myers1980@att.net>
Subject: CARES and Burien Animal Control
To: mikem@burienwa.gov
Cc: scott.kimerer@kingcounty.gov
Date: Thursday, November 3, 2011, 1:30 PM

Mr. Mike Martin
Burien City Manager
mikem@burienwa.gov

Dear Mr. Martin:

Due to serious, irreconcilable differences between us and the volunteer Director of CARES on how an animal welfare organization should be operated, managed, staffed and report to the public we must regretfully inform you of our need to resign our affiliations with CARES at this time. When we proposed our interest in contracting with the City of Burien to provide animal control and welfare services to the community, we were very committed to the not-for-profit concept and four individuals with distinct but complementary skills coming together to build a model of services to be adopted by other small, concerned public entities. Sadly, we no longer believe this goal is attainable with CARES.

We sincerely wish the City luck in continuing to provide professional, competent animal control services to their constituents. Should the City decide to implement a new or different program in the future we are very willing to provide voluntary consultation services in establishing a high-quality operation. Our contact information is provided below.

Best Regards,

Sherry Myers
sherry.myers@att.net

Guy Knepp

chowsrus@hotmail.comcc: Chief Scott Kimerer, scott.kimerer@kingcounty.gov

Monica Lusk

From: Monica Lusk
Sent: Wednesday, November 23, 2011 9:23 AM
To: 'Chestine Edgar'
Cc: Public Council Inbox; Joan McGilton; Jack Block Jr.; Lucy Krakowiak; Brian Bennett; Rose Clark; Gordon Shaw; Jerry Robison
Subject: RE: membership on the small group working to resolve the SMP

Ms. Edgar,

Thank you for your message. It will be included in the Correspondence for the Record for the next Council meeting.

Monica Lusk
City Manager's Office

From: Chestine Edgar [mailto:c_edgar2@yahoo.com]
Sent: Wednesday, November 23, 2011 12:07 AM
To: Monica Lusk; Public Council Inbox; Joan McGilton; Jack Block Jr.; Lucy Krakowiak; Brian Bennett; Rose Clark; Gordon Shaw; Jerry Robison
Subject: membership on the small group working to resolve the SMP

To the Burien City Council and to Monica Lusk;

Please make this email and the attached letter part of the public record for the next City Council meeting.

Representatives of the Lake Burien Neighborhood meet with the Department of Ecology last week. At that meeting, we reviewed and discussed the contents of the attached letter. As you are aware, the Lake Burien Neighborhood has requested that it be included in the small group that is being organized to resolve some of the issues regarding the Burien SMP. We have presented before the City Council at least two times regarding the issue of representation. The Council and the city have offered us no response to our request.

Sincerely,
C. Edgar and
The Lake Burien Neighborhood

November 14, 2011
To: DOE-Geoff Tallent/Bob Fritzen
From: The Lake Burien Neighborhood

Representatives of DOE;

Our purpose in requesting a meeting with you is based on these issues:

1. RCW 90.58.080 Consistency of the Shoreline Master Plan (SMP) with the local government's comprehensive plan and development regulations
2. Consistency with the 1997 EIS that was used to develop the SMP.
3. Adequate development of the SMP's technical document to establish a baseline standard/measure to ensure no net loss to the shorelines.

Consistency

The current Comprehensive Plan (City of Burien 2006) states the land-use and development in the shoreline areas will be compatible with the SMP, and that adherence to shoreline designations "will ensure that sensitive habitat, ecological systems, and other shoreline resources are protected"-EV1.2.

The Burien SMP that is currently before DOE is not consistent with the current Comprehensive Plan. When the Burien Comprehensive Plan was developed in 1997, the EIS became embedded in Chapters 4 and 5 (page 5-3). Therefore, the EIS is a specific section of the Comprehensive Plan. Lake Burien was considered an area that was environmentally sensitive-later renamed a critical area (wetland)-and an area of constraints (Figure 5.2.1-Constraints). While it should have been recognized as part of the Miller Creek storm water drainage basin, it was not identified as such. And as a result, it is not included in the City of Burien current Storm Water Master Plan.

Five approaches to land-use development were considered in the 1997 EIS before the final Comprehensive Plan was written and adopted. Those alternatives of land-use were:

- No Action,
- #1-The Well Established Community,
- #2-The Distinctive Community,
- #3-The Thriving Community,
- #4-The Burien Plan-The Preferred Alternative (pages 5-19 to 5-26).

The #4 Burien Plan-Preferred Alternative was the selected alternative and included the lowest amount of single and multiple family land-use/residential zoning potential-the lowest density land-use of all of the alternatives. The Preferred Alternative was never an issue with the Growth Management Board because Burien has never had a problem meeting its Growth Management target numbers-there has always been an excess of units in the city. The Environmental Analysis of the Alternatives discussed the impacts of the alternatives and then stated which alternative would be used as the mitigating measure for each of the topics:

1. Earth-(pages 5-26 to 5-28),
2. Surface Water Resources-(pages 5-29 to 5-30)
3. Streams and Lakes-(pages 5-30 to 5-31)
4. Wetlands-(page 5-31)

5. Shorelines-(page 5-32).

Under these five topics of the Environmental Analysis of the Alternatives, the EIS made it clear that an area such as Lake Burien, or Lake Burien itself, was specifically called out as having to remain low density residential land-use via the Preferred Alternative—as the mitigating measure for the adoption of the Comprehensive Plan.

It is important to this discussion to remember that Burien currently does not include Lake Burien in its current Storm water and Surface water Management Plan. All of the land-use mitigations and strategies still rely on the land-use remaining low density residential per the EIS. Burien has no required/mandated low impact land-use development. Burien still does not have adequate funding to handle those projects listed in its Storm Water Master Plan.

In 1999, Burien changed the Comprehensive Land Use Map to show Lake Burien as moderate density land-use and zoning at 7,200 sq. ft. However, it never changed the wording or mitigating measures language in Chapter 4 and 5 of the Comprehensive Plan to match the map. Therefore, the language of these chapters and mitigating measures of these chapters have authority as the EIS used to develop the SMP-presently under consideration. The April 9, 2010 FEIS addendum for the SMP failed to mention the land-use map change that happened in 1999 to Lake Burien area and the mitigations that should have been required/put in place to make that change. This change to land-use was not within the range of what was evaluated and mitigated in the 1997 Burien Plan EIS and appears to never have been discussed in any of the addendums Burien has put forth since 1997.

While Burien claims to have done addendums to this 1997 EIS, these addendums never discussed what new mitigating measures would need to be added to the addendums to over ride/invalidate the 1997 EIS mitigating measures for Preferred Model of land-use. Therefore, it appears that sections of this 1997 EIS still remain valid tools for the test of consistency between the SMP under consideration and the current Comprehensive Plan.

We believe that the current SMP is inconsistent with the Comprehensive Plan because of the required mitigating measures for the five above mentioned areas and the current land-use discussed in Technical Documents of the SMP-currently under consideration. We provided testimony at the hearings about our concerns with the contents of these documents. These documents are intended to set the no net loss baseline for the SMP.

The Technical Documents

The purpose of the technical documents is to inventory and describe the current character of the shorelines, in order to set a baseline to measure net loss. Additionally, these documents are to describe methodologies for the restoration of the shorelines and predict the cumulative impacts of what current use might cause into the future. These technical documents have been significantly flawed for the Lake Burien reach of the shoreline right from the very beginning. It was clear from the very beginning that the City of Burien knew little about Lake Burien as well as the marine shorelines and was unwilling to take input from the citizenry to correct these Technical Documents. As a result, the baseline for Lake Burien is incorrectly described in these documents and the described land-use is inconsistent with the Comprehensive Plan language text

(whenever the comprehensive plan text and the land use map are in disagreement, the text rules the document).

The Lake Burien Shoreline, for the residences immediately abutting the lake, is currently at a land-use density less than the marine shorelines. And the overall land-use density for Lake Burien Reach, including the immediate upland properties of the neighborhood, is only equal to the total marine shoreline residential reach density. Plainly stated: the current characterized land-use for the Lake Burien Reach (LBR) is low density land-use and incorrectly identified in the technical documents as moderate land-use. However, the change to the land-use map in 1999 makes the LBR moderate density and allows for the addition of 56 new residences to be added to the area. This increased densification was specifically discussed in the 1999 land use map changes by the city's planning documents. Additionally, a current analysis of the King County Assessor's records of the properties surrounding the lake indicates that 53 new residences could be added to the area under moderate land use. However, never is this cumulative impact for the future discussed in the Technical Documents. Depending on how the Lake Burien Neighborhood is measured, this could be anywhere from a 41% to 63% increase in density to the land surrounding Lake Burien. By any standard, this is a significant densification of a shoreline, designated as a critical area, which should be discussed for the future. The 1997 EIS and Comprehensive Plan never envisioned or mitigated the Lake Burien land-use to be moderate density.

Lake Burien is currently experiencing net loss. In 2010 and 2011, Lake Burien experienced a historical toxic algae bloom that lasted for months and degraded the waters in that shoreline as well as the waters of Miller Creek. The degraded water quality of the lake made it unsafe for humans and other animals to use. Then the lake had another historical algae bloom that made the lake unusable for humans until June of 2011. These blooms diminished in June, 2011 but again started to intensify in September 2011 and again are continuing to increase. The water quality in the lake is clearly experiencing net loss. Most of the LBR residents are of the opinion that this loss has occurred because of:

1. The densification that has been allowed to the lands surrounding the lake by reducing the buffer from 100' to 50' and to 30' in 2003. Subdivisions and short platting of lots that the 1997 EIS selected against.
2. The lack of investment into and recognition of surface water and storm water problems impacting the lake-by the City of Burien. The lack of adequate financing for the necessary improvement projects and no city plan.
3. The lack of required low impact development for redevelopment of properties surrounding the lake.
4. The lot size of 7,200' (moderate density) which allows for 70% coverage of the lots with impervious surface vs. 12,000' lots (described by the EIS as low density) that only allow 45% impervious surface coverage of the lot. This is an inappropriate land-use designation by the city. Subdivisions and short platting of lots that the 1997 EIS selected against.
5. The lack of recognition by the City of Burien that this area has critical areas that warrant protection. Last year, the City of Burien claimed that the area did not have any significant amounts of critical areas even though the Lake Burien is on their critical areas map.
6. The lack of putting the Lake Burien area into the Storm water Master Plan and not even performing basic repairs to the current storm water system surrounding the lake.
7. The lack of the most basic citizen education programs to the upland properties about reducing storm water and non-point pollutants to protect critical areas and shorelines.

8. The lack of use of Best Available Science when dealing with this lake area/shoreline to ensure that the water quality, habitats, critical areas and shoreline environments are protected and not experiencing net loss.

And now we have Technical Documents that do not even describe the area correctly or check for consistency with the mitigations described by the 1997 EIS that was used to develop the SMP.

Conclusions and Requested Considerations

We are requesting that in this small group process that the City of Burien is putting together to encourage compromise to pass the SMP, that our concerns (The Lake Burien Neighborhood) about the lack of consistency between the SMP and the Comprehensive Plan be further discussed, the agreement about mitigating measures required by the 1997 EIS be examined and that technical documents that examine land-use as a methodology for no net loss be considered. We provided testimony during the SMP hearing process about these issues and, as such, are citizens with standing on the SMP.

In our (The Lake Burien Neighborhood) appeal to the Growth Management Hearings Board, the Board suggested that the SMP process was the logical time to have the scientifically recognized methodology of lower density land-use to prevent net loss to Lake Burien considered in the SMP.

We have approached the Burien City Council during the formal meeting times and have requested that a representative from the Lake Burien Neighborhood be a member of this small group process. We are further requesting that DOE recognize that these Technical Documents and their inconsistencies need to be corrected to establish the correct baseline for the no net loss standard in order to protect Lake Burien.

Sincerely,

Chestine Edgar,

And the signed members in standing for the Lake Burien Neighborhood

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 21st day of November, 2011 the FOLLOWING:

CHECK NOS. 30007-30163

IN THE AMOUNTS OF \$1,947,943.57

WITH VOIDED CHECK NOS. 30092



Accounts Payable
Checks for Approval



Burien

Washington, USA

User: CathyR
Printed: 11/16/2011 - 1:05 PM

Check Number	Check Date	Fund Name	Account Name	Vendor Name	Amount
30007	11/21/2011	Surface Water Management Fund	Repairs And Maintenance	ACE Hardware	23.61
30007	11/21/2011	Street Fund	Repairs And Maintenance	ACE Hardware	27.36
30007	11/21/2011	Street Fund	Office And Operating Supplies	ACE Hardware	20.01
30007	11/21/2011	Street Fund	Repairs And Maintenance	ACE Hardware	26.38
30007	11/21/2011	Street Fund	Repairs And Maintenance	ACE Hardware	40.50
30007	11/21/2011	Street Fund	Office And Operating Supplies	ACE Hardware	5.46
Check Total:					143.32
30008	11/21/2011	General Fund	Subscriptions/publications	Attorney's Eagle Eye Service	59.13
Check Total:					59.13
30009	11/21/2011	General Fund	Rental & Lease	AGRII Party & Events	724.35
Check Total:					724.35
30010	11/21/2011	General Fund	Office And Operating Supplies	AIRGAS-NORPAC, INC.	23.49
Check Total:					23.49
30011	11/21/2011	General Fund	Prof. Svcs-instructors	Pamela Ann Allen	501.60
Check Total:					501.60
30012	11/21/2011	Street Fund	Repairs And Maintenance	Alpine Fence Company	467.54
30012	11/21/2011	Street Fund	Repairs And Maintenance	Alpine Fence Company	36.30
30012	11/21/2011	Street Fund	Repairs And Maintenance	Alpine Fence Company	831.65
30012	11/21/2011	Street Fund	Repairs And Maintenance	Alpine Fence Company	542.03
30012	11/21/2011	Street Fund	Repairs And Maintenance	Alpine Fence Company	343.56

Check Number	Check Date	Fund Name	Account Name	Vendor Name	Amount	
					Check Total:	2,221.08
30013	11/21/2011	General Fund	Office and Operating Supplies	Amerigas - Kent	906.06	
					Check Total:	906.06
30014	11/21/2011	General Fund	Office and Operating Supplies	Atlantis Designs	42.00	
					Check Total:	42.00
30015	11/21/2011	General Fund	Teen Programs	Brian J Barnes	761.44	
					Check Total:	761.44
30016	11/21/2011	Parks & Gen Gov't CIP	Pre-design Engineering	Tom Beckwith FAICP	5,611.50	
					Check Total:	5,611.50
30017	11/21/2011	General Fund	Printing	Brim Press, LLC	32.85	
30017	11/21/2011	General Fund	Printing	Brim Press, LLC	32.85	
30017	11/21/2011	General Fund	Printing	Brim Press, LLC	32.85	
30017	11/21/2011	General Fund	Quarterly Newsletter	Brim Press, LLC	365.49	
30017	11/21/2011	General Fund	Quarterly Newsletter	Brim Press, LLC	32.85	
					Check Total:	496.89
30018	11/21/2011	General Fund	Prof. Svcs-instructors	Viola Brumbaugh	943.46	
					Check Total:	943.46
30019	11/21/2011	Street Fund	Office And Operating Supplies	Bryant's Tractor & Mower, Inc.	23.15	
30019	11/21/2011	Surface Water Management Fund	Office And Operating Supplies	Bryant's Tractor & Mower, Inc.	23.15	
30019	11/21/2011	Surface Water Management Fund	Office And Operating Supplies	Bryant's Tractor & Mower, Inc.	37.51	
30019	11/21/2011	Street Fund	Office And Operating Supplies	Bryant's Tractor & Mower, Inc.	37.52	
30019	11/21/2011	Street Fund	Office And Operating Supplies	Bryant's Tractor & Mower, Inc.	89.17	
30019	11/21/2011	Surface Water Management Fund	Office And Operating Supplies	Bryant's Tractor & Mower, Inc.	89.16	
30019	11/21/2011	Street Fund	Office And Operating Supplies	Bryant's Tractor & Mower, Inc.	39.06	
30019	11/21/2011	Surface Water Management Fund	Office And Operating Supplies	Bryant's Tractor & Mower, Inc.	39.06	
30019	11/21/2011	Surface Water Management Fund	Office And Operating Supplies	Bryant's Tractor & Mower, Inc.	39.06	
30019	11/21/2011	Street Fund	Office And Operating Supplies	Bryant's Tractor & Mower, Inc.	39.06	
30019	11/21/2011	Street Fund	Office And Operating Supplies	Bryant's Tractor & Mower, Inc.	38.33	
30019	11/21/2011	Surface Water Management Fund	Office And Operating Supplies	Bryant's Tractor & Mower, Inc.	38.32	

Check Number	Check Date	Fund Name	Account Name	Vendor Name	Amount
				Check Total:	532.55
30020	11/21/2011	General Fund	Professional Services	Center for Ethical Leadership	1,050.00
				Check Total:	1,050.00
30021	11/21/2011	General Fund	Office and Operating Supplies	Clay Art Center, Inc.	250.76
				Check Total:	250.76
30022	11/21/2011	General Fund	Telephone	CenturyLink	44.77
30022	11/21/2011	Surface Water Management Fund	Telephone	CenturyLink	48.35
30022	11/21/2011	Street Fund	Telephone	CenturyLink	48.34
				Check Total:	141.46
30023	11/21/2011	General Fund	Online Video Streaming	COMCAST	57.73
30023	11/21/2011	General Fund	Telephone	COMCAST	69.90
				Check Total:	127.63
30024	11/21/2011	General Fund	Office/operating Supplies	Complete Office	196.08
30024	11/21/2011	General Fund	Office/operating Supplies	Complete Office	220.75
30024	11/21/2011	General Fund	Office And Operating Supplies	Complete Office	171.62
30024	11/21/2011	General Fund	Office And Operating Supplies	Complete Office	171.62
30024	11/21/2011	General Fund	Office And Operating Supplies	Complete Office	220.75
30024	11/21/2011	General Fund	Office And Operating Supplies	Complete Office	24.46
30024	11/21/2011	General Fund	Office/Operating Supplies	Complete Office	24.46
30024	11/21/2011	General Fund	Office And Operating Supplies	Complete Office	24.46
30024	11/21/2011	General Fund	Office And Operating Supplies	Complete Office	772.36
30024	11/21/2011	Street Fund	Machinery/eqpt - Uncapitalized	Complete Office	338.91
30024	11/21/2011	Surface Water Management Fund	Machinery/eqpt - Uncapitalized	Complete Office	338.90
30024	11/21/2011	Equipment Reserve Fund	Machinery/eqpt - Noncapitalize	Complete Office	677.81
				Check Total:	3,182.18
30025	11/21/2011	General Fund	Instructors Prof Svcs	Janet S. Crawley	484.00
30025	11/21/2011	General Fund	Prof. Svcs-instructors	Janet S. Crawley	443.45
				Check Total:	927.45
30026	11/21/2011	General Fund	Office And Operating Supplies	Crystal Springs	69.73

Check Number	Check Date	Fund Name	Account Name	Vendor Name	Amount
				Check Total:	69.73
30027	11/21/2011	General Fund	Software Subscription Fees	City of Bellevue Treasurer	3,531.55
				Check Total:	3,531.55
30028	11/21/2011	General Fund	Utilities	City of Seattle	16.74
30028	11/21/2011	General Fund	Utilities	City of Seattle	12.39
30028	11/21/2011	General Fund	Utilities	City of Seattle	31.76
30028	11/21/2011	Street Fund	Utilities-street Lighting	City of Seattle	3,987.85
30028	11/21/2011	Street Fund	Utilities - Traffic Signals	City of Seattle	1,091.76
30028	11/21/2011	Street Fund	Utilities - Traffic Signals	City of Seattle	442.36
				Check Total:	5,582.86
30029	11/21/2011	General Fund	State Lobbying Services	Michael D. Doubleday	2,850.00
				Check Total:	2,850.00
30030	11/21/2011	Surface Water Management Fund	NPDES Phase II	DAS Manufacturing, Inc.	190.44
30030	11/21/2011	Surface Water Management Fund	NPDES Phase II	DAS Manufacturing, Inc.	30.90
				Check Total:	221.34
30031	11/21/2011	Surface Water Management Fund	Regional Watershed (wria9)	Department of Ecology	433.00
30031	11/21/2011	Surface Water Management Fund	Regional Watershed (wria9)	Department of Ecology	4,355.81
				Check Total:	4,788.81
30032	11/21/2011	General Fund	Comp Plan Implementation Costs	Duncanson Company, Inc.	1,200.00
				Check Total:	1,200.00
30033	11/21/2011	General Fund	Office and Operating Supplies	Destiny Worldwide	406.78
30033	11/21/2011	General Fund	Office And Operating Supplies	Destiny Worldwide	293.75
				Check Total:	700.53
30034	11/21/2011	General Fund	Repair/maint-vehicle	Elidrew, LLC	11.83
				Check Total:	11.83

Check Number	Check Date	Fund Name	Account Name	Vendor Name	Amount
30035	11/21/2011	Surface Water Management Fund	NPDES Phase II	Environmental Science Center	5,554.00
				Check Total:	5,554.00
30036	11/21/2011	General Fund	MIS Plan Implementation	Environmental Systems Research	4,660.00
				Check Total:	4,660.00
30037	11/21/2011	General Fund	City Hall Bldg Maintenance	Flags-A-Flying, LLC	226.01
				Check Total:	226.01
30038	11/21/2011	Transportation CIP	Transpo Master Plan	Fehr and Peers	24,601.29
30038	11/21/2011	General Fund	P/H Heal Grant Exps	Fehr and Peers	8,630.00
				Check Total:	33,231.29
30039	11/21/2011	General Fund	Fuel/gas consumption	Fleet Services	63.84
30039	11/21/2011	General Fund	Fuel/gas/gasoline Consumption	Fleet Services	356.65
30039	11/21/2011	Street Fund	Fuel/gas/gasoline consumption	Fleet Services	2,004.69
30039	11/21/2011	Surface Water Management Fund	Fuel/gas/gasoline consumption	Fleet Services	1,900.86
30039	11/21/2011	General Fund	Fuel/gas/gasoline Consumption	Fleet Services	346.64
30039	11/21/2011	General Fund	Fuel/gas/gasoline Consumption	Fleet Services	445.33
30039	11/21/2011	General Fund	Fuel/Gas Consumption	Fleet Services	57.01
				Check Total:	5,175.02
30040	11/21/2011	Street Fund	Repairs And Maintenance	Heather Slee/Flyer Electric	163.43
30040	11/21/2011	Surface Water Management Fund	Repairs And Maintenance	Heather Slee/Flyer Electric	163.43
				Check Total:	326.86
30041	11/21/2011	General Fund	Rental & Lease	FunRent	430.00
				Check Total:	430.00
30042	11/21/2011	General Fund	Professional Services	Gray & Osborne, Inc.	241.53
				Check Total:	241.53
30043	11/21/2011	General Fund	Instructors Prof Svcs	Carol Gouthro	360.00

Check Number	Check Date	Fund Name	Account Name	Vendor Name	Amount
				Check Total:	360.00
30044	11/21/2011	General Fund	Instructors Prof Svcs	Alina Gridley	40.00
				Check Total:	40.00
30045	11/21/2011	General Fund	Parks Building Security	Guardian Security	65.00
				Check Total:	65.00
30046	11/21/2011	General Fund	Human Svc-family/youth	Highline Area Food Bank	2,500.00
				Check Total:	2,500.00
30047	11/21/2011	General Fund	Instructors Prof Svcs	Victoria E. Hamilton	330.00
30047	11/21/2011	General Fund	Instructors Prof Svcs	Victoria E. Hamilton	333.00
				Check Total:	663.00
30048	11/21/2011	General Fund	Nuisance Abatement Costs	HOME DEPOT	176.24
30048	11/21/2011	Street Fund	Office And Operating Supplies	HOME DEPOT	120.38
30048	11/21/2011	Surface Water Management Fund	Office And Operating Supplies	HOME DEPOT	120.39
30048	11/21/2011	Surface Water Management Fund	Office And Operating Supplies	HOME DEPOT	121.40
30048	11/21/2011	Street Fund	Office And Operating Supplies	HOME DEPOT	121.39
				Check Total:	659.80
30049	11/21/2011	Street Fund	Repairs And Maintenance	Hi-Line, Inc.	120.85
30049	11/21/2011	Surface Water Management Fund	Repairs And Maintenance	Hi-Line, Inc.	120.85
				Check Total:	241.70
30050	11/21/2011	General Fund	Human Svc-family/youth	Highline Medical Group	2,500.00
				Check Total:	2,500.00
30051	11/21/2011	General Fund	Operating Rentals and Leases	Head-quarters	81.50
				Check Total:	81.50
30052	11/21/2011	Surface Water Management Fund	Repairs And Maintenance	IBS, INC.	30.59

Check Number	Check Date	Fund Name	Account Name	Vendor Name	Amount	
					Check Total:	30.59
30053	11/21/2011	Street Fund	Repairs And Maintenance	ICON Materials	249.57	
30053	11/21/2011	Surface Water Management Fund	Repairs And Maintenance	ICON Materials	249.57	
30053	11/21/2011	Surface Water Management Fund	Repairs And Maintenance	ICON Materials	42.98	
30053	11/21/2011	Street Fund	Repairs And Maintenance	ICON Materials	42.98	
30053	11/21/2011	Surface Water Management Fund	Repairs And Maintenance	ICON Materials	491.07	
30053	11/21/2011	Street Fund	Repairs And Maintenance	ICON Materials	64.47	
30053	11/21/2011	Surface Water Management Fund	Repairs And Maintenance	ICON Materials	64.47	
30053	11/21/2011	Street Fund	Repairs And Maintenance	ICON Materials	234.74	
30053	11/21/2011	Surface Water Management Fund	Repairs And Maintenance	ICON Materials	234.73	
30053	11/21/2011	Street Fund	Repairs And Maintenance	ICON Materials	113.34	
30053	11/21/2011	Surface Water Management Fund	Repairs And Maintenance	ICON Materials	113.33	
30053	11/21/2011	Street Fund	Repairs And Maintenance	ICON Materials	376.41	
30053	11/21/2011	Surface Water Management Fund	Repairs And Maintenance	ICON Materials	376.41	
					Check Total:	2,654.07
30054	11/21/2011	General Fund	Operating Rents & Leases	IKON Office Solutions	455.54	
30054	11/21/2011	General Fund	Operating Rents & Leases	IKON Office Solutions	321.93	
					Check Total:	777.47
30055	11/21/2011	General Fund	Miscellaneous	Iron Mountain Rec. Management	40.65	
30055	11/21/2011	General Fund	Miscellaneous	Iron Mountain Rec. Management	213.15	
					Check Total:	253.80
30056	11/21/2011	General Fund	Telephone	Integra Telecom	1,304.80	
30056	11/21/2011	General Fund	Telephone	Integra Telecom	163.41	
30056	11/21/2011	General Fund	Telephone	Integra Telecom	136.18	
30056	11/21/2011	General Fund	Telephone	Integra Telecom	54.47	
30056	11/21/2011	General Fund	Telephone	Integra Telecom	108.94	
30056	11/21/2011	General Fund	Telephone	Integra Telecom	272.36	
30056	11/21/2011	General Fund	Telephone	Integra Telecom	136.18	
30056	11/21/2011	General Fund	Telephone	Integra Telecom	163.41	
30056	11/21/2011	General Fund	Telephone	Integra Telecom	326.83	
					Check Total:	2,666.58
30057	11/21/2011	General Fund	Citizens Patrol/ Crime Prevent	Interstate Tire & Automotive	43.17	

Check Number	Check Date	Fund Name	Account Name	Vendor Name	Amount
				Check Total:	43.17
30058	11/21/2011	General Fund	Travel	Stephanie Jewett	21.81
30058	11/21/2011	General Fund	Travel	Stephanie Jewett	368.21
				Check Total:	390.02
30059	11/21/2011	Street Fund	Office And Operating Supplies	King County Fleet Adm.	47.40
30059	11/21/2011	Street Fund	Repairs And Maintenance	King County Fleet Adm.	523.42
				Check Total:	570.82
30060	11/21/2011	General Fund	Substance Abuses	King County Finance	2,536.53
				Check Total:	2,536.53
30061	11/21/2011	General Fund	Police Contract - King Co	King County Sheriff's Office	806,733.83
30061	11/21/2011	General Fund	Police Contract - King Co	King County Sheriff's Office	806,733.83
				Check Total:	1,613,467.66
30062	11/21/2011	General Fund	Jail contracts	KING COUNTY FINANCE	36,527.43
				Check Total:	36,527.43
30063	11/21/2011	Surface Water Management Fund	Swm Billed By Swm Dept	King County Office of Finance	75,296.59
30063	11/21/2011	Surface Water Management Fund	Regional Watershed (wria9)	King County Office of Finance	5,851.00
				Check Total:	81,147.59
30064	11/21/2011	General Fund	Attorney Srvc - Litigation	Kenyon Disend, PLLC	1,625.05
				Check Total:	1,625.05
30065	11/21/2011	General Fund	Instructors Prof Srvc	North American Youth Activitie	1,685.60
				Check Total:	1,685.60
30066	11/21/2011	General Fund	Registration - Trainng/workshp	K. SCOTT KIMERER	1,154.44

Check Number	Check Date	Fund Name	Account Name	Vendor Name	Amount
				Check Total:	1,154.44
30067	11/21/2011	General Fund	Public Defender	Kirshenbaum & Goss, Inc., P.S	6,095.00
				Check Total:	6,095.00
30068	11/21/2011	General Fund	Prof. Svcs-instructors	Kim Klose	102.00
				Check Total:	102.00
30069	11/21/2011	General Fund	Prof. Svcs-instructors	Cecilia Koschorreck	738.40
				Check Total:	738.40
30070	11/21/2011	General Fund	Instructors Prof Svcs	Lauren Laughlin	352.00
				Check Total:	352.00
30071	11/21/2011	General Fund	Prof. Svcs-instructors	Lori Leberer	90.00
				Check Total:	90.00
30072	11/21/2011	General Fund	Instructors Prof Svcs	Yon Lemieux	120.00
				Check Total:	120.00
30073	11/21/2011	General Fund	Prof. Svcs-instructors	Alexander Lewis	1,170.00
				Check Total:	1,170.00
30074	11/21/2011	General Fund	Prof. Svcs-instructors	Anne Marie Littleton	854.10
				Check Total:	854.10
30075	11/21/2011	Surface Water Management Fund	Repairs And Maintenance	Lloyd Enterprises, Inc.	326.59
30075	11/21/2011	Street Fund	Repairs And Maintenance	Lloyd Enterprises, Inc.	133.18
30075	11/21/2011	Surface Water Management Fund	Repairs And Maintenance	Lloyd Enterprises, Inc.	111.71
30075	11/21/2011	Surface Water Management Fund	Repairs And Maintenance	Lloyd Enterprises, Inc.	110.38
30075	11/21/2011	Street Fund	Repairs And Maintenance	Lloyd Enterprises, Inc.	62.71
30075	11/21/2011	Surface Water Management Fund	Repairs And Maintenance	Lloyd Enterprises, Inc.	248.95
30075	11/21/2011	Surface Water Management Fund	Repairs And Maintenance	Lloyd Enterprises, Inc.	127.95
30075	11/21/2011	Surface Water Management Fund	Repairs And Maintenance	Lloyd Enterprises, Inc.	186.19

Check Number	Check Date	Fund Name	Account Name	Vendor Name	Amount
30075	11/21/2011	Street Fund	Repairs And Maintenance	Lloyd Enterprises, Inc.	154.35
30075	11/21/2011	Street Fund	Repairs And Maintenance	Lloyd Enterprises, Inc.	151.75
Check Total:					1,613.76
30076	11/21/2011	General Fund	Repairs & Maintenance	Magnum	136.88
30076	11/21/2011	General Fund	Repairs & Maintenance	Magnum	108.41
Check Total:					245.29
30077	11/21/2011	General Fund	Prof. Svcs-instructors	Galina Malevannaya	120.00
Check Total:					120.00
30078	11/21/2011	General Fund	Prof. Svcs-instructors	Jacob Matthew	728.00
Check Total:					728.00
30079	11/21/2011	General Fund	Prof. Svcs-instructors	Susy McAleer	75.00
Check Total:					75.00
30080	11/21/2011	General Fund	Instructors Prof Svcs	Hunter McGee	210.00
Check Total:					210.00
30081	11/21/2011	General Fund	Office and Operating Supplies	McLendon Hardware, Inc.	27.36
30081	11/21/2011	Surface Water Management Fund	Office And Operating Supplies	McLendon Hardware, Inc.	92.17
30081	11/21/2011	Street Fund	Office And Operating Supplies	McLendon Hardware, Inc.	92.17
30081	11/21/2011	Street Fund	Office And Operating Supplies	McLendon Hardware, Inc.	40.58
30081	11/21/2011	Surface Water Management Fund	Minor Tools & Equipment	McLendon Hardware, Inc.	114.41
Check Total:					366.69
30082	11/21/2011	General Fund	Instructors Prof Svcs	Momentum Dance Academy	525.20
Check Total:					525.20
30083	11/21/2011	General Fund	B&O Tax collect & audit	Microflex, Inc.	1,927.74
30083	11/21/2011	General Fund	B&O Tax collect & audit	Microflex, Inc.	37.60
30083	11/21/2011	Street Fund	Dt Business License Svcs	Microflex, Inc.	2,629.56
30083	11/21/2011	Street Fund	Dt Business License Svcs	Microflex, Inc.	37.60
30083	11/21/2011	General Fund	Sales Tax Auditing Costs	Microflex, Inc.	267.00

Check Number	Check Date	Fund Name	Account Name	Vendor Name	Amount
				Check Total:	4,899.50
30084	11/21/2011	General Fund	Office and Operating Supplies	Miller Paint Co.	13.96
				Check Total:	13.96
30085	11/21/2011	General Fund	Prof. Svcs-instructors	Scott A. Miller	463.45
				Check Total:	463.45
30086	11/21/2011	Surface Water Management Fund	Office And Operating Supplies	ANTHONY MOODY	143.34
				Check Total:	143.34
30087	11/21/2011	General Fund	Office/operating Supplies	Mountain Mist	39.50
				Check Total:	39.50
30088	11/21/2011	General Fund	Instructors Prof Svcs	Shariana Mundi	968.00
30088	11/21/2011	General Fund	Instructors Prof Svcs	Shariana Mundi	264.00
				Check Total:	1,232.00
30089	11/21/2011	General Fund	Instructors Prof Svcs	Aaron Murray	160.00
				Check Total:	160.00
30090	11/21/2011	General Fund	Instructors Prof Svcs	New City Dance Company	1,141.40
				Check Total:	1,141.40
30091	11/21/2011	General Fund	City Hall Custodial	National Maintenance	1,032.29
30091	11/21/2011	General Fund	Professional Services	National Maintenance	150.00
				Check Total:	1,182.29
30093	11/21/2011	General Fund	Professional Services	Office Of Minority & Women's	150.00
				Check Total:	150.00
30094	11/21/2011	Surface Water Management Fund	Repairs And Maintenance	O'Reilly Auto Parts	19.31

Check Number	Check Date	Fund Name	Account Name	Vendor Name	Amount
30094	11/21/2011	Street Fund	Repairs And Maintenance	O'Reilly Auto Parts	19.31
30094	11/21/2011	Street Fund	Repairs And Maintenance	O'Reilly Auto Parts	8.74
30094	11/21/2011	Surface Water Management Fund	Repairs And Maintenance	O'Reilly Auto Parts	8.74
30094	11/21/2011	Street Fund	Repairs And Maintenance	O'Reilly Auto Parts	10.95
30094	11/21/2011	Surface Water Management Fund	Repairs And Maintenance	O'Reilly Auto Parts	10.94
30094	11/21/2011	Street Fund	Repairs And Maintenance	O'Reilly Auto Parts	6.01
30094	11/21/2011	Surface Water Management Fund	Repairs And Maintenance	O'Reilly Auto Parts	6.01
30094	11/21/2011	Street Fund	Repairs And Maintenance	O'Reilly Auto Parts	74.14
30094	11/21/2011	Surface Water Management Fund	Repairs And Maintenance	O'Reilly Auto Parts	74.13
30094	11/21/2011	Surface Water Management Fund	Repairs And Maintenance	O'Reilly Auto Parts	27.90
30094	11/21/2011	Street Fund	Repairs And Maintenance	O'Reilly Auto Parts	27.91
30094	11/21/2011	Street Fund	Repairs And Maintenance	O'Reilly Auto Parts	2.73
30094	11/21/2011	Surface Water Management Fund	Repairs And Maintenance	O'Reilly Auto Parts	2.72
Check Total:					299.54
30095	11/21/2011	General Fund	Instructors Prof Srvs	J. D. Paulson	350.00
Check Total:					350.00
30096	11/21/2011	General Fund	Office/operating Supplies	Petty Cash Custodian	37.78
30096	11/21/2011	General Fund	Mileage	Petty Cash Custodian	19.98
30096	11/21/2011	General Fund	Mileage	Petty Cash Custodian	13.32
30096	11/21/2011	General Fund	Office And Operating Supplies	Petty Cash Custodian	14.77
30096	11/21/2011	General Fund	Mileage	Petty Cash Custodian	21.09
30096	11/21/2011	General Fund	Mileage	Petty Cash Custodian	13.32
30096	11/21/2011	General Fund	Office/operating Supplies	Petty Cash Custodian	19.70
30096	11/21/2011	Transportation CIP	project development	Petty Cash Custodian	8.00
30096	11/21/2011	General Fund	Registration - Trainng/workshp	Petty Cash Custodian	31.87
30096	11/21/2011	General Fund	Office/operating Supplies	Petty Cash Custodian	3.98
30096	11/21/2011	General Fund	Office/operating Supplies	Petty Cash Custodian	37.98
30096	11/21/2011	General Fund	Registration - Trainng/workshp	Petty Cash Custodian	17.47
30096	11/21/2011	General Fund	Mileage	Petty Cash Custodian	13.32
30096	11/21/2011	General Fund	Comprehensive Plan Costs	Petty Cash Custodian	13.07
30096	11/21/2011	General Fund	Mileage	Petty Cash Custodian	9.99
30096	11/21/2011	General Fund	Mileage	Petty Cash Custodian	13.32
30096	11/21/2011	Street Fund	Repairs And Maintenance	Petty Cash Custodian	4.24
Check Total:					293.20
30097	11/21/2011	Street Fund	Office And Operating Supplies	Pacific Industrial Supply	19.05
30097	11/21/2011	Surface Water Management Fund	Office And Operating Supplies	Pacific Industrial Supply	19.06
30097	11/21/2011	Surface Water Management Fund	Office And Operating Supplies	Pacific Industrial Supply	114.01
30097	11/21/2011	Street Fund	Office And Operating Supplies	Pacific Industrial Supply	114.02

Check Number	Check Date	Fund Name	Account Name	Vendor Name	Amount
30097	11/21/2011	Street Fund	Small Tools & Minor Equipments	Pacific Industrial Supply	23.98
30097	11/21/2011	Surface Water Management Fund	Minor Tools & Equipment	Pacific Industrial Supply	23.98
				Check Total:	314.10
30098	11/21/2011	General Fund	Postage	Reserve Account	5,000.00
				Check Total:	5,000.00
30099	11/21/2011	General Fund	City Hall Bldg Maintenance	Pacific Lamp & Supply Company	87.93
				Check Total:	87.93
30100	11/21/2011	General Fund	Building Maintenance	Performance Mechanical Group	109.50
				Check Total:	109.50
30101	11/21/2011	General Fund	Office And Operating Supplies	Poly Bag, LLC	75.20
				Check Total:	75.20
30102	11/21/2011	General Fund	Channel 21 Video Production	Puget Sound Access	1,405.00
30102	11/21/2011	General Fund	Online Video Streaming	Puget Sound Access	650.00
				Check Total:	2,055.00
30103	11/21/2011	Street Fund	Utilities-street Lighting	Puget Sound Energy	1,595.16
				Check Total:	1,595.16
30104	11/21/2011	General Fund	Right Of Way Use Permit	Ivan Cockrum	250.00
				Check Total:	250.00
30105	11/21/2011	General Fund	Planning & Devel Fees/charges	Merrill L. Ames	287.80
				Check Total:	287.80
30106	11/21/2011	Street Fund	Business Licenses	Diamond Roofing inc	90.00
				Check Total:	90.00

Check Number	Check Date	Fund Name	Account Name	Vendor Name	Amount
30107	11/21/2011	Street Fund	Business Licenses	MTS Plumbing Contractors Inc	90.00
				Check Total:	90.00
30108	11/21/2011	Street Fund	Business Licenses	Aqualine Pool and Spa Inc	45.00
				Check Total:	45.00
30109	11/21/2011	Street Fund	Business Licenses	Brian Douglas Scott Planning &	37.50
				Check Total:	37.50
30110	11/21/2011	General Fund	Business & Occupation Tax	Kristopher Maudlien	1,052.56
				Check Total:	1,052.56
30111	11/21/2011	General Fund	Business & Occupation Tax	Nathan J Bosseler	13.18
				Check Total:	13.18
30112	11/21/2011	General Fund	Business & Occupation Tax	KD Construction	29.51
				Check Total:	29.51
30113	11/21/2011	General Fund	Business & Occupation Tax	Qwest Interprise America Inc	15.22
				Check Total:	15.22
30114	11/21/2011	General Fund	Business & Occupation Tax	Rick the Plumber & Co Inc	32.16
				Check Total:	32.16
30115	11/21/2011	General Fund	Business & Occupation Tax	Hardie Flooring Center LLC	18.61
				Check Total:	18.61
30116	11/21/2011	General Fund	Business & Occupation Tax	NCS Development	7.63
				Check Total:	7.63
30117	11/21/2011	General Fund	Business & Occupation Tax	Commercial Interiors Inc	9.54

Check Number	Check Date	Fund Name	Account Name	Vendor Name	Amount
				Check Total:	9.54
30118	11/21/2011	General Fund	Security/performance Bond Payb	Vigil Jim	1,170.00
				Check Total:	1,170.00
30119	11/21/2011	General Fund	Security/performance Bond Payb	Erik Siderits	468.00
				Check Total:	468.00
30120	11/21/2011	General Fund	Refund Clearing Account -Parks	Mark Goodwin	100.00
				Check Total:	100.00
30121	11/21/2011	General Fund	Refund Clearing Account -Parks	Mayliza Garban	400.00
				Check Total:	400.00
30122	11/21/2011	General Fund	Refund Clearing Account -Parks	Grace Hong	11.00
				Check Total:	11.00
30123	11/21/2011	Surface Water Management Fund	Repairs And Maintenance	Renton Concrete Recyclers	39.38
30123	11/21/2011	Surface Water Management Fund	Repairs And Maintenance	Renton Concrete Recyclers	39.38
30123	11/21/2011	Surface Water Management Fund	Repairs And Maintenance	Renton Concrete Recyclers	39.38
				Check Total:	118.14
30124	11/21/2011	General Fund	Printing/binding/copying	Claude McAlpin, III	16.37
				Check Total:	16.37
30125	11/21/2011	General Fund	Professional Services	River Oaks Communications Corp	1,086.76
30125	11/21/2011	General Fund	Professional Services	River Oaks Communications Corp	1,006.25
				Check Total:	2,093.01
30126	11/21/2011	General Fund	Att Svcs - Litigation - 1st So	Ryan, Swanson & Cleveland	1,050.00
				Check Total:	1,050.00

Check Number	Check Date	Fund Name	Account Name	Vendor Name	Amount
30127	11/21/2011	General Fund	Prof. Svcs-instructors	Sandra Schneider	180.00
Check Total:					180.00
30128	11/21/2011	General Fund	Instructors Prof Srvs	Diana Amaranta Sandys	63.00
Check Total:					63.00
30129	11/21/2011	General Fund	Advertising	Seattle Times	101.48
30129	11/21/2011	General Fund	Advertising	Seattle Times	91.16
30129	11/21/2011	General Fund	Advertising/legal Publications	Seattle Times	150.00
30129	11/21/2011	General Fund	Advertising	Seattle Times	67.32
Check Total:					409.96
30130	11/21/2011	General Fund	Office And Operating Supplies	Seatown Locksmith	15.77
Check Total:					15.77
30131	11/21/2011	General Fund	Computer Consultant Prof Svcs	SEITEL Systems, LLC	780.00
30131	11/21/2011	Street Fund	Computer Consultant Pro Svc	SEITEL Systems, LLC	130.00
30131	11/21/2011	Surface Water Management Fund	Computer Consultant Pro Svc	SEITEL Systems, LLC	130.00
30131	11/21/2011	General Fund	Computer Consultant Prof Svcs	SEITEL Systems, LLC	945.00
30131	11/21/2011	Street Fund	Computer Consultant Pro Svc	SEITEL Systems, LLC	157.50
30131	11/21/2011	Surface Water Management Fund	Computer Consultant Pro Svc	SEITEL Systems, LLC	157.50
Check Total:					2,300.00
30132	11/21/2011	General Fund	Professional Services	Nancy Shattuck	1,820.00
Check Total:					1,820.00
30133	11/21/2011	General Fund	Instructors Prof Srvs	Kevon Shea	382.50
Check Total:					382.50
30134	11/21/2011	General Fund	Nuisance Abatement Costs	Sherwin-Williams Co.	21.14
Check Total:					21.14
30135	11/21/2011	General Fund	Prof. Svcs-instructors	Gretchen Sinclair	240.00

Check Number	Check Date	Fund Name	Account Name	Vendor Name	Amount	
					Check Total:	240.00
30136	11/21/2011	Street Fund	Office And Operating Supplies	Six Robbles' Inc.	3.95	
					Check Total:	3.95
30137	11/21/2011	General Fund	Professional Services	Shiels Obletz Johnsen	10,880.25	
30137	11/21/2011	Transportation CIP	professional services	Shiels Obletz Johnsen	13,012.50	
30137	11/21/2011	General Fund	Professional Services	Shiels Obletz Johnsen	690.00	
					Check Total:	24,582.75
30138	11/21/2011	General Fund	Telephone	SPRINT	1,999.85	
30138	11/21/2011	General Fund	Misc. EOC	SPRINT	57.71	
30138	11/21/2011	General Fund	Telephone	SPRINT	290.56	
30138	11/21/2011	Street Fund	Telephone	SPRINT	290.55	
30138	11/21/2011	Surface Water Management Fund	Telephone	SPRINT	290.55	
30138	11/21/2011	General Fund	Telephone	SPRINT	202.98	
30138	11/21/2011	General Fund	Telephone	SPRINT	204.93	
30138	11/21/2011	General Fund	Telephone	SPRINT	74.56	
30138	11/21/2011	General Fund	Telephone	SPRINT	-18.05	
30138	11/21/2011	General Fund	Telephone	SPRINT	43.13	
					Check Total:	3,436.77
30139	11/21/2011	Surface Water Management Fund	Professional services	Summit Security & Sound System	65.70	
30139	11/21/2011	Street Fund	Professional Services	Summit Security & Sound System	65.70	
					Check Total:	131.40
30140	11/21/2011	Surface Water Management Fund	Repairs And Maintenance	Superlon Plastics	1,345.25	
					Check Total:	1,345.25
30141	11/21/2011	General Fund	P/H Heal Grant Exps	SvR Design Company	3,991.25	
					Check Total:	3,991.25
30142	11/21/2011	General Fund	Utilities	Southwest Suburban Sewer Dist.	172.50	
30142	11/21/2011	General Fund	Utilities	Southwest Suburban Sewer Dist.	357.00	
30142	11/21/2011	General Fund	Utilities	Southwest Suburban Sewer Dist.	51.00	
30142	11/21/2011	General Fund	Utilities	Southwest Suburban Sewer Dist.	51.00	

Check Number	Check Date	Fund Name	Account Name	Vendor Name	Amount	
30142	11/21/2011	General Fund	Utilities	Southwest Suburban Sewer Dist.	70.00	
30142	11/21/2011	General Fund	Utilities	Southwest Suburban Sewer Dist.	51.00	
30142	11/21/2011	General Fund	Utilities	Southwest Suburban Sewer Dist.	129.00	
30142	11/21/2011	General Fund	Utilities	Southwest Suburban Sewer Dist.	89.00	
					Check Total:	970.50
30143	11/21/2011	General Fund	Instructors Prof Svcs	Train Builder Productions, LLC	332.50	
					Check Total:	332.50
30144	11/21/2011	General Fund	Prosecution - City Atty	The Walls Law Firm	12,687.84	
					Check Total:	12,687.84
30145	11/21/2011	General Fund	Teen Programs	Reginald Thomas	190.36	
					Check Total:	190.36
30146	11/21/2011	General Fund	Instructors Prof Svcs	Ken Turner	1,092.00	
					Check Total:	1,092.00
30147	11/21/2011	General Fund	Postage	U.S. POSTAL SERVICE	3,900.00	
					Check Total:	3,900.00
30148	11/21/2011	General Fund	Instructors Prof Svcs	Fred Vaughan	60.00	
					Check Total:	60.00
30149	11/21/2011	General Fund	Telephone	Verizon Wireless	43.01	
30149	11/21/2011	General Fund	Telephone	Verizon Wireless	43.01	
30149	11/21/2011	Street Fund	Telephone	Verizon Wireless	107.52	
30149	11/21/2011	Surface Water Management Fund	Telephone	Verizon Wireless	150.54	
30149	11/21/2011	General Fund	Telephone	Verizon Wireless	43.01	
					Check Total:	387.09
30150	11/21/2011	General Fund	Jail contracts	WASPC-Regional Cities EHM	36.00	
					Check Total:	36.00

Check Number	Check Date	Fund Name	Account Name	Vendor Name	Amount
30151	11/21/2011	Street Fund	Landscape Maint - Utilities	Water District No. 20	118.50
				Check Total:	118.50
30152	11/21/2011	Street Fund	Landscape Maint - Utilities	Water District No. 49	1,237.15
30152	11/21/2011	General Fund	Utilities	Water District No. 49	1,302.10
				Check Total:	2,539.25
30153	11/21/2011	Street Fund	Garbage Franchise Tech Assist	Wilder Environmental Consultin	1,727.15
				Check Total:	1,727.15
30154	11/21/2011	General Fund	Subscriptions/publications	West Payment Center	385.67
				Check Total:	385.67
30155	11/21/2011	General Fund	Jury & Witness Fees	Debra George	10.00
				Check Total:	10.00
30156	11/21/2011	General Fund	Jury & Witness Fees	Elizabeth Lopez Lopez	12.04
				Check Total:	12.04
30157	11/21/2011	General Fund	Jury & Witness Fees	Damani Williams	22.24
				Check Total:	22.24
30158	11/21/2011	General Fund	Jury & Witness Fees	Barbara Reamer	12.04
				Check Total:	12.04
30159	11/21/2011	Street Fund	Miscellaneous	Waste Management of Seattle	1,268.09
30159	11/21/2011	Surface Water Management Fund	Miscellaneous	Waste Management of Seattle	1,268.08
				Check Total:	2,536.17
30160	11/21/2011	General Fund	Seasonal Security	Washington Merchant Patrol LLC	220.00
				Check Total:	220.00

Check Number	Check Date	Fund Name	Account Name	Vendor Name	Amount
30161	11/21/2011	General Fund	Office And Operating Supplies	Walter E. Nelson Co.	129.82
30161	11/21/2011	General Fund	Office and Operating Supplies	Walter E. Nelson Co.	129.82
30161	11/21/2011	General Fund	Office Supplies	Walter E. Nelson Co.	129.83
30161	11/21/2011	General Fund	Office And Operating Supplies	Walter E. Nelson Co.	327.87
30161	11/21/2011	General Fund	Office Supplies	Walter E. Nelson Co.	327.87
Check Total:					1,045.21
30162	11/21/2011	General Fund	Professional Services	Washington State Patrol	50.00
Check Total:					50.00
30163	11/21/2011	General Fund	Prof. Svcs-instructors	Pamela Odegard	180.00
Check Total:					180.00
Report Total:					1,947,943.57



CITY COUNCIL MEETING MINUTES

November 14, 2011

7:00 p.m.

Burien City Hall
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*

CALL TO ORDER

Mayor McGilton called the Meeting of the Burien City Council to order at 7:00 p.m.

PLEDGE OF ALLEGIANCE

Mayor McGilton led the Pledge of Allegiance.

ROLL CALL

Present: Mayor Joan McGilton, Councilmembers Jack Block, Jr., Rose Clark, Lucy Krakowiak, Gerald F. Robison, and Gordon Shaw. Deputy Mayor Brian Bennett was excused.

Administrative staff present: Mike Martin, City Manager; Craig Knutson, City Attorney; Kim Krause, Finance Director; Angie Chaufy, Human Resources Manager; Steve Roemer, Acting Public Works Director; Ramesh Davad, Development Review Engineer; and Monica Lusk, City Clerk.

AGENDA CONFIRMATION

Direction/Action

Motion was made by Councilmember Krakowiak, seconded by Councilmember Shaw and passed unanimously to affirm the November 14, 2011, Agenda.

PUBLIC COMMENT

Roger DeLorm, 13254 2nd Avenue SW, Burien
Mr. DeLorm spoke to the cancellation of last week's Council meeting, and the recent crime in the White Center area.

Bob McLaughlin, 14909 28th Avenue SW, Burien
Mr. McLaughlin spoke in favor of Shoreline Master Program (SMP) working group.

Pamela Staeheli, 11812 4th Avenue SW, Burien
Ms. Staeheli read a letter from the B-Town Blog regarding the lack of response from CARES' relating to an injured cat. She noted two people have resigned from CARES and urged the City to contract with King County for animal control.

Bob Edgar, 12674 Shorewood Drive SW, Burien
Referring to Packet Page 9, Mr. Edgar urged the City to return to King County for animal control.

He asked the City to consider withdrawing the resolution to annex Area "Y" due to declining property values. He provided his comments and an attached article for placement in the next Council packet.

Chestine Edgar, 1811 SW 152nd Street, Burien
Ms. Edgar, speaking for the Lake Burien Neighborhood, stated they would like representation on the SMP working group.
She stated citizens have a right to receive press releases prior to it being sent to other areas.

John Poitris, 1248 SW 149th Street, Burien
Mr. Poitris stated he read that the City hired an annexation coordinator in the B-Town Blog. He felt that it was jumping the cart before the horse.

Joey Martinez, 429 South 189th Street, Burien
Mr. Martinez commended City employees on their support of the health care revision.

Rachel Levine, 430 South 124th Street, Burien
Ms. Levine thanked Councilmember Shaw for his service to community.
She reminded the Council of their responsibility to advocate for the entire Burien community. She asked that all have the courage and determination to build a community that is inclusive of those who wish to embrace the governance of the city of Burien.

Phillip Levine, 430 South 124th Street, Burien
Mr. Levine thanked the Council and City Manager for making the past annexation a comfortable joining.

Jennifer Kropac, 2681 SW 151st Place, Burien
Ms. Kropac spoke in support of the SMP working group.

CORRESPONDENCE FOR THE RECORD

- a. Letter Dated October 24, 2011, from Chestine Edgar and the Lake Burien Neighborhood Regarding the Shoreline Master Plan Working Group.
- b. Email Dated October 30, 2011, from Ciarra Lal Regarding Community Events and Volunteering.
- c. Email Dated November 2, 2011, from Joni Earl, Sound Transit, Regarding TIGER Application.
- d. Letter Dated November 2, 2011, from Lorraine A. Patterson, Director of King County Records and Licensing Services Division, Regarding Regional Animal Services of King County (RASKC).
- e. Email Dated November 2011, from Kevin Desmond, General Manager of King County Metro Transit, Regarding the Bus System.
- f. Email Dated November 6, 2011, from John Poitras Regarding Annexation.
- g. Email Dated November 8, 2011, from Joseph A. Radmacher, Sr., Regarding Taxes.

CONSENT AGENDA

- a. Approval of Vouchers: Numbers 29861 – 29862, 29863 - 30006 in the Amounts of \$317,450.63.
- b. Approval of Minutes: Council Meetings August 22, 2011; September 12, 2011; September 19, 2011; and October 24, 2011.

Direction/Action

Motion was made by Councilmember Krakowiak, seconded by Councilmember Shaw, and passed unanimously to approve the November 14, 2011, Consent Agenda.

BUSINESS AGENDA

Public Hearing on Revenue Sources and Expenditures for 2011-2012 Mid-biennial Budget Review and Update

Mayor McGilton opened the public hearing at 7:17 p.m.

Chestine Edgar, 1811 SW 152nd Street, Burien
Referring to the shortfall relating to the intake of tax revenues, Ms. Edgar asked if the shortfall had been included in the analysis and how it would be taken care of.

Joey Martinez, 429 South 189th Street, Burien
Mr. Martinez stated he felt the budget was not sustainable and hoped the City would find a long term solution.

There being no further testimony, Mayor McGilton closed the public hearing at 7:20 p.m.

Public Hearing on the 2012 through 2017 Six-Year Transportation Improvement Program

Mayor McGilton opened the public hearing at 7:24 p.m.

Chestine Edgar, 1811 SW 152nd Street, Burien
Ms. Edgar stated that corrections to Items 4 and 12 be made that were to be taken care of last year in the TIP.

Tanya Engeset, 1449 SW 152nd Street, Burien
Referring to Item 12 in the TIP, Ms. Engeset stated a 4' planter on SW 152nd Street was not necessary, parking is needed on the south side of SW 152nd Street, undergrounding is not needed on SW 152nd Street, and a speed ticker is needed on SW 152nd Street.

Rance Arnold, 13611 2nd Avenue SW, Burien
Mr. Arnold spoke in favor of bike lanes.

There being no further testimony, Mayor McGilton closed the public hearing at 7:29 p.m.

Directing Staff to Draft a Letter to the Port Regarding Disposition of Lora Lake Property

Direction/Action

Motion was made by Councilmember Krakowiak, seconded by Councilmember Shaw, and passed unanimously to draft a letter for the Mayor's signature on behalf of the City Council encouraging the Port of Seattle to make the property that was the former site of the Lora Lake apartments available to Toyota Motors Inc. for a car dealership.

Discussion of Proposed Resolution 324, Regarding Modifications to the Employee Benefit Package

Direction/Action

Councilmembers requested placing Resolution No. 324 on the November 28, 2011, Consent Agenda for adoption.

Discussion Regarding Forming a Working Group for the Burien Shoreline Master Plan

Direction/Action

Councilmembers reached consensus for Councilmember Robison to serve on the working group.

Follow-up

Staff will contact the Burien Marine Homeowners Association, the Lake Burien Shore Club, the Environmental Science Center and an at-large member to seek representatives to serve on the SMP working group, and report the results at the November 28, 2011, Council meeting.

Discussion on Mid-Biennial Budget Modification, Including the 2012 Property Tax Levy

Direction/Action

Councilmembers agreed to provide the City Manager a list of questions for the November 28, 2011, budget discussion. The discussion will also include possibly adding the following to the Capital Improvement Program (CIP): bringing salmon back to Salmon Creek using the contingency fund for the Sylvester Bridge replacement project if not needed by the city of Normandy Park; and, listing the several street projects as one line item.

Follow-up

Staff will provide information on: separate B&O rates for banks and banking activities, and for liquor sales; measures to include frequency and severity of accidents for the intersections having red light cameras prior to contract negotiations; the benefits of Council memberships to various organizations; bringing the municipal court in-house; and the revised funding for Seahurst Park.

Discussion on National League of Cities Prescription Discount Card Program

Follow-up

Staff will launch the National League of Cities (NLC) Prescription Discount Card Program for Burien residents.

City Business

Responding to Councilmember Krakowiak, City Attorney Craig Knutson stated that the spike in the citizen action cases were due to businesses that have not renewed their licenses.

COUNCIL REPORTS

Councilmember Block stated he will provide a written report on the National League of Cities (NLC) conference he attended.

Mayor McGilton recognized the late Florence Smallwood, a Highline School District teacher.

ADJOURNMENT

Direction/Action

MOTION was made by Deputy Mayor Bennett, seconded by Councilmember Krakowiak and passed unanimously to adjourn the meeting at 8:59 p.m.

Joan McGilton, Mayor

Monica Lusk, City Clerk

CITY OF BURIEN, WASHINGTON

RESOLUTION NO. 324

A RESOLUTION OF THE CITY OF BURIEN, WASHINGTON, ADOPTING A MODIFIED BENEFIT PLAN FOR ALL CITY EMPLOYEES.

WHEREAS, the City of Burien wishes to provide a comprehensive benefit package that promotes financial sustainability, aids recruitment efforts, and encourages employee retention;

WHEREAS, on November 20, 2006, the City of Burien adopted Resolution No. 252 amending Section 1 of Resolution No. 226 which established the current benefit plan for all City employees;

WHEREAS, the City of Burien wishes to make changes to the current benefit plan.

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

Section 1. Benefit Plan. Effective January 1, 2012, the City's benefit package for employees of the City shall be the Association of Washington Cities Employee Benefit Trust's Regence Blue Shield HealthFirst 250 Plan, Group Health \$10 Copay Plan, Washington Dental Service Plan E, Willamette Dental Plan \$10 Copay Plan, and Vision Service Plan \$10 Deductible Plan with second pair rider.

Section 2. Health Insurance Premium Responsibilities. The City will pay 100% of the dental and vision premium for the enrolled employee, spouse/domestic partner, and qualified dependents. For a regular, full-time employee, the City will pay 100% of the employee's medical premium and 90% of the medical premium for the spouse/domestic partner and qualified dependents. The City's share of the medical premium for an eligible regular, part-time employee and family will be pro-rated, based upon the employee's regular scheduled hours per week. The remainder of the premium shall be paid by the employee through payroll deduction.

Section 3. High Deductible Health Plan Incentive. For employees enrolled in a high deductible health plan, the City will contribute \$125 per month (employee only) or \$250 per month (employee plus family) to be invested in a deferred compensation fund or a health savings account. The employee will have discretion to select the investment tool annually during the open enrollment period. The incentive amount will be pro-rated for eligible regular, part-time employees, based upon the employee's regular scheduled hours per week.

Section 3. Effective Date. This resolution shall take effect immediately upon passage by the Burien City Council.

ADOPTED BY THE CITY COUNCIL OF THE CITY OF BURIEN, WASHINGTON, AT
A REGULAR MEETING THEREOF THIS ____ DAY OF _____, 2011.

CITY OF BURIEN

Joan McGilton, Mayor

ATTEST/AUTHENTICATED:

Monica Lusk, City Clerk

Approved as to form:

Craig Knutson, City Attorney

Filed with the City Clerk:
Passed by the City Council:
Resolution No. 324

**CITY OF BURIEN
AGENDA BILL**

Agenda Subject: Second Public Hearing on Revenue Sources and Expenditures for 2011-2012 Mid-Biennial Budget Review and Update		Meeting Date: November 28, 2011
Department: Finance Department	Attachments: 1. Public Hearing Notice	Fund Source: N/A Activity Cost: N/A Amount Budgeted: N/A Unencumbered Budget Authority: N/A
Contact: Kim Krause, Finance Director		
Telephone: (206) 439-3150		
Adopted Work Plan Priority: Yes No X	Work Plan Item Description:	
<p>PURPOSE/REQUIRED ACTION: The purpose of this agenda item is for Council to hold a second public hearing to receive citizens' comments on the 2011-2012 Mid-Biennial Budget Review and Update. A discussion will follow the public hearing.</p> <p>BACKGROUND (Include prior Council action & discussion): The 2011-2012 Biennial Budget was adopted on November 29, 2010 (Ordinance #547). Council has not adopted any modifications to the budget since adoption; therefore, this mid-biennium review includes adjustments to both 2011 and 2012. The first public hearing was conducted on November 14, 2011, during the regular City Council meeting. Adoption of the 2011-2012 Budget Modification and the 2012 Property Tax Levy is scheduled for November 28, 2011, after the second public hearing and Council discussion. This date may be extended (to any date prior to January 1, 2012) if Council decides to continue discussion of the 2011-2012 Mid-Biennial Budget Review and Update.</p> <p>OPTIONS (Including fiscal impacts): N/A</p>		
Administrative Recommendation: Conduct the second public hearing on the 2011-2012 Biennial Budget Review and Update.		
Committee Recommendation: N/A		
Advisory Board Recommendation: N/A		
Suggested Motion: None required.		
Submitted by: Kim Krause, Finance Director		
Administration _____		City Manager _____
Today's Date: November 17, 2011		File Code: \\File01\records\CC\Agenda Bill 2011\112811ad-1 Public Hearing.docx



Burien

Washington, USA

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

DATE: November 10, 2011
FOR RELEASE: November 13 and November 20, 2011
CONTACT: Finance Department
Telephone: (206) 439-3150

2011-2012 MID-BIENNIAL BUDGET REVIEW PUBLIC HEARING NOTICE

The City of Burien will hold a public hearing on Monday, November 28, 2011, for the purpose of:

Receiving the publics' comments on revenue sources, including a possible up to a 1% increase in property tax revenue, and expenditures for the 2011-2012 Mid-Biennial Budget review and amendments.

The hearing will be in the Burien Council Chambers at 400 SW 152nd St., at approximately 7:00 p.m. Copies of the 2011-2012 Mid-Biennial Budget Review are available and can be obtained by calling the Finance Department at (206) 439-3150.

Sign language and communication in alternate format can be arranged given sufficient notice. Please contact the City Clerk's office at (206) 248-5517.

###

Published in The Seattle Times: November 13, 2011 and November 20, 2011
The Highline Times: November 18, 2011

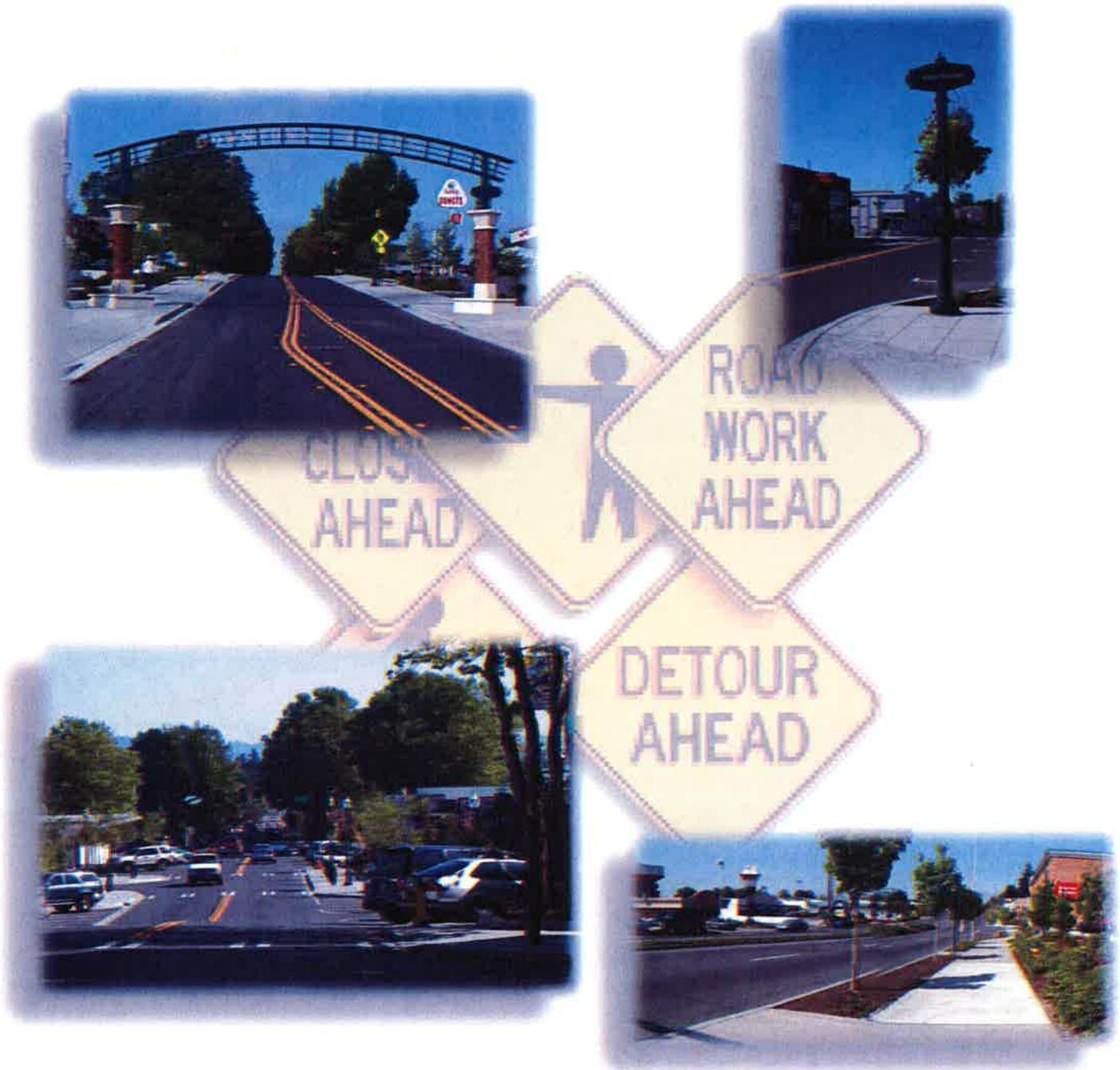
cc: Burien City Council
Burien Staff
Discover Burien
B-Town Blog
Burien Daily

Highline Times
King County/Burien Public Library
Seahurst Post Office
Web site: www.burienwa.gov
White Center Now

**CITY OF BURIEN
AGENDA BILL**

Agenda Subject: Motion to Adopt Resolution 325, approving the 2012 through 2017 Six-Year Transportation Improvement Program.		Meeting Date: November 28, 2011
Department: Public Works Department	Attachments: 1. Six Year Transportation Program 2012-2017 2. Draft Resolution No. 325	Fund Source: N/A Activity Cost: N/A Amount Budgeted: N/A Unencumbered Budget Authority: N/A
Contact: Steve Roemer, Acting Director		
Telephone: (206) 248-5514		
Adopted Work Plan Priority: Yes No X	Work Plan Item Description: N/A	
PURPOSE/REQUIRED ACTION: The purpose of this agenda item is for Council to consider a motion to adopt Resolution 325, therefore approving the 2012-2017 Six-Year Transportation Improvement Program (TIP).		
BACKGROUND (Include prior Council action & discussion): The primary importance of the Six (6) Year TIP is that, in most cases, local projects must be included in the TIP to be eligible for state and federal grant programs. The Six (6) Year TIP is a short-range planning document that is updated annually based on needs and policies identified through a variety of sources. Project and financial development involve interactions with many groups and agencies at the local, regional, state, and federal levels. It represents Burien's current list of needed projects that may begin work in the next six (6) years. As Burien is currently developing a Transportation Master Plan, recommendations will be incorporated into the 2013-2018 TIP.		
<u>Mandated by State Law</u> State Law requires that each city develop a local TIP and that it be updated annually (RCW 35.77.010). In order for cities to compete for transportation funding grants from Federal and State sources most granting agencies require that projects be included in the TIP document.		
OPTIONS (Including fiscal impacts): 1. Adopt Resolution 325 2. Do not adopt Resolution 325, severely limiting transportation project grant opportunity		
Administrative Recommendation: Adopt Resolution No. 325, approving the 2012-2017 Six-Year Transportation Improvement Program.		
Committee Recommendation: N/A		
Advisory Board Recommendation: N/A		
Suggested Motion: Move to Adopt Resolution 325, approving the 2012 through 2017 Six-Year Transportation Improvement Program.		
Submitted by: Steve Roemer		Mike Martin
Administration _____		City Manager _____
Today's Date: November 21, 2011		File Code: R:/CC/AgendaBill 2011/111411pw-1 TIP Publ Hrg

City of Burien, Washington
Six Year Transportation Improvement Program
2012 - 2017



Joan McGilton, Mayor

Mike Martin, City Manager



CITY OF BURIEN
SIX YEAR TRANSPORTATION IMPROVEMENT PROGRAM

2012-2017

Table of Contents	Page(s)
<hr/>	
1. Resolution adopting the 2012-2017 Six Year TIP.....	i-ii
2. Introduction.....	iii
3. Project List	1-11
4. Citywide Programs.....	12
5. Project Map.....	map
6. Appendices	
Figure Pedestrian and Bicycle Facilities Plan Recommended High Priority Projects...	map
Figure SR 518/Des Moines Memorial Drive Interchange.....	map
7. Contact Information.....	13

CITY OF BURIEN, WASHINGTON

RESOLUTION NO. 325

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF BURIEN,
WASHINGTON, ADOPTING THE 2012 THROUGH 2017 SIX-YEAR
TRANSPORTATION IMPROVEMENT PROGRAM FOR THE CITY OF
BURIEN**

WHEREAS, State law (Ch. 35.77 RCW) requires cities to develop a six-year Transportation Improvement Program (TIP) and update it annually; and

WHEREAS, in order for cities to compete for transportation funding grants from Federal and State sources, most granting agencies require that projects be included in the TIP document; and

WHEREAS, as required by State law and after proper notice, the City Council held a public hearing at its regular meeting on November 14, 2011, to consider public testimony on the City's proposed 2012 through 2017 Six-Year Transportation Improvement Program (TIP); and

WHEREAS, the City Council finds it to be in the best interests of the City to adopt the proposed 2012-2017 TIP.

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

Section 1. Adoption. The 2012 through 2017 Six-Year Transportation Improvement Program, which is set forth in the attached Exhibit A and which has been filed with the City Clerk, is hereby adopted.

Section 2. Effective Date. This resolution shall take effect immediately upon passage by the Burien City Council.

ADOPTED BY THE CITY COUNCIL OF THE CITY OF BURIEN, WASHINGTON, AT A REGULAR MEETING THEREOF THIS 28TH DAY OF November, 2011.

CITY OF BURIEN

/s/ Joan McGilton, Mayor

ATTEST/AUTHENTICATED:

/s/ Monica Lusk, City Clerk

Approved as to form:

/s/ Craig Knutson, City Attorney

Filed with the City Clerk: _____
Passed by the City Council: _____
Resolution No. XXXX

EXHIBIT-A

**CITY OF BURIEN
SIX YEAR TRANSPORTATION IMPROVEMENT PROGRAM
2012-2017**

Introduction

The primary importance of the Six-Year Transportation Improvement Program (TIP) is that, in most cases, local projects must be included in the TIP to be eligible for state and federal grant programs.

The Six-Year Transportation Improvement Program (TIP) is a short-range planning document that is annually updated based on needs and policies identified through a variety of sources. Project and financial development involve interactions with many groups and agencies at the local, regional, state, and federal levels. It represents Burien's current list of needed projects that may begin work in the next six years.

Mandated by State Law

State law requires that each city develop a local TIP and that it be updated annually (RCW 35.77.010). In order for cities to compete for transportation funding grants from Federal and State sources most granting agencies require that projects be included in the TIP.

City of Burien
Six Year Transportation Improvement Program
2012-2017

Sr. No.	Name of Project	Project Limit	Project Description	Existing ROW Width	Proposed Roadway	Funding Sources	Priority	Total Length of Street in feet	In Existing CIP?	Cost	Timing
1.	1st Avenue South -Phase-2	SW 146th to SW 140th Street	Reconstruct roadway to Principal Arterial standards, including pedestrian, stormwater detention and water quality facilities, center medians and left-turn lanes, signal improvements and interconnections, landscaping and irrigation, and driveway consolidation where feasible. Overhead to underground utility conversion.	85-90 feet	Four travel lanes, two-way left turn lane, street lighting, curbs, gutters and sidewalks.	City of Burien, TIB	High	2,200	Yes	8.4M	2012-2013
1.1	1st Avenue South -Phase-3	SW 128th to SW 140th Street	Reconstruct roadway to Principal Arterial standards, including pedestrian, stormwater detention and water quality facilities, center medians and left-turn lanes, signal improvements and interconnections, landscaping and irrigation, and driveway consolidation where feasible. Reconstruct intersection at SW 128th St. and add protected left-turn phasing at SW 136th St. intersections. Overhead to underground utility conversion. Major drainage replacement (MDR)	85-90 feet	Four travel lanes, two-way left turn lane, street lighting, curbs, gutters and sidewalks.	Unfunded	High	4,000	No	10 M	2012-2017

City of Burien
Six Year Transportation Improvement Program
2012-2017

Sr. No.	Name of Project	Project Limit	Project Description	Existing ROW Width	Proposed Roadway	Funding Sources	Priority	Total Length of Street in feet	In Existing CIP?	Cost	Timing
1.2	1st Avenue South-Phase -4	SW 128th to SW 116th Street	Reconstruct roadway to Principal Arterial standards, including pedestrian, stormwater detention and water quality facilities, center medians and left-turn lanes, signal improvements and interconnections, landscaping and irrigation, and driveway consolidation where feasible. Overhead to underground utility conversion. Major drainage replacement (MDR)	85-90 feet	Four travel lanes, two-way left turn lane, street lighting, curbs, gutters and sidewalks.	Unfunded	High	4,000	No	10 M	2012-2017
2	Des Moines Memorial Drive	South 165th Street to Normandy Road	Reconstruct and widen roadway to 36-44 feet to include storm drainage, landscaping, bicycle lanes, street lighting, channelization, signal modification, and paving. Install curb, gutter, and sidewalks. Construct center two-way left turn lane and consolidate driveways in commercial area. Major drainage replacement (MDR).	60 feet	Three travel lanes, bicycle lane on both sides and sidewalks	Unfunded	Low	3,676	No	12 M	2012-2017
3	26th Avenue SW	SW 116th Street to Shorewood Drive SW	Reconstruct road to include curb and gutter, sidewalks, parking, drainage, landscaping and illumination. Overhead to underground utility conversion. Major drainage replacement (MDR).	60 feet	Two travel lanes with both sides sidewalk	Unfunded	Medium	2,500	No	7.9 M	2012-2017

City of Burien
Six Year Transportation Improvement Program
2012-2017

Sr. No.	Name of Project	Project Limit	Project Description	Existing ROW Width	Proposed Roadway	Funding Sources	Priority	Total Length of Street in feet	In Existing CIP?	Cost	Timing
4	Shorewood Drive SW	26th Avenue SW to Ambaum Blvd SW, including SW 130th Street	Road reconstruction, including storm drain improvements, street lighting, pedestrian access, parking or other infrastructure that can be built within the existing pavement footprint located in the right-of-way of the City of Burien. Bicycle movement through this area shall be accommodated by shared bicycle/vehicle usage, and signage.	60 feet	Two travel lanes, bicycle lanes on both sides and sidewalks	Unfunded	Medium	8,580	No	25.74 M	2012-2017
5	S 136th Street	1st Avenue South to Des Moines Memorial Dr	Bicycle lanes on both sides. Repair inadequate and non-ADA portion of existing sidewalk and fill in gaps in sidewalk. Overhead to underground utility conversion. Major drainage replacement (MDR).	60 feet	Two travel lanes, bicycle lanes and sidewalks	Unfunded	High	4,800	Yes	1.3M	2012-2017
6	SW 136th Street	1st Avenue South to Ambaum Blvd SW	Reconstruct road to include storm drainage, bike lanes, street lighting, parking, curb, gutter and sidewalks. Overhead to underground utility conversion. Major drainage replacement (MDR).	60 feet	Two travel lanes, bicycle lanes and sidewalks	Unfunded	High	3,600	No	9.5M	2012-2017

City of Burien
Six Year Transportation Improvement Program
2012-2017

Sr. No.	Name of Project	Project Limit	Project Description	Existing ROW Width	Proposed Roadway	Funding Sources	Priority	Total Length of Street in feet	In Existing CIP?	Cost	Timing
7	8th Avenue SW	Ambaum Blvd SW to Sylvester RD SW	Reconstruct road to include storm drainage, bike lanes, street lighting, parking, curb, gutter and sidewalks. Overhead to underground utility conversion. Major drainage replacement (MDR).	60 feet	Two travel lanes, bicycle lanes on both sides and sidewalks	Unfunded	High	4,800	No	14.4 M	2012-2017
8	Sylvester Road SW	6th Avenue SW to 10th Avenue SW	Reconstruct road to include curb and gutter, sidewalks, parking, drainage, landscaping and illumination. Overhead to underground utility conversion.	60 feet	Two travel lanes, bicycle lanes on both sides and sidewalks	Unfunded	Medium	1,900	No	5.7 M	2012-2017
9	SW 144th Street and SW 146th Street	Ambaum Blvd SW to 21st Avenue SW	Reconstruct road to include storm drainage, bike lanes, street lighting, curb, gutter and sidewalks. Overhead to underground utility conversion.	60 feet	Two travel lanes and sidewalks	Unfunded	Medium	4,200	No	12.6 M	2012-2017
10	21st Avenue SW	SW 146th to SW 164th Street	Bicycle lanes on both sides. Reconstruct road including storm drainage, street lighting, parking, curb, gutter and sidewalks. Overhead to underground utility conversion.	60 feet	Two travel lanes and sidewalks	Unfunded	Medium	6,780	No	2.34 M	2012-2017
11	Marine View DR	SW 164th Street to 19th Avenue SW	Bicycle lanes on both sides. Reconstruct road including storm drainage, street lighting, parking, curb, gutter and sidewalks. Overhead to underground utility conversion.	60 feet	Two travel lanes and sidewalks	Unfunded	Medium	3,000	No	9 M	2012-2017

City of Burien
Six Year Transportation Improvement Program
2012-2017

Sr. No.	Name of Project	Project Limit	Project Description	Existing ROW Width	Proposed Roadway	Funding Sources	Priority	Total Length of Street in feet	In Existing CIP?	Cost	Timing
12	SW 152nd St	10th Avenue SW to 22nd Avenue SW	From 10th Avenue SW to 20th Avenue SW: curb and gutter; 6- foot sidewalk (parking lane on north or south side). Bicycle movement through this area shall be accommodated by shared bicycle/vehicle usage, and signage. Overhead to underground utility conversion. Major drainage replacement (MDR).	60 feet	Two travel lanes and sidewalks	Unfunded	Medium	4,000	No	12 M	2012-2017
13	SW 172nd St	SW 171st Street to 16th Avenue SW	Road reconstruction, including stormdrain improvements, street lighting, pedestrian access, parking or other infrastructure that can be built within the existing pavement footprint located in the right-of-way of the City of Burien. Bicycle movement through this area shall be accommodated by shared bicycle/vehicle usage, and signage. Overhead to underground utility conversion.	60 feet	Two travel lanes and shared bicycle lanes	Unfunded	Low	7,500	No	22.5 M	2012-2017

City of Burien
Six Year Transportation Improvement Program
2012-2017

Sr. No.	Name of Project	Project Limit	Project Description	Existing ROW Width	Proposed Roadway	Funding Sources	Priority	Total Length of Street in feet	In Existing CIP?	Cost	Timing
14	Maplewild Avenue SW	22nd Avenue SW to SW 171st Street	Road reconstruction, including stormdrain improvements, street lighting, pedestrian access, parking or other infrastructure that can be built within the existing pavement footprint located in the right-of-way of the City of Burien. Bicycle movement through this area shall be accommodated by shared bicycle/vehicle usage, and signage. Overhead to underground utility conversion.	60 feet	Two travel lanes and shared bicycle lanes	Unfunded	Low	9,700	No	29 M	2012-2017
15	S 146th Street	8th Avenue S to Des Moines Memorial Drive	Reconstruct road including storm drainage, street lighting, parking, curb, gutter and sidewalks. Overhead to underground utility conversion.	33-40 feet	Two travel lanes and sidewalks	Unfunded	Medium	2,530	No	7.6 M	2012-2017
16	8th Avenue South	S 152nd Street to S 112th St	Reconstruct road to include curb, gutter, sidewalks, bicycle lanes, parking, drainage, landscaping, and illumination. Reconstruct intersections at SW 128th St, SW 136th St, SW 140th St, and SW 146th St. Add left-turn pockets at SW 136th Street intersection and upgrade existing signal to add protected left-turn phasing. Overhead to underground utility conversion.	60 feet	Two travel lanes and sidewalks	Unfunded	High	9,000	No	27 M	2012-2017

City of Burien
Six Year Transportation Improvement Program
2012-2017

Sr. No.	Name of Project	Project Limit	Project Description	Existing ROW Width	Proposed Roadway	Funding Sources	Priority	Total Length of Street in feet	In Existing CIP?	Cost	Timing
17	South 152nd Street	1st Avenue South to Des Moines Memorial Drive	Sidewalks on both sides of street. Fill in gaps in intermittent sidewalk and ensure implementation of ADA standards. Bicycle lanes on both sides of street. Connect to Highline High School. Overhead to underground utility conversion. Major drainage replacement (MDR).	60-80 feet	Two travel lanes, bicycle lanes and sidewalks	Unfunded	High	2,950	No	1.2M	2012-2017
18	SW 148th Street	4th Avenue SW to Ambaum Blvd SW	Fill in gaps in intermittent sidewalk and ensure implementation of ADA standards for ramps. Overhead to underground utility conversion.	60 feet	Two travel lanes and sidewalks	Unfunded	High	2,094	No	0.8M	2012-2017
19	South and SW 146th St	Ambaum Blvd SW to 8th Avenue S	Repair existing sidewalks and ensure implementation ADA standards for ramps. Overhead to underground utility conversion.	60 feet	Two travel lanes and sidewalks	Unfunded	Medium	6,200	No	0	2012-2017
20	South 160th Street	1st Avenue South to Des Moines Memorial Drive	Fill in gaps in intermittent sidewalk and ensure implementation of ADA standards for ramps.	60 feet	Two travel lanes, left turn lane and sidewalks	Unfunded	Medium	2,604	No	1.32M	2012-2017
21	4th Avenue SW	SW 148th Street to SW 150th Street	Reconstruct road including storm drainage, street lighting, parking, curb, gutter and sidewalks.	60 feet	Two travel lanes, left turn lane and sidewalks	Unfunded	High	690	No	.29M	2012-2017

City of Burien
Six Year Transportation Improvement Program
2012-2017

Sr. No.	Name of Project	Project Limit	Project Description	Existing ROW Width	Proposed Roadway	Funding Sources	Priority	Total Length of Street in feet	In Existing CIP?	Cost	Timing
22	SW 160th Street	2nd Avenue to SW 21st Avenue	Fill in gaps in intermittent sidewalk and ensure implementation of ADA standards for ramps. Overhead to underground utility conversion. Major drainage replacement.	60 feet	Two travel lanes and sidewalks	Unfunded	Medium	6,500	No	1.8M	2012-2017
23	Ambaum Blvd SW Corridor Study	SW 116th Street to 1st Avenue South	Ambaum Corridor Study of safety, capacity, & non-motorized issues.	60-70 feet	Four travel lanes and sidewalks	Unfunded	High	15,000	No	1.2M	2012-2017
24	16th Avenue SW	SW 160th to SW 168th Street	Reconstruct road including storm drainage, street lighting, parking, curb, gutter and sidewalks. Overhead to underground utility conversion. Major drainage replacement.	60 feet	Two travel lanes, bicycle lanes and sidewalks	Unfunded	Medium	2,728	No	8.2 M	2012-2017
25	SW 116th St	26th Avenue SW to 12th Avenue SW	Fill in gaps in intermittent sidewalk and ensure implementation of ADA standards for ramps. Overhead to underground utility conversion.	60 feet	Two travel lanes, bicycle lanes and sidewalks	Unfunded	Medium	3,790	No	.8M	2012-2017
26	4th Avenue SW	SW 156th Street to SW 160th St	Reconstruct road including storm drainage, street lighting, parking, curb, gutter, bike lanes and sidewalks. Overhead to underground utility conversion.	60 feet	Two travel lanes, bicycle lanes and sidewalks	Unfunded	High	1,370	No	4 M	2012-2017

City of Burien
Six Year Transportation Improvement Program
2012-2017

Sr. No.	Name of Project	Project Limit	Project Description	Existing ROW Width	Proposed Roadway	Funding Sources	Priority	Total Length of Street in feet	In Existing CIP?	Cost	Timing
27	SW 159th Street and 19th Avenue SW	SW 21st Avenue to SW 160th St	Reconstruct road including storm drainage, street lighting, parking, curb, gutter, bike lanes and sidewalks. Overhead to underground utility conversion.	60 feet	Two travel lanes, bicycle lanes and sidewalks	Unfunded	Low	700	No	2.1 M	2012-2017
28	28th Avenue SW and SW 170th St	Marine View Drive to SW 19th Avenue SW	Reconstruct road including storm drainage, street lighting, parking, curb, gutter, bike lanes and sidewalks. Overhead to underground utility conversion.	60 feet	Two travel lanes, bicycle lanes and sidewalks	Unfunded	Low	3,150	No	9.45 M	2012-2017
29	South Normandy Road	1st Avenue South to Des Moines Memorial Drive	Reconstruct road including storm drainage, street lighting, curbs, gutters, bike lanes and sidewalks. Overhead to underground utility conversion.	60 feet	Two travel lanes, bicycle lanes and sidewalks	Unfunded	Low	1,900	No	4.5M	2012-2017
30	S 174th Street (old 509)	1st Avenue S to 8th Avenue S	Reconstruct road including storm drainage, street lighting, parking, curb, gutter, bike lanes and sidewalks. Overhead to underground utility conversion.	100 feet	Two travel lanes, two way turn lane, curbs, gutters and sidewalks	Unfunded		2,250	No	6.75M	2012-2017
31	SW 150th St	1st Avenue South to Ambaum Blvd SW	Fill in gaps in intermittent sidewalk and ensure implementation of ADA standards for ramps. Overhead to underground utility conversion.	60 feet	Two travel lanes, bicycle lanes and sidewalks	Unfunded	Medium	3,000	No	.9M	2012-2017

City of Burien
Six Year Transportation Improvement Program
2012-2017

Sr. No.	Name of Project	Project Limit	Project Description	Existing ROW Width	Proposed Roadway	Funding Sources	Priority	Total Length of Street in feet	In Existing CIP?	Cost	Timing
32	Military Road S	S 128th St to Des Moines Memorial Drive	Reconstruct roadway to Principal Arterial standards, including pedestrian, stormwater detention and water quality facilities, center medians and left-turn lanes, signal	70-85 feet	Four travel lanes, two-way left turn lane, street lighting,	Unfunded	Medium	5,700	No	17M	2012-2017
33	4th Avenue SW & SW 148th Street	Intersection	Upgrade existing signal to include a eastbound right-turn overlap phase and protected left turns.	60 feet	Intersection improvement	Unfunded	Medium		Yes	1.24M	2012-2017
34	Ambaum Blvd SW/SW 148th Street	Intersection	Upgrade existing signal to add protected left-turn phasing on all approaches. Coordinate signal with 1st Ave. and Ambaum Blvd. Construct northbound right-turn lane with overlap phase. Overhead to underground utility conversion.	60 feet	Intersection improvement	Unfunded	Medium		No	0.15M	2012-2017
35	9th Ave SW & SW 146th St	Intersection	New Signal for new Fire Station at 900 SW 146th Street	60 feet	Intersection improvement	Unfunded	High		No	0.30M	2012-2017
36	6th Ave SW & SW 148th Street	Intersection	New Signal to add interconnect and protected left turn. Overhead to underground utility conversion. Major drainage replacement (MDR)	60 feet	Intersection improvement	Unfunded	High		No	0.30M	2012-2017

City of Burien
Six Year Transportation Improvement Program
2012-2017

Sr. No.	Name of Project	Project Limit	Project Description	Existing ROW Width	Proposed Roadway	Funding Sources	Priority	Total Length of Street in feet	In Existing CIP?	Cost	Timing	
37	8th Avenue S/S 146th St	Intersection	New Signal for Northeast Redevelopment Area (NERA). Overhead to underground utility conversion.	30, 50 and 60 feet	Intersection improvement	Unfunded	High		No	0.30M	2012-2017	
38	SR 518/Des Moines Memorial Drive (DMMD) Interchange	Interchange	SR 518-Construct full interchange at Des Moines Memorial Drive (EB ramp + WB loop ramp).			Unfunded	High		No	76M	2012-2017	
39	2011-2012 Street Overlay Program	Maintain and preserve the integrity of the City's existing roadway surface through a combination of repair to major pavement failures, crack sealing of existing pavements to extend their usable life and overlay pavements that are structurally declining.						High				2012-2017
40	2014-2017	Maintain and preserve the integrity of the City's existing roadway surface through a combination of repair to major pavement failures, crack sealing of existing pavements to extend their usable life and overlay pavements that are structurally declining. \$600,000 per year each year.						High		2.4M		2014-2017

CITY OF BURIEN
SIX YEAR TRANSPORTATION IMPROVEMENT PROGRAM
2012-2017

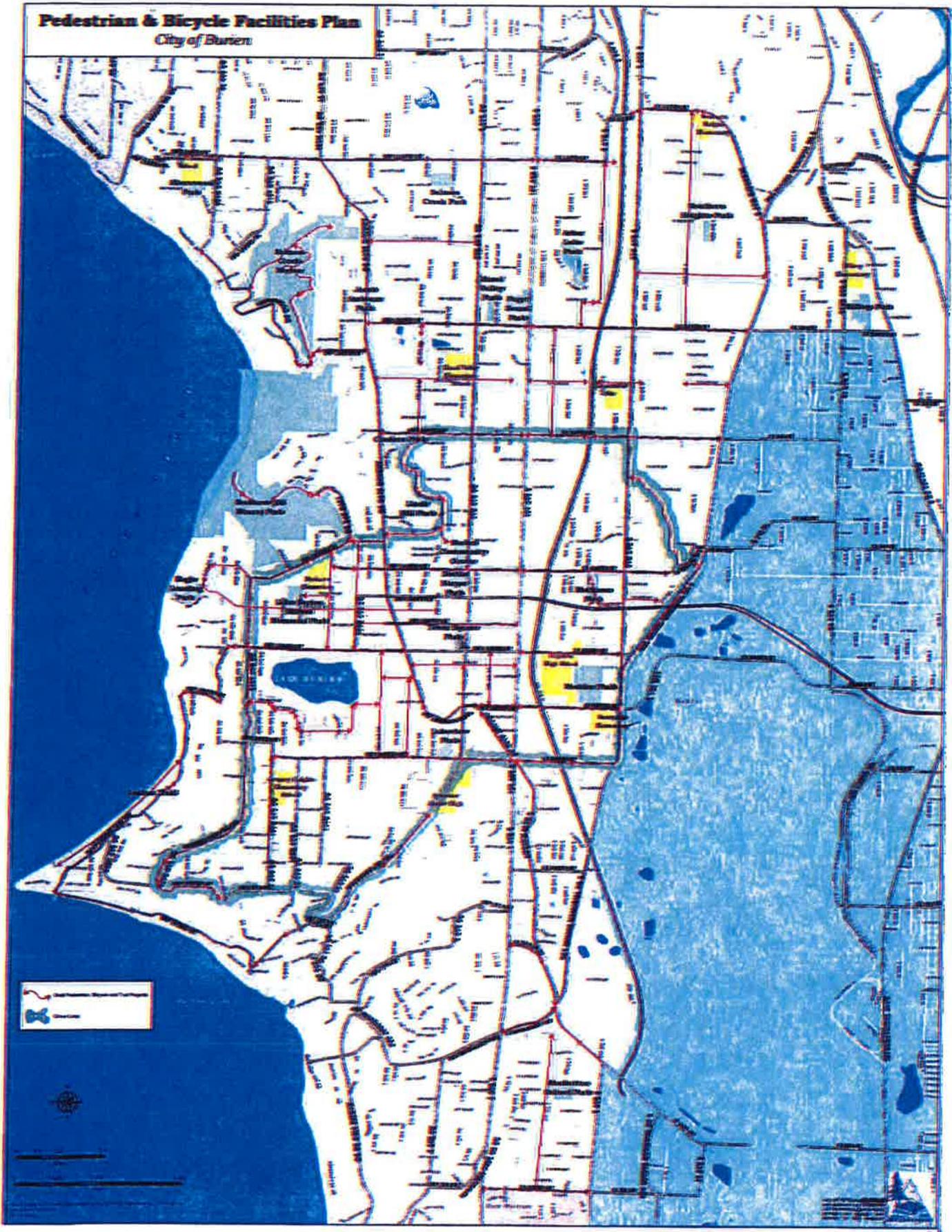
Project Number	Project Name Project Location
A	Pedestrian & Bicycle Facilities Plan <i>Ongoing Citywide Program</i>
B	Guardrail and Safety Improvements <i>Citywide Program</i>
C	Street Overlay Program <i>Citywide Program</i>
D	Residential Traffic Calming Program <i>Citywide Program</i>
E	Channelization Improvement Program <i>Citywide Program</i>
F	Traffic Signal Management Program <i>Citywide Program</i>
G	Americans with Disabilities Act Compliance and the Sidewalk Repair and Rehabilitation System <i>Citywide Program</i>
H	Street Lighting and Illumination Program -Operations -Maintenance -Replacement -Capital Improvements

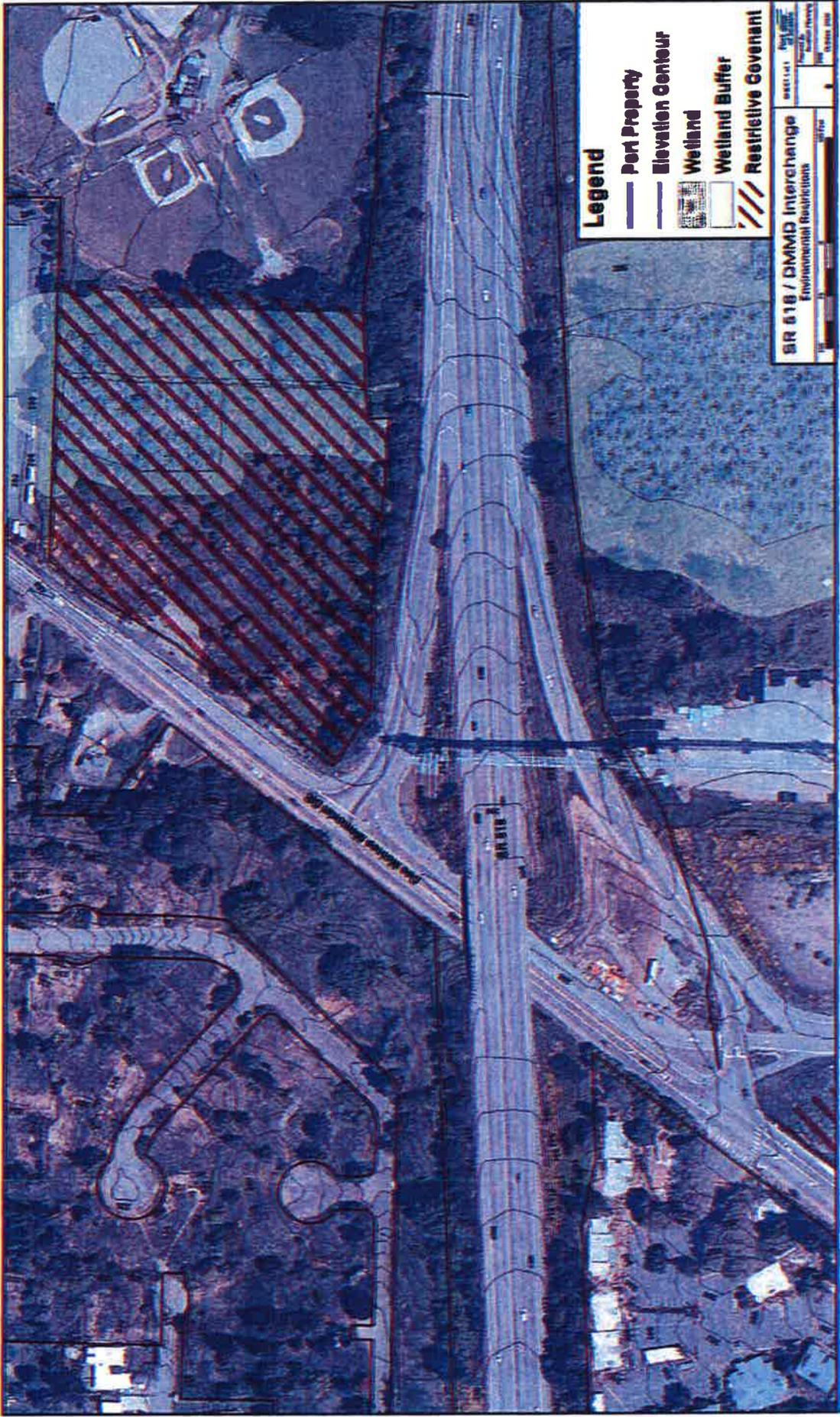
Transportation Improvement Program

City of Burien



Pedestrian & Bicycle Facilities Plan
City of Bursen





Legend

- Port Property
- Elevation Contour
- Wetland
- Wetland Buffer
- Restrictive Covenant

SR 618 / DMMD Interchange
Environmental Restrictions

PROJECT: SR 618 / DMMD Interchange
DATE: 03/08/2018



Contact Information

For more information or additional copies of this document contact:

City of Burien Public Works Department
Ramesh Davad, PE
Development Review Engineer
400 SW 152nd Street, Suite 300
Burien, WA 98166
Phone: (206) 248-5527
Email: rameshd@burienwa.gov

Our Vision: We are Innovative Stewards of Public Trust

CITY OF BURIEN, WASHINGTON

RESOLUTION NO. 325

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF BURIEN, WASHINGTON, ADOPTING THE 2012 THROUGH 2017 SIX-YEAR TRANSPORTATION IMPROVEMENT PROGRAM FOR THE CITY OF BURIEN

WHEREAS, State law (Ch. 35.77 RCW) requires cities to develop a six-year Transportation Improvement Program (TIP) and update it annually; and

WHEREAS, in order for cities to compete for transportation funding grants from Federal and State sources, most granting agencies require that projects be included in the TIP document; and

WHEREAS, as required by State law and after proper notice, the City Council held a public hearing at its regular meeting on November 14, 2011, to consider public testimony on the City's proposed 2012 through 2017 Six-Year Transportation Improvement Program (TIP); and

WHEREAS, the City Council finds it to be in the best interests of the City to adopt the proposed 2012-2017 TIP.

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

Section 1. Adoption. The 2012 through 2017 Six-Year Transportation Improvement Program, which is set forth in the attached Exhibit A and which has been filed with the City Clerk, is hereby adopted.

Section 2. Effective Date. This resolution shall take effect immediately upon passage by the Burien City Council.

ADOPTED BY THE CITY COUNCIL OF THE CITY OF BURIEN, WASHINGTON, AT A REGULAR MEETING THEREOF THIS 28TH DAY OF November, 2011.

CITY OF BURIEN

/s/ Joan McGilton, Mayor

ATTEST/AUTHENTICATED:

/s/ Monica Lusk, City Clerk

Approved as to form:

/s/ Craig Knutson, City Attorney

Filed with the City Clerk: _____
Passed by the City Council: _____
Resolution No. XXXX

**CITY OF BURIEN
AGENDA BILL**

Agenda Subject: Adopting the 2012 Property Tax Levy		Meeting Date: November 28, 2011								
Department: Finance Department	Attachments: 1. Ordinance 557	Fund Source: Activity Cost: Amount Budgeted: Unencumbered Budget Authority:								
Contact: Kim Krause, Finance Director										
Telephone: (206) 439-3150										
Adopted Work Plan Priority: Yes No X	Description: N/A									
PURPOSE/REQUIRED ACTION: The purpose of this agenda item is to discuss and potentially adopt the 2012 Property Tax Levy.										
BACKGROUND (Include prior Council action & discussion):										
<p>Pursuant to State law, the Council establishes the the Property Tax Levy annually. By law, the annual amount of increase is limited to the lesser of 1% or inflation. This year’s inflation rate was 2.755%; therefore, the City is limited to a 1% increase, which is approximately \$71,135. However, the City has received notification from the King County Assessor’s Office that the preliminary assessed valuation is 9.23% lower than 2011. Due to this reduction, the City can only collect the statutory limit of \$1.60, which is approximately \$470,000 less than 2011. Ordinance 557 adopts the Property Tax Levy.</p> <p>Based on the most current data provided by the King County Assessor’s Office, staff’s 2012 property tax levy recommendation is based on the following calculation:</p> <table style="margin-left: 40px; border-collapse: collapse;"> <tr> <td style="padding-right: 20px;">2011 Property Tax Levy:</td> <td style="text-align: right;">\$7,143,996</td> </tr> <tr> <td>Plus new construction:</td> <td style="text-align: right;">22,723</td> </tr> <tr> <td>Plus relevel for prior year refunds:</td> <td style="text-align: right; border-bottom: 1px solid black;">20,560</td> </tr> <tr> <td>2012 Property Tax Levy:</td> <td style="text-align: right;">\$7,187,279</td> </tr> </table> <p>The rounded up amount of the 2012 Property Tax Levy is \$7.2 million. The Levy rate based on the allowable levy: \$1.60 (will result in approximately \$6.65 million)</p>			2011 Property Tax Levy:	\$7,143,996	Plus new construction:	22,723	Plus relevel for prior year refunds:	20,560	2012 Property Tax Levy:	\$7,187,279
2011 Property Tax Levy:	\$7,143,996									
Plus new construction:	22,723									
Plus relevel for prior year refunds:	20,560									
2012 Property Tax Levy:	\$7,187,279									
OPTIONS (Including fiscal impacts):										
<ul style="list-style-type: none"> • Approve Ordinance No. 557, setting the 2012 Property Tax Levy Rate. • Do not approve Ordinance No. 557, setting the 2012 Property Tax Levy Rate, in which case the levy will remain at the 2011 level. 										
Administrative Recommendation: Adopt Ordinance No. 557 setting the 2012 Property Tax Levy										
Committee Recommendation: N/A										
Advisory Board Recommendation: N/A										
Suggested Motion: Motion to adopt Ordinance No. 557.										
Submitted by: Kim Krause, Finance Director										
Administration _____	City Manager _____									
Today’s Date: November 22, 2011	File Code: \\File01\records\CC\Agenda Bill 2011\112811ad-3 Property Tax Levy.docx									

CITY OF BURIEN, WASHINGTON
ORDINANCE NO. 557

A ORDINANCE OF THE CITY OF BURIEN, WASHINGTON, LEVYING THE GENERAL TAXES FOR THE CITY OF BURIEN IN KING COUNTY FOR THE FISCAL YEAR COMMENCING JANUARY 1, 2012, ON ALL PROPERTY BOTH REAL AND PERSONAL, IN SAID CITY WHICH IS SUBJECT TO TAXATION FOR THE PURPOSE OF PAYING SUFFICIENT REVENUE TO CARRY ON THE SEVERAL DEPARTMENTS OF SAID CITY FOR THE ENSUING YEAR AS REQUIRED BY LAW.

WHEREAS, the City Council of the City of Burien has met and considered its budget for the 2011 and 2012 calendar years; and,

WHEREAS, the City Council held a final public hearing on November 28, 2011, to consider revenue sources and expenditures for the second year of its 2011-2012 biennial budget; and,

WHEREAS, the City of Burien's actual levy amount from the previous year was \$7,113,467; and,

WHEREAS, the population of the City of Burien is more than 10,000; and,

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

Section 1. 2012 Levy Rate. There shall be and hereby is levied on all real, personal, and utility property in the City of Burien, in King County, current taxes for the year commencing January 2012, in the amount specified below:

Regular Tax Levy of \$7,113,467

The dollar amount of the increase over the actual levy amount from the previous year shall be \$0 which is a percentage increase of 0% from the previous year. This increase is exclusive of additional revenue resulting from new construction, improvements to property, newly constructed wind turbines, any increase in the value of state assessed property, any annexations that have occurred and refunds made.

The said taxes herein provided for are levied for the purpose of payment upon the general bonded indebtedness of the City of Burien, for the construction of capital facilities and for the maintenance of the departments of the municipal government of the City of Burien for the fiscal year beginning January 1, 2012.

Section 2. Notice to King County. This ordinance shall be certified to the proper County officials, as provided by law, and taxes herein levied shall be collected to pay to the Finance Director of the City of Burien at the time and in the manner provided by the laws of the State of Washington for the collection of taxes for noncharter code cities.

Section 3. Effective Date. This ordinance shall be in full force five days after publication of this ordinance or a summary thereof in the official newspaper of the City, as provided by law.

Section 4. 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.

ADOPTED BY THE CITY COUNCIL AT A REGULAR MEETING THEREOF ON THE 28th DAY OF NOVEMBER, 2011, AND SIGNED IN AUTHENTICATION OF ITS PASSAGE THIS 28th DAY OF NOVEMBER, 2011.

CITY OF BURIEN

Joan McGilton, Mayor

ATTEST/AUTHENTICATED:

Monica Lusk, City Clerk

Approved as to form:

Craig D. Knutson, City Attorney

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

**CITY OF BURIEN
AGENDA BILL**

Agenda Subject: Follow-up to Council Questions Regarding 2011-12 Mid-Biennial Budget Modifications		Meeting Date: November 28, 2011
Department: Finance Department	Attachments: 1. Presentation	Fund Source: N/A Activity Cost: N/A Amount Budgeted: N/A Unencumbered Budget Authority: N/A
Contact: Kim Krause, Finance Director		
Telephone: (206) 439-3150		
Adopted Work Plan Priority: Yes No X	Description: N/A	
<p>PURPOSE/REQUIRED ACTION: The purpose of this agenda item is to respond to the questions posed by Council during the November 14, 2011 Mid-Biennial Budget Modification Presentation.</p> <p>BACKGROUND (Include prior Council action & discussion): On November 14, 2011 Council asked several questions regarding the budget modifications. Staff has prepared a brief presentation to respond to the questions that can be resolved during this mid-biennial budget review.</p> <ol style="list-style-type: none"> 1. Accident Statistics for Red Light Camera Intersections 2. City Memberships 3. Seahurst Park Capital Project Budget Amendments 4. First Avenue South Phase II Capital Project Budget Amendments 		
Administrative Recommendation: Hold discussion.		
Committee Recommendation: N/A		
Advisory Board Recommendation: N/A		
Suggested Motion: None.		
Submitted by: Kim Krause, Finance Director		
Administration _____	City Manager _____	
Today's Date: November 22, 2011	File Code: \\File01\records\CC\Agenda Bill 2011\112811ad-2 Mid-biennial Budget Modification Follow-up.docx	

Mid-Biennial Budget Modification Follow-up

Finance Department

November 28, 2011

Red Light Camera Intersections Accident Statistics

Dates of Measurement:

- Pre-camera May 2007- May 2009
- Post-camera May 2009 – May 2011

Red Light Camera Intersections Accident Statistics

- 1st Avenue and 152nd Street
 - Pre-Camera – 7
 - Post-Camera – 8
- 1st Avenue and 148th Street
 - Pre-Camera – 17
 - Post-Camera – 17
- 1st Avenue and 161st Street/Ambaum
 - Pre- Camera – 15
 - Post-Camera – 14

City Memberships

Membership	Annual Dues
Association of Washington Cities	\$32,241
Puget Sound Regional Council	\$14,647
Suburban Cities Association	\$25,763
National League of Cities	\$3,258
South County Area Transportation Board	\$100

Seahurst Park North Shoreline Capital Project 2011-12 Budget Amendment

Revenue Source	Adopted Budget	Amended Budget
State Fish and Wildlife	\$724,529	\$767,130
King Conservation District	510,000	510,000
SRFB/PSAR State Funds	741,000	750,000
Army Corp of Engineers	4,550,000	4,800,877
Parks CIP Fund Balance	786,971	276,932
Total Project Revenues	\$7,312,500	\$7,104,939

First Avenue South Phase II Capital Project 2011-12 Budget Amendment

Revenue Source	Adopted Budget	Amended Budget
State TIB Grant	\$2,000,000	\$3,704,771
Federal Grant – PSRC	2,500,000	2,500,000
Utility Conversion	5,000,000	2,264,144
Total Project Revenues	\$9,500,000	\$8,468,915

Conclusion

- Questions?

**CITY OF BURIEN
AGENDA BILL**

Agenda Subject: Adoption of Ordinance No. 558 amending the 2011-2012 Biennial Budget		Meeting Date: November 28, 2011
Department: Finance Department	Attachments: 1. Ordinance 558 2. Presentation 3. Budget Memo 4. CIP Summary 5. Financial Policies	Fund Source: N/A Activity Cost: N/A Amount Budgeted: N/A Unencumbered Budget Authority: N/A
Contact: Kim Krause, Finance Director		
Telephone: (206) 439-3150		
Adopted Work Plan Priority: Yes No X	Description: N/A	
PURPOSE/REQUIRED ACTION: The purpose of this agenda item is to discuss and potentially adopt the amendments to the 2011-2012 Biennial Budget.		
BACKGROUND (Include prior Council action & discussion): On November 29, 2010 the Council adopted the 2011-12 Biennial Budget (Ordinance #547). Council has not adopted any modifications to that budget. By law, the Council must review and make applicable adjustments to the biennial budget, between the eighth month and the end of the first year. The mid-biennium review only addresses items that need budgetary changes. Those adjustments are included in Ordinance 558. The Council conducted a public hearing and discussed these changes on November 14, 2011. A second public hearing was held prior to tonight's discussion and potential action on this agenda bill. As reviewed with Council on November 14, 2011, there are two policy changes included in this budget amendment. In 2004, Council approved allocating 80% of the Property Tax revenues to the General Fund and 20% to the Capital Projects Reserve Fund. The amount allocated to the Capital Projects Reserve Fund grows by 1% annually. Due to the expected reduction in property taxes, staff recommends changing the allocation to 90% to the General Fund and 10% to the Capital Projects Reserve Fund. The amount allocated to the Capital Projects Reserve Fund will continue to grow by 1% annually. The second policy change relates to how Fund Balance is categorized at the end of each year. This change is required by Government Accounting Standards Board Statement Number 54 and is included in the attached policies. If Council decides to continue discussion of the 2011-2012 Mid-Biennial Budget Review and Update, action on this matter may be extended to any date prior to January 1, 2012.		
Administrative Recommendation: Adopt Ordinance # 558, amending the 2011-2012 Biennial Budget.		
Committee Recommendation: N/A		
Advisory Board Recommendation: N/A		
Suggested Motion: Move to adopt Ordinance # 558 amending the 2011-2012 Biennial Budget.		
Submitted by: Kim Krause, Finance Director		
Administration _____	City Manager _____	
Today's Date: November 22, 2011	File Code: \\File01\records\CC\Agenda Bill 2011\112811ad-4 Mid-biennial Budget Modification.docx	



CITY OF BURIEN, WASHINGTON

ORDINANCE NO. 558

AN ORDINANCE OF THE CITY OF BURIEN, WASHINGTON, AMENDING THE 2011-2012 BIENNIAL BUDGET OF THE CITY OF BURIEN, WASHINGTON TO ADJUST REVENUES AND APPROPRIATE EXPENDITURES TO THE CITY FUNDS FOR 2011 AND 2012

WHEREAS, the City of Burien adopted the 2011-2012 Biennial Budget by Ordinance No. 547; and

WHEREAS, on August 1, 2011, the City of Burien adopted Ordinance No. 553 providing for the issuance of a long term general obligation bonds; and

WHEREAS, the City of Burien will receive additional revenue and incur additional debt service expense associated with these bonds.

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

Section 1. The 2011-2012 Adopted Budget for the City of Burien for the period January 1, 2011 through December 31, 2012 is hereby amended as shown in Exhibit A and B.

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 be published in the official newspaper of the City, and shall take effect and be in full force five (5) days after the date of publication.

ADOPTED BY THE CITY COUNCIL AT A REGULAR MEETING THEREOF ON THE 28th DAY OF NOVEMBER, 2011, AND SIGNED IN AUTHENTICATION OF ITS PASSAGE THIS 28th DAY OF NOVEMBER, 2011.

CITY OF BURIEN

Joan McGilton, Mayor

ATTEST/AUTHENTICATED:

Monica Lusk, City Clerk

Approved as to form:

Craig D. Knutson, City Attorney

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



Exhibit A

The following exhibit illustrates the revised revenue and expenditure totals for all funds and brings current the totals for each fund previously reported in Ordinance No. 547:

City of Burien 2011-12 Revised Budget - All Funds				
--	--	--	--	--

Operating Funds - Resources	Beginning Fund Balance	Revenues	Transfers In	Total Resources
General	\$ 3,418,177	\$ 41,050,599	\$ 314,000	\$ 44,782,776
Street	452,143	3,061,275	-	3,513,418
Surface Water Management	266,381	4,905,000	-	5,171,381
Public Works Reserve	408,620	1,285,000	-	1,693,620
Equipment Reserve	297,851	-	450,000	747,851
Art in Public Places	52,341	400	10,000	62,741
Capital Projects Reserve	790,882	1,872,441	-	2,663,323
Transportation Benefit District	-	577,700	-	577,700
Debt Service	13,686	566,328	4,405,700	4,985,714
LID Reserve	165,000	-	-	165,000
Capital Project Funds - Resources	Beginning Fund Balance	Changes to Revenues	Transfers In	Total Resources
Town Square Capital Projects	10,298	-	22,120	32,418
Parks and General Government Capital Projects	740,080	7,241,482	100,000	8,081,562
Transportation Capital Projects	3,607,015	15,736,887	1,503,855	20,847,757
Surface Water Management Capital Projects	680,308	-	1,600,000	2,280,308
Total Resources	\$ 10,902,782	\$ 76,297,112	\$ 8,405,675	\$ 95,605,569

Operating Funds - Uses	Expenditures	Transfers Out	Ending Fund Balance	Total Uses
General	\$ 41,081,873	\$ 545,000	\$ 3,155,903	\$ 44,782,776
Street	3,042,398	447,000	24,020	3,513,418
Surface Water Management	3,177,416	1,857,000	136,965	5,171,381
Public Works Reserve	-	1,612,000	81,620	1,693,620
Equipment Reserve	400,000	-	347,851	747,851
Art in Public Places	14,000	-	48,741	62,741
Capital Projects Reserve	-	1,953,120	710,203	2,663,323
Transportation Benefit District	-	577,700	-	577,700
Debt Service	4,905,768	-	79,946	4,985,714
LID Reserve	-	-	165,000	165,000
Capital Project Funds - Uses	Expenditures	Transfers Out	Ending Fund Balance	Total Uses
Town Square Capital Projects	32,418	-	-	32,418
Parks and General Government Capital Projects	7,840,290	10,000	231,272	8,081,562
Transportation Capital Projects	19,173,803	-	1,673,954	20,847,757
Surface Water Management Capital Projects	790,000	1,403,855	86,453	2,280,308
Total Uses	\$ 80,457,966	\$ 8,405,675	\$ 6,741,928	\$ 95,605,569

Exhibit B

The following illustrates the changes made in each fund, not the totals per fund.

City of Burien Changes to the 2011-2012 Budget -- All Funds				
	Changes to Beginning Fund Balance	Changes to Revenues	Changes to Transfers In	Changes to Total Resources
Operating Funds - Resources				
General	\$ 879,017	\$ (335,292)	\$ -	\$ 543,725
Street	(871,440)	(78,725)	-	(950,165)
Surface Water Management	97,858	32,000	-	129,858
Public Works Reserve	297,929	(250,000)	-	47,929
Equipment Reserve	22,112	-	(100,000)	(77,888)
Art in Public Places	(228)	-	-	(228)
Capital Projects Reserve	(385,622)	(553,338)	-	(938,960)
Transportation Benefit District	-	-	-	-
Debt Service	(53,434)	238,000	782,000	966,566
LID Reserve	-	-	-	-
Capital Project Funds - Resources				
	Changes to Beginning Fund Balance	Changes to Revenues	Changes to Transfers In	Changes to Total Resources
Town Square Capital Projects	10,298	-	22,120	32,418
Parks and General Government Capital Projects	(434,550)	325,482	100,000	(9,068)
Transportation Capital Projects	(1,872,638)	2,650,671	(187,145)	590,888
Surface Water Management Capital Projects	(1,167,466)	-	200,000	(967,466)
Total Resources	\$ (3,478,164)	\$ 2,028,798	\$ 816,975	\$ (632,391)

	Changes to Expenditures	Changes to Transfers Out	Changes to Ending Fund Balance	Changes to Total Uses
Operating Funds - Uses				
General	\$ 889,263	\$ -	\$ (345,538)	\$ 543,725
Street	(345,980)	(468,000)	(136,185)	(950,165)
Surface Water Management	(42,184)	200,000	(27,958)	129,858
Public Works Reserve	-	-	47,929	47,929
Equipment Reserve	-	-	(77,888)	(77,888)
Art In Public Places	-	-	(228)	(228)
Capital Projects Reserve	-	1,022,120	(1,961,080)	(938,960)
Transportation Benefit District	-	-	-	-
Debt Service	948,750	-	17,816	966,566
LID Reserve	-	-	-	-
Capital Project Funds - Uses				
	Changes to Expenditures	Changes to Transfers Out	Changes to Ending Fund Balance	Changes to Total Uses
Town Square Capital Projects	32,418	-	-	32,418
Parks and General Government Capital Projects	(117,710)	-	108,642	(9,068)
Transportation Capital Projects	(1,063,268)	-	1,654,156	590,888
Surface Water Management Capital Projects	(355,000)	62,855	(675,321)	(967,466)
Total Uses	\$ (53,711)	\$ 816,975	\$ (1,395,655)	\$ (632,391)

Exhibit C

Ordinance No. 558 amends the 2011-2012 Adopted Budget in the following funds:

GENERAL FUND 001

Beginning Fund Balance: An increase of \$879,017 was recognized when the books were closed for 2010.

Revenues: A net decrease of \$335,292. Due to a 9.23% decrease in the City's assessed valuation, property taxes are projected to be \$467,000 less than budgeted for 2012. This budget amendment reflects a policy change to allocate 90% of Property Taxes to the General Fund and 10% to the Capital Projects Reserve Fund. The net result is an \$86,000 increase in the General Fund. Other adjustments include an \$84,323 increase in Sales Taxes due to higher than anticipated Criminal Justice receipts. Utility Taxes have been adjusted downward by \$1,418,415. Of this amount, \$421,275 is Solid Waste Franchise Fees transferred to the Street Fund to maintain operations. The balance of \$997,140 is the result of less than anticipated receipts. As reported to Council earlier, the City is in the process of conducting a utility tax audit. Seattle City Light Intergovernmental revenues are also being audited, as those projections are \$300,000 less than anticipated in the adopted budget. Gambling Excise Tax reflects a \$50,000 increase and Permit revenue reflects a \$500,000 increase, primarily due to a couple of large construction projects and the new pet licensing program. Liquor Tax and Profits reflects an increase of \$180,000, primarily due to underestimating after annexation in 2010. Recreation Revenues have been increased by \$80,000 to reflect the current year activity. Revenues for the Red Light Camera Program, \$402,800 (after adjustments), are being transferred from the Street Fund to the General Fund as all of the ancillary expenses related to the program are recorded in the General Fund.

Expenditures: A net increase of \$889,263. This includes a reduction in employee salaries and benefits (\$211,287) and the King County Sheriff's Contract (\$200,000) for the 2010 reconciliation. Offsetting this decrease, the Red Light Camera expenditures have been adjusted and transferred from the Street Fund to the General Fund (\$428,800). There is a corresponding increase in revenues. Other expenditure adjustments include additional funds for litigation attorney fees (\$125,000); South Correctional Entity (SCORE) jail startup expenses (\$216,750); miscellaneous annexation costs (\$100,000); an increase in District Court costs due to the change made in the split of court revenues in 2010 and 2011 (\$356,000); and other miscellaneous services such as the newsletter, voter registration, utilities and miscellaneous professional services (\$74,000).

Ending Fund Balance: A decrease of \$345,538 reflects the net changes of the adjustments noted above.

STREET FUND 101

Beginning Fund Balance: The beginning Fund Balance was \$871,440 lower than projected during the 2011-12 budget process.

Revenues: A net decrease of \$78,725. This decrease is attributed to moving the Red Light Camera revenue to the General Fund (\$500,000) because all of the ancillary expenses related to the program are recorded in the General Fund. In addition, \$421,275 in Solid Waste Franchise Fees were moved from the General Fund to the Street Fund to maintain operations.

Expenditures: A net decrease of \$345,980. This decrease is the result of reducing expenditures for salaries and benefits (\$45,980); moving the Red Light Camera program from the Street Fund to the General Fund (\$360,000); reducing non-county street maintenance (\$85,000); neighborhood traffic control/calming expenses (\$20,000); miscellaneous professional services (\$45,000) and janitorial services (\$24,000). These reductions are offset by increases in fuel and small tools/equipment (\$68,000); repairs and maintenance (\$60,000); operating rentals and leases (\$28,000); King County services (\$25,000); and capital equipment needed for the new crews (\$53,000).

Transfers Out: A decrease of \$468,000. This decrease is the result of eliminating the transfer to the Equipment Reserve Fund (\$100,000); eliminating the contribution to the Transportation CIP Fund (\$50,000); and eliminating the 2012 transfer to the Debt Service Fund (\$318,000).

Ending Fund Balance: A decrease of \$136,185 reflects the net changes of the adjustments noted above.

SURFACE WATER MANAGEMENT FUND 104

Beginning Fund Balance: An increase of \$97,858 was recognized when the books were closed for 2010.

Revenues: An increase of \$32,000. This is an inflationary increase for SWM Fees.

Expenditures: A decrease of \$42,184. This decrease is attributed to reducing expenditures for salaries and benefits (30,684), professional services (\$120,500) and janitorial services (\$24,000). These reductions are offset by increases in fuel (\$58,000) and King County services (\$75,000).

Transfers Out: An increase of \$200,000 to the Surface Water Management CIP Fund.

Ending Fund Balance: A decrease of \$27,958 reflects the net changes of the adjustments noted above.

PUBLIC WORKS RESERVE FUND 106

Beginning Fund Balance: An increase of \$297,929 was recognized when the books were closed for 2010.

Revenues: A decrease of \$250,000. This decrease is attributed to real estate excise tax revenue being lower than anticipated when the budget was prepared.

Transfers Out: A net increase of \$0. Although the net change is \$0, there are two adjustments included. The transfer to the Debt Service Fund was increased by \$300,000 to fund half of the 2012 debt service for 2010 overlay bond issue. This transfer is offset by eliminating the transfer to the Transportation CIP Fund (\$300,000).

Ending Fund Balance: An increase of \$47,929 reflects the net changes of the adjustments noted above.

EQUIPMENT RESERVE FUND 107

Beginning Fund Balance: An increase of \$22,112 was recognized when the books were closed for 2010.

Transfers In: A decrease of \$100,000 is due to the elimination of the Street Fund transfer.

Ending Fund Balance: A decrease of \$77,888 reflects the net changes of the adjustments noted above.

CAPITAL PROJECTS RESERVE FUND 115

Beginning Fund Balance: The Beginning Fund Balance was \$385,622 lower than anticipated when the 2011-12 Adopted Budget was prepared.

Revenue: A decrease of \$553,338 is due to a 9.23% decrease in assessed valuation. This budget amendment reflects a policy change to allocate 90% of Property Taxes to the General Fund and 10% to the Capital Projects Reserve Fund. The decrease of \$553,338 is the result of lowering the allocation to the Capital Projects Reserve Fund from 20% to 10%.

Transfers Out: An increase of \$1,022,120 is the result of transferring an additional \$800,000 to the Debt Service Fund to fund the debt service for the bonds issued in 2011; an additional \$22,120 to the Town Square CIP Fund for expenses to close out the project; an additional \$100,000 to the Parks and General Government CIP Fund for some additional office space in City Hall; and an additional \$100,000 to the Transportation CIP Fund for the Sylvester Road Bridge project.

Ending Fund Balance: A decrease of \$1,961,080 reflects the net changes of the adjustments noted above.

ART IN PUBLIC PLACES FUND 113

Beginning Fund Balance: A decrease of \$228 was recognized when the books were closed for 2010.

Ending Fund Balance: A decrease of \$228 reflects the net changes of the adjustment noted above.

DEBT SERVICE FUND 201

Beginning Fund Balance: A decrease of \$53,434 was recognized when the books were closed for 2010.

Revenues: An increase of \$238,000 reflects the subsidy from the federal government for the interest expense on 2010 overlay bond issue (Build Across America Bond Program). In the original budget, the subsidy was netted against the debt service expenditures. There is a corresponding increase in the expenditure budget.

Transfers In: An increase of \$782,000. This is the net result of eliminating the transfer from the Street Fund (\$318,000); increasing the transfer from the Public Works Reserve Fund (\$300,000); and increasing the transfer from the Capital Projects Reserve Fund (\$800,000) to fund the debt service for the bonds issued in 2011 and cover the reduction in the beginning fund balance.

Expenditures: An increase of \$948,750 reflects the addition of the debt service for the 2011 bond issue (\$710,750) and an increase in the interest expense budget (\$238,000) for the amount subsidized by the federal government for the 2010 overlay bonds. This amount is offset by an increase in the revenue budget.

Ending Fund Balance: An increase of \$17,816 reflects the net changes of the adjustments noted above.

TOWN SQUARE CAPITAL PROJECT FUND 314

Beginning Fund Balance: An increase of \$10,298 was recognized when the books were closed for 2010.

Transfers In: An increase of \$22,120 from the Capital Projects Reserve Fund for project closeout expenditures.

Expenditures: An increase of \$32,418 for costs incurred to close out the project.

PARKS & GENERAL GOVERNMENT CAPITAL PROJECT FUND 317

Beginning Fund Balance: A decrease of \$434,550 was recognized when the books were closed for 2010.

Revenue: An increase of \$325,482 reflects the addition of CDBG funding for the Community Center Roof Replacement project (\$154,000) and additional funding from the Army Corps of Engineers and other grants for the Seahurst Park project (\$302,007). These increases are offset by the elimination of County grant funding for miscellaneous parks projects (\$120,000); a reduction in Parks Levy funding (\$10,000) and a slight reduction in CDBG funding for Puget Sound Park (\$525).

Transfers In: An increase of \$100,000 reflects a transfer from the Capital Projects Reserve Fund to add some additional office space in City Hall.

Expenditures: A decrease of \$117,710. This decrease reflects a reduction in costs for the Seahurst Park project (\$208,061) and a reduction in miscellaneous park facility restoration projects (\$170,000). These reductions are offset by the addition of the Burien Community Center Roof Replacement Project (\$160,351) and remodeling to add offices in City Hall (\$100,000).

Ending Fund Balance: An increase of \$108,642 reflects the net changes of the adjustments noted above.

TRANSPORTATION CAPITAL PROJECT FUND 318

Beginning Fund Balance: The Beginning Fund Balance was \$1,872,638 lower than projected during the 2011-12 budget process.

Revenue: An increase of \$2,650,671. This increase is the result of recognizing the 2011 bond proceeds (\$6,864,953) to fund the 1st Avenue South Phase I Project and settlement costs. Funding for the 1st Avenue South Phase II project has been adjusted to reflect current construction estimates: increase in State TIB funding (\$702,700) and a decrease in utility conversion costs (\$3,343,589). Grant funding for the S/SW 136th Street Sidewalk Improvements (\$1,006,500) and 8th Avenue South Safe Routes to Schools (\$425,000) is not available and has been eliminated. Funding for the King County Intelligent Traffic System was adjusted downward by

\$324,465 to reflect the actual agreement with King County. Other miscellaneous grant revenues and impact fees were increased by \$182,572.

Transfers In: A decrease of \$187,145. Transfers from the Street Fund (\$50,000) and Public Works Reserve Fund (\$300,000) were eliminated. Those reductions were offset by the addition of a transfer from the Capital Projects Reserve Fund for the Sylvester Road Bridge project (\$100,000) and an increase in the transfer from the Surface Water Management Capital Project Fund for various projects (\$62,855).

Expenditures: A decrease of \$1,063,268. Included in this adjustment is reduced funding for 1st Avenue South Phase II (\$1,682,774) to reflect current construction estimates and reduced funding for Intelligent Traffic System to reflect the actual agreement with King County (\$296,220). Offsetting these reductions is the addition of two new projects approved by Council earlier in the year: 1st Avenue South Phase I completion (\$1,212,267) and the Sylvester Road Bridge (\$100,000). Funds have been added to the following project budgets: Hazel Valley Elementary Sidewalk (\$261,045), Street Overlay (\$2,277,913), Transportation Master Plan (\$25,000); Ambaum Pedestrian Safety (\$64,572) and NERA (\$500). Three projects have been reclassified as unfunded: 4th Avenue SW/SW 148th Street Intersection (\$1,252,071), 8th Avenue Safe Routes to Schools (\$625,000), and S/SW 136th Sidewalk Improvement Project (\$1,148,500).

Ending Fund Balance: An increase of \$1,654,156 reflects the net changes of the adjustments noted above.

SURFACE WATER MANAGEMENT CAPITAL PROJECT FUND 319

Beginning Fund Balance: The Beginning Fund Balance was \$1,167,466 lower than projected during the 2011-12 budget process.

Transfers In: An increase of \$200,000 reflects additional funding from the Surface Water Management Fund.

Expenditures: A decrease of \$355,000 is attributed to the shifting of the 8th to 9th Avenue SW project to the Hazel Valley Sidewalk project (Transportation Capital Project Fund); the elimination of the 22nd Avenue Drainage Systems Improvement Projects (\$200,000); and a reduction in funding for Residential Drainage Improvements (\$170,000). These reductions are offset by an increase of \$15,000 for the Drainage Master Plan.

Transfers Out: An increase of \$62,855 to the Transportation Capital Project Fund.

Ending Fund Balance: A reduction of \$675,321 reflects the net changes of the adjustments noted above.

Mid-Biennial Budget Review

Finance Department

November 14, 2011

Mid-Biennial Review

- Required by Law to review the Biennial Budget during the last 4 months of the 1st year in the Biennium
- Ord. #547 adopted the 2-year appropriations
- Mid-Biennial review only includes items that need budgetary changes

Decision Making

- Tonight
 - Open 1st Public Hearing – required by law
 - Review 2011-12 Existing Budget and Proposed Amendments
 - Discuss Decision Points for 2012
 - Policy Change to Reallocate 90% of Property Taxes to General Fund/10% to Capital Projects Reserve Fund
 - Policy adopted in 2004 allocated 80% of Property Taxes to General Fund and 20% to Capital Projects Reserve Fund
 - » Maintain 1% annual increase of amount allocated to Capital Projects Reserve Fund
 - Property Tax Levy
 - Capital Improvement Program Updates

Next Meeting

- Open and Close 2nd Public Hearing
- Adopt 2012 Property Tax Levy
- Adopt 2011-12 Amended Biennial Budget
- Adopt 11/14/11 Financial Policy Revisions

2012 Property Tax Levy

- Due to a 9.23% projected decrease in assessed valuation, the City can only levy the statutory limit of \$1.60
- Draft Ordinance #557

2012 Budget Highlights

- Use 8% of General Fund Fund Balance over 2 year period (\$262,000)
- 2% Cost of Living adjustment eliminated – savings of \$110,000
- 2 General Fund positions eliminated – savings of \$187,000
- 1 new Maintenance Worker II position added in Public Works – \$68,000 (SWM Fund)
 - Reduced from 4 new positions in Adopted Budget

2011-12 GENERAL FUND REVENUE SUMMARY

	2011 Adopted Budget	2011 Budget Revisions	2011 Revised Budget	2012 Adopted Budget	2012 Budget Revisions	2012 Revised Budget
General Fund Revenue						
Property Tax	5,800,000	-	5,800,000	5,893,000	86,000	5,979,000
Sales Taxes	5,844,714	110,000	5,954,714	5,996,677	(25,677)	5,971,000
Business & Occupation Tax	548,910	-	548,910	563,182	-	563,182
Utility Taxes	3,520,535	(650,000)	2,870,535	3,714,164	(768,415)	2,945,749
Gambling Excise Tax	575,000	50,000	625,000	575,000	-	575,000
Total Taxes	16,289,159	(490,000)	15,799,159	16,742,023	(708,092)	16,033,931
Franchise Fees	565,326	-	565,326	580,024	-	580,024
Permits	451,248	300,000	751,248	463,167	200,000	663,167
Total Licenses & Permits	1,016,574	300,000	1,316,574	1,043,191	200,000	1,243,191
Federal Grants	-	-	-	-	-	-
State Grants	50,000	-	50,000	50,000	-	50,000
State - Criminal Justice	255,000	-	255,000	262,000	-	262,000
DUI Programs	10,000	-	10,000	10,000	-	10,000
Liquor Tax and Profits	454,000	110,000	564,000	465,804	70,000	535,804
Intergovernmental Services	301,500	-	301,500	201,500	-	201,500
Intergovernmental - Seattle City Light	831,000	(150,000)	681,000	831,000	(150,000)	681,000
Total Intergovernmental	1,901,500	(40,000)	1,861,500	1,820,304	(80,000)	1,740,304
Planning & Building Fees	350,000	-	350,000	359,100	-	359,100
Parks & Recreation Charges	629,300	-	629,300	638,740	80,000	718,740
Total Charges for Services	979,300	-	979,300	997,840	80,000	1,077,840
Fines and Forfeitures	230,000	232,800	462,800	240,000	170,000	410,000
Miscellaneous	63,000	-	63,000	63,000	-	63,000
Total Fines & Miscellaneous	293,000	232,800	525,800	303,000	170,000	473,000
Total Revenues	20,479,533	2,800	20,482,333	20,906,358	(338,092)	20,568,266
Total Transfers In	155,000	-	155,000	159,000	-	159,000
Total Revenues & Transfers	20,634,533	2,800	20,637,333	21,065,358	(338,092)	20,727,266

2011-12 GENERAL FUND EXPENDITURE SUMMARY – BY DEPARTMENT

		2011 Adopted Budget	2011 Budget Revisions	2011 Revised Budget	2012 Adopted Budget	2012 Budget Revisions	2012 Revised Budget
Expenditures by Department							
	City Council	199,100	-	199,100	201,400	8,000	209,400
	City Manager	1,361,948	19,000	1,380,948	1,398,201	(48,940)	1,349,261
	Human Resources	166,695	-	166,695	172,966	(2,595)	170,371
	Finance & Administrative Services	2,652,405	591,800	3,244,205	2,410,024	503,030	2,913,054
	Legal	1,176,287	-	1,176,287	910,166	120,500	1,030,666
	Police	9,786,700	(200,000)	9,586,700	10,134,700	-	10,134,700
	Public Works	556,599	25,000	581,599	567,387	(54,065)	513,322
	Community Development	1,505,856	6,500	1,512,356	1,469,905	(65,415)	1,404,490
	Parks, Recreation & Cultural Services	2,768,821	10,000	2,778,821	2,753,450	(23,552)	2,729,898
	Subtotal Department Expenditures	20,174,411	452,300	20,626,711	20,018,199	436,963	20,455,162
	Total Transfers Out	188,000	-	188,000	357,000	-	357,000
	Total Expenditures & Transfers	20,362,411	452,300	20,814,711	20,375,199	436,963	20,812,162

2011-12 GENERAL FUND EXPENDITURE SUMMARY – BY LINE ITEM

		2011 Adopted Budget	2011 Budget Revisions	2011 Revised Budget	2012 Adopted Budget	2012 Budget Revisions	2012 Revised Budget
Expenditure							
	Salaries	3,868,809	35,000	3,903,809	3,919,230	(195,425)	3,723,805
	Benefits	1,319,662	-	1,319,662	1,398,910	(50,862)	1,348,048
	Total Salaries & Benefits	5,188,471	35,000	5,223,471	5,318,140	(246,287)	5,071,853
	Total Supplies	167,315	-	167,315	167,890	-	167,890
	Professional Contract Services	3,060,465	508,300	3,568,765	2,582,965	436,500	3,019,465
	Communications	106,339	-	106,339	107,364	-	107,364
	Travel/Meals/Mileage	38,700	-	38,700	38,900	-	38,900
	Advertising	23,000	-	23,000	23,500	-	23,500
	Operating Rents & Leases	63,450	-	63,450	63,450	-	63,450
	Insurance	182,537	-	182,537	190,000	-	190,000
	Utility Services	206,000	-	206,000	206,000	15,000	221,000
	Repairs & Maintenance	62,200	-	62,200	62,200	-	62,200
	Dues & Memberships	117,110	-	117,110	119,110	8,000	127,110
	Printing & Binding	78,016	-	78,016	78,091	-	78,091
	Registration & Training	51,100	-	51,100	51,100	-	51,100
	Subscriptions & Publications	38,507	-	38,507	39,107	-	39,107
	Other Miscellaneous	61,082	-	61,082	63,182	-	63,182
	Total Other Services & Charges	4,088,506	508,300	4,596,806	3,624,969	459,500	4,084,469
	Total Intergovernmental Services	10,657,500	(91,000)	10,566,500	10,892,700	223,750	11,116,450
	Total Capital Outlay	72,619	-	72,619	14,500	-	14,500
	Total Expenditures	20,174,411	452,300	20,626,711	20,018,199	436,963	20,455,162
	Total Transfers Out	188,000	-	188,000	357,000	-	357,000
	Total Expenditures & Transfers	20,362,411	452,300	20,814,711	20,375,199	436,963	20,812,162

2011-12 OPERATING FUNDS REVENUE SUMMARY

OTHER OPERATING FUND REVENUES	2011 Adopted Budget	2011 Budget Revisions	2011 Revised Budget	2012 Adopted Budget	2012 Budget Revisions	2012 Revised Budget
Street Fund						
Motor Vehicle Fuel Tax	\$ 1,000,000	\$ -	\$ 1,000,000	\$ 1,075,000	\$ -	\$ 1,075,000
Business Licenses	275,000	-	275,000	290,000	-	290,000
Red Light Enforcement	250,000	(250,000)	-	250,000	(250,000)	-
Franchise Taxes	-	205,000	205,000	-	216,275	216,275
Total Street Fund	\$ 1,525,000	\$ (45,000)	\$ 1,480,000	\$ 1,615,000	\$ (33,725)	\$ 1,581,275
Surface Water Management Fund						
SWM Drainage Fees	\$ 2,415,000	\$ -	\$ 2,415,000	\$ 2,450,000	\$ 32,000	\$ 2,482,000
Miscellaneous	4,000	-	4,000	4,000	-	4,000
Total SWM Fund	\$ 2,419,000	\$ -	\$ 2,419,000	\$ 2,454,000	\$ 32,000	\$ 2,486,000
Public Works Reserve Fund						
Real Estate Excise Tax	\$ 700,000	\$ (100,000)	\$ 600,000	\$ 800,000	\$ (150,000)	\$ 650,000
Other Revenues	17,000	-	17,000	18,000	-	18,000
Total PWR Fund	\$ 717,000	\$ (100,000)	\$ 617,000	\$ 818,000	\$ (150,000)	\$ 668,000
Equipment Reserve Fund						
Transfers In	\$ 270,000	\$ (50,000)	\$ 220,000	\$ 280,000	\$ (50,000)	\$ 230,000
Total ERR Fund	\$ 270,000	\$ (50,000)	\$ 220,000	\$ 280,000	\$ (50,000)	\$ 230,000
Art in Public Places Fund						
Other Revenues	\$ 200	\$ -	\$ 200	\$ 200	\$ -	\$ 200
Transfers In	5,000	-	5,000	5,000	-	5,000
Total APP Fund	\$ 5,200	\$ -	\$ 5,200	\$ 5,200	\$ -	\$ 5,200
Capital Projects Reserve						
Property Taxes	\$ 1,205,661	\$ -	\$ 1,205,661	\$ 1,217,718	\$ (553,338)	\$ 664,380
Other Revenues	1,200	-	1,200	1,200	-	1,200
Total CPR Fund	\$ 1,206,861	\$ -	\$ 1,206,861	\$ 1,218,918	\$ (553,338)	\$ 665,580
Transportation Benefit District Fund						
Property Taxes	\$ 275,000	\$ -	\$ 275,000	\$ 300,000	\$ -	\$ 300,000
Other Revenues	1,200	-	1,200	1,500	-	1,500
Total TBD Fund	\$ 276,200	\$ -	\$ 276,200	\$ 301,500	\$ -	\$ 301,500
Debt Service Fund						
Other Revenues	\$ 164,164	\$ 119,000	\$ 283,164	\$ 164,164	\$ 119,000	\$ 283,164
Transfers In	1,694,200	300,000	1,994,200	1,929,500	482,000	2,411,500
Total Debt Service Fund	\$ 1,858,364	\$ 419,000	\$ 2,277,364	\$ 2,093,664	\$ 601,000	\$ 2,694,664

2011-12 OPERATING FUNDS EXPENDITURE SUMMARY

OTHER OPERATING FUND EXPENDITURES	2011 Adopted Budget	2011 Budget Revisions	2011 Revised Budget	2012 Adopted Budget	2012 Budget Revisions	2012 Revised Budget
Street Fund						
Public Works	\$ 1,702,467	\$ (193,000)	\$ 1,509,467	\$ 1,685,911	\$ (152,980)	\$ 1,532,931
Transfers Out	467,500	(100,000)	367,500	447,500	(368,000)	79,500
Total Street Fund	\$ 2,169,967	\$ (293,000)	\$ 1,876,967	\$ 2,133,411	\$ (520,980)	\$ 1,612,431
Surface Water Management Fund						
Public Works	\$ 1,565,431	\$ (49,500)	\$ 1,515,931	\$ 1,654,169	\$ 7,316	\$ 1,661,485
Transfers Out	827,500	200,000	1,027,500	829,500	-	829,500
Total SWM Fund	\$ 2,392,931	\$ 150,500	\$ 2,543,431	\$ 2,483,669	\$ 7,316	\$ 2,490,985
Public Works Reserve Fund						
Transfers Out	\$ 809,000	\$ 100,000	\$ 909,000	\$ 803,000	\$ (100,000)	\$ 703,000
Total PWR Fund	\$ 809,000	\$ 100,000	\$ 909,000	\$ 803,000	\$ (100,000)	\$ 703,000
Equipment Reserve Fund						
Finance Department	\$ 200,000	\$ -	\$ 200,000	\$ 200,000	\$ -	\$ 200,000
Total ERR Fund	\$ 200,000	\$ -	\$ 200,000	\$ 200,000	\$ -	\$ 200,000
Art in Public Places Fund						
Parks Department	\$ 6,000	\$ -	\$ 6,000	\$ 8,000	\$ -	\$ 8,000
Total APP Fund	\$ 6,000	\$ -	\$ 6,000	\$ 8,000	\$ -	\$ 8,000
Capital Projects Reserve						
Transfers Out	\$ 451,000	\$ 272,120	\$ 723,120	\$ 480,000	\$ 750,000	\$ 1,230,000
Total CPR Fund	\$ 451,000	\$ 272,120	\$ 723,120	\$ 480,000	\$ 750,000	\$ 1,230,000
Transportation Benefit District Fund						
Transfers Out	\$ 276,200	\$ -	\$ 276,200	\$ 301,500	\$ -	\$ 301,500
Total TBD Fund	\$ 276,200	\$ -	\$ 276,200	\$ 301,500	\$ -	\$ 301,500
Debt Service Fund						
Finance Department	\$ 1,919,922	\$ 280,500	\$ 2,200,422	\$ 2,037,096	\$ 668,250	\$ 2,705,346
Total Debt Service Fund	\$ 1,919,922	\$ 280,500	\$ 2,200,422	\$ 2,037,096	\$ 668,250	\$ 2,705,346

2011-12 General Fund Revenue Amendments

Description	Amendment
Revise Property Tax split to 90% General Fund and 10% Capital Projects Reserve Fund	\$86,000
Increase Sales Tax Revenues to reflect current year activity	\$84,323
Decrease Utility Tax Revenues to reflect actual results	(\$997,140)
Transfer Solid Waste Franchise Fees to Street Fund	(\$421,275)
Increase Gambling Taxes to reflect current year activity	\$50,000
Increase Permit revenue to reflect current year activity	\$500,000
Increase Liquor Tax and Profits to reflect current year activity	\$180,000
Decrease Seattle City Light revenues to reflect actual results	(\$300,000)
Increase Park & Recreation charges to reflect current year activity	\$80,000
Transfer Red Light Camera Fines from Street Fund	\$402,800
Total General Fund Revenue Adjustments	(\$335,292)

2011-12 General Fund Expenditure Amendments

Description	Amendment
Reduce Salaries and Benefits	(\$211,287)
Increase Red Light Camera Professional Services	\$428,800
Increase SCORE Jail Startup Expenses	\$216,750
Increase District Court Costs	\$356,000
Increase Litigation Attorney Fees	\$125,000
Add Miscellaneous Expenses for Annexation	\$100,000
Increase Miscellaneous Services (voter registration, newsletter, utilities, memberships)	\$74,000
Decrease King County Sheriff's Contract	(\$200,000)
Total General Fund Expenditure Adjustments	\$889,263

Other Funds Changes

Fund	Description	Impact on Resources	Impact on Uses
Street Fund	Red Light Camera	(\$500,000)	(\$360,000)
Street Fund	Transfer Solid Waste Franchise Fees from General Fund	\$421,275	-
Street Fund	Decrease in Salaries and Benefits		(\$45,980)
Street Fund	Increase Services and Supplies		\$60,000
Street Fund	Decrease Transfers Out		(\$468,000)
Street Fund	Total Adjustments	(\$78,725)	(\$813,980)
SWM Fund	Inflationary Adjustment for SWM Fees	\$32,000	
SWM Fund	Decrease in Salaries and Benefits		(\$30,684)
SWM Fund	Decrease Services and Supplies		(\$11,500)
SWM Fund	Increase Transfers Out		\$200,000
SWM Fund	Total Adjustments	\$32,000	\$157,816

Other Funds Changes

Fund	Description	Impact on Resources	Impact on Uses
Public Works Reserve	Decrease Real Estate Excise Tax Revenues	(\$250,000)	
Equipment Reserve Fund	Reduce Transfers In	(\$100,000)	-
Capital Projects Reserve Fund	Reduce Property Tax Revenues due to revision of split with General Fund	(\$553,338)	
Capital Projects Reserve Fund	Increase Transfers Out		\$1,022,120
Debt Service Fund	Add Federal Government Subsidy for Interest Expense (2010 Overlay Bonds)	\$238,000	
Debt Service Fund	Increase Transfers In to Fund New Debt Service	\$782,000	
Debt Service Fund	Increase Debt Service Expense for Interest Expense Subsidized by Federal Government and 2011 Bond Issue		\$948,750

CIP UPDATES

- New Projects:
 - Town Square - \$32,418 to close out project
 - Burien Community Center Roof Replacement - \$160,351, primarily CDBG funding
 - City Hall Remodeling to add Office Space - \$100,000
 - Completion of 1st Avenue South Phase I - \$1,212,267
 - Contingency Funds for Sylvester Road Bridge - \$100,000
- Seahurst Park and 1st Avenue South Phase II – Revised Funding to reflect current construction estimates
- Projects Moved to Unfunded:
 - 4th Avenue SW/SW 148th Street Intersection - \$1,252,071
 - 8th Avenue Safe Routes to Schools Project - \$625,000
 - S/SW 136th Street Sidewalk Improvements - \$1,148,500

Conclusion

- Next meeting November 28, 2011
 - 2nd Public Hearing
 - Adopt 2012 Property Tax Levy
 - Adopt 2011-12 Amended Biennial Budget
- Questions?

City of Burien 2011-2012 Mid-Biennial Budget Update

November 14, 2011

Honorable Mayor, Members of the City Council, and Residents of Burien:

This brief memo is designed to provide a high-level summary of some of the changes incorporated into the 2011-12 Mid-Biennium Budget Review and Update.

The preliminary assessed valuation for 2012 shows a 9.23% decrease. This has a significant impact on General Fund revenues as the City cannot maintain this revenue source and stay under the \$1.60 statutory limit for property taxes. Our 2012 property taxes will be about \$467,000 less than 2011. To maintain our services, we are recommending a policy change in the property tax allocation. In 2004, Council approved allocating 80% of the property taxes to the General Fund and 20% to the Capital Projects Reserve Fund. This budget amendment reduces the allocation to the Capital Projects Reserve Fund to 10%, while maintaining the existing policy of increasing those funds by 1% annually.

We have made significant reductions in our estimates for Utility Taxes as they did not grow as expected. As previously reported to Council, we have contracted with a consultant to audit those revenues. That audit is still in the early stages.

The original 2011-12 Adopted Budget included a 2% COLA for employees as a placeholder. We are not moving forward with any COLA for 2012, resulting in a savings of approximately \$110,000. Two positions have been eliminated for a savings of \$187,000. We are adding one maintenance person in Public Works, which is less than the four positions approved in the Adopted Budget. In addition, we are recommending a change to our health insurance benefits that will save an additional \$69,000. This reduction is not reflected in the proposed amendments, as it has not been presented for Council approval.

Overall, our General Fund is healthy. Although this budget proposes using \$262,000 of fund balance (approximately 8%) over the two-year biennium, the ending fund balance is in excess of \$3 million, well above our minimum balance of 10 percent.

As you know, the Governor's budget proposal could also have significant impacts on our revenue sources. We will address that issue if the legislature shows support for those proposals.

The details of the existing budget and proposed changes are included in the attached documents.

Sincerely,

Mike Martin
City Manager

2012 - 2017 Capital Improvement Program

TOWN SQUARE

Total Project Expenditures

	Total Project Cost	Prior Years	2011	2012	2013	2014	2015	2016	2017	Future	2012-2017 Six-Year CIP
Town Square Open Space	32,418	-	32,418	-	-	-	-	-	-	-	-
Total Projects	\$ 32,418	\$ -	\$ 32,418	\$ -							

Total Project Funding

	Total Project Cost	Prior Years	2011	2012	2013	2014	2015	2016	2017	Future	2012-2017 Six-Year CIP
Town Square CIP	10,298	10,298	-	-	-	-	-	-	-	-	-
Capital Projects Reserve	22,120	-	22,120	-	-	-	-	-	-	-	-
Total Project Funding Sources	\$ 32,418	\$ 10,298	\$ 22,120	\$ -							

2012 - 2017 Capital Improvement Program

PARKS & GENERAL GOVERNMENT

Total Project Expenditures

	Total Project Cost	Prior Years	2011	2012	2013	2014	2015	2016	2017	2012-2017 Six-Year CIP
Burien Comm. Center - Roof Replacement	\$ 1,685,009	\$ 1,524,658	\$ 6,351	\$ 154,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 154,000
City Facilities Upgrade	100,000	-	100,000	-	-	-	-	-	-	-
Parks, Recreation, Open Space (PROS) Plan	75,000	-	75,000	-	-	-	-	-	-	-
Parks Facilities	726,448	-	-	150,000	120,000	456,448	-	-	-	726,448
Puget Sound Park Improvements	150,000	-	-	150,000	-	-	-	-	-	150,000
Seahurst Park - North Shoreline*	9,977,527	872,588	1,612,957	5,491,982	2,000,000	-	-	-	-	7,491,982
Strategic Information Systems	359,560	9,560	-	100,000	50,000	50,000	50,000	50,000	50,000	350,000
Total Projects - Funded	\$ 11,073,544	\$ 2,406,806	\$ 1,794,308	\$ 6,045,982	\$ 170,000	\$ 506,448	\$ 50,000	\$ 50,000	\$ 50,000	\$ 6,872,430
<i>Total Projects - Unfunded*</i>	<i>\$ 2,000,000</i>	<i>\$ -</i>	<i>\$ -</i>	<i>\$ -</i>	<i>\$ 2,000,000</i>	<i>\$ -</i>	<i>\$ -</i>	<i>\$ -</i>	<i>\$ -</i>	<i>\$ 2,000,000</i>

Total Project Funding

	Total Project Cost	Prior Years	2011	2012	2013	2014	2015	2016	2017	2012-2017 Six-Year CIP
Parks CIP Fund Balance	\$ 1,519,601	\$ 577,144	\$ 75,000	\$ 557,457	\$ 110,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 867,457
Capital Projects Reserve	100,000	-	100,000	-	-	-	-	-	-	-
King County Parks Levy	456,448	176,448	70,000	70,000	70,000	70,000	-	-	-	210,000
Banked Property Tax	1,000,000	1,000,000	-	-	-	-	-	-	-	-
Subtotal Local Funds	\$ 3,076,049	\$ 1,753,592	\$ 245,000	\$ 627,457	\$ 180,000	\$ 120,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 1,077,457
Grant	7,724,020	836,013	1,612,957	5,215,050	60,000	-	-	-	-	5,275,050
CDBG	273,475	-	-	273,475	-	-	-	-	-	273,475
<i>Unfunded</i>	<i>2,000,000</i>	<i>-</i>	<i>-</i>	<i>-</i>	<i>2,000,000</i>	<i>-</i>	<i>-</i>	<i>-</i>	<i>-</i>	<i>2,000,000</i>
TOTAL ALL PROJECTS (less unfunded)	\$ 11,073,544	\$ 2,589,605	\$ 1,857,957	\$ 6,115,982	\$ 240,000	\$ 120,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 6,625,982

**2012 - 2017 Capital Improvement Program
TRANSPORTATION
Total Project Expenditures**

	Total Project Cost	Prior Years	2011	2012	2013	2014	2015	2016	2017	2012-2017 Six-Year CIP
1st Ave S., Phase 1 (SW 146th St. to SW 163rd Place)*	\$ 31,091,374	\$ 29,879,107	\$ 1,212,267	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
1st Ave S., Phase 2 (SW 140th St. to SW146th St.)	9,202,295	1,385,069	7,817,226	-	-	-	-	-	-	-
4th Ave SW/SW 148th St. Intersection-Funded	388,038	10,038	-	-	378,000	-	-	-	-	378,000
4th Ave SW/SW 148th St. Intersection-Unfunded*	911,962	-	-	-	911,962	-	-	-	-	911,962
16th Ave SW Intelligent Traffic System Project	204,000	220	203,780	-	-	-	-	-	-	-
Ambaum Blvd SW Pedestrian Safety	91,000	26,428	64,572	-	-	-	-	-	-	-
Citywide Traffic Intersections	300,000	-	-	-	300,000	-	-	-	-	300,000
Hazel Valley Safe Sidewalk Improvements	1,006,500	8,955	115,000	882,545	-	-	-	-	-	882,545
NERA Transportation Improvements*	13,000,867	367	500	-	-	-	-	-	13,000,000	13,000,000
S. 136th St. Sidewalk Improvements*	1,300,000	91,847	-	-	1,208,153	-	-	-	-	1,208,153
SR 518/Des Moines Memorial Dr. Interchange*	15,000,000	-	-	-	-	-	-	15,000,000	-	15,000,000
Street Overlay Program	12,712,000	1,709,087	8,570,913	32,000	-	600,000	600,000	600,000	600,000	2,432,000
Sylvester Bridge Replacement	100,000	-	100,000	-	-	-	-	-	-	-
Transportation Master Plan	175,000	-	175,000	-	-	-	-	-	-	-
Total Projects - Funded	\$ 55,362,921	\$ 33,111,118	\$ 18,259,258	\$ 914,545	\$ 678,000	\$ 600,000	\$ 600,000	\$ 600,000	\$ 600,000	3,992,545
Total Projects - Unfunded*	\$ 30,120,115	\$ -	\$ -	\$ -	\$ 2,120,115	\$ -	\$ -	\$ 15,000,000	\$ 13,000,000	30,120,115

Total Project Funding

	Total Project Cost	Prior Years	2011	2012	2013	2014	2015	2016	2017	2012-2017 Six-Year CIP
Transportation CIP	\$ 9,711,103	\$ 6,390,358	\$ 888,745	\$ 32,000	\$ -	\$ 600,000	\$ 600,000	\$ 600,000	\$ 600,000	\$ 2,432,000
Capital Projects Reserve	100,000	-	100,000	-	-	-	-	-	-	-
Impact/Mitigation Fees	503,000	125,000	378,000	-	-	-	-	-	-	-
Private/Utilities	12,386,722	10,030,311	2,356,411	-	-	-	-	-	-	-
Grants/CDBG	10,867,558	3,730,035	6,434,878	402,645	300,000	-	-	-	-	702,645
Bonds - Street Overlay & 1st Ave S	15,464,953	8,600,000	6,864,953	-	-	-	-	-	-	-
PWTF Loan and Interest	2,000,000	2,000,000	-	-	-	-	-	-	-	-
SWM CIP	4,329,585	2,925,730	1,000,000	403,855	-	-	-	-	-	403,855
Unfunded	30,120,115	-	-	-	2,120,115	-	-	15,000,000	13,000,000	30,120,115
Total Project Funding Sources less unfunded	\$ 55,362,921	\$ 33,801,434	\$ 18,022,987	\$ 838,500	\$ 300,000	\$ 600,000	\$ 600,000	\$ 600,000	\$ 600,000	\$ 3,538,500

**2012 - 2017 Capital Improvement Program
SURFACE WATER MANAGEMENT**

Total Project Expenditures

	Total Project Cost	Prior Years	2011	2012	2013	2014	2015	2016	2017	2012-2017 Six-year CIP
SW 158th St @ 4th SW Culvert/Headwall Repair	\$ 120,000	\$ -	\$ -	\$ 120,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 120,000
Drainage Master Plan	140,000	-	140,000	-	-	-	-	-	-	-
Hermes Depression Pump Station Reconstruction	200,000	-	30,000	170,000	-	-	-	-	-	170,000
NPDES Monitoring Program	101,986	1,986	-	100,000	-	-	-	-	-	100,000
NERA Drainage Improvements - Funded	1,001,139	1,139	-	-	1,000,000	-	-	-	-	1,000,000
NERA Drainage Improvements - Unfunded*	4,730,000	-	-	-	4,730,000	-	-	-	-	4,730,000
Residential Drainage Imp. Program (RDIP)	1,419,382	84,256	30,000	200,000	200,000	210,000	220,500	231,525	243,101	1,305,126
Total Projects - Funded	\$ 2,982,507	\$ 87,381	\$ 200,000	\$ 590,000	\$ 1,200,000	\$ 210,000	\$ 220,500	\$ 231,525	\$ 243,101	\$ 2,695,126
Total Projects - Unfunded*	\$ 4,730,000	\$ -	\$ -	\$ -	\$ 4,730,000	\$ -	\$ -	\$ -	\$ -	\$ 4,730,000

Total Project Funding

	Total Project Cost	Prior Years	2011	2012	2013	2014	2015	2016	2017	2012-2017 Six-year CIP
Surface Water Mgmt CIP	\$ 1,982,507	\$ 87,381	\$ 200,000	\$ 590,000	\$ 200,000	\$ 210,000	\$ 220,500	\$ 231,525	\$ 243,101	\$ 1,695,126
Grants	1,000,000	-	-	-	1,000,000	-	-	-	-	1,000,000
Unfunded	4,730,000	-	-	-	4,730,000	-	-	-	-	4,730,000
Total Projects (less unfunded)	\$ 2,982,507	\$ 87,381	\$ 200,000	\$ 590,000	\$ 1,200,000	\$ 210,000	\$ 220,500	\$ 231,525	\$ 243,101	\$ 2,695,126

CITY OF BURIEN FINANCIAL POLICIES

The City's Financial Policies are intended to serve as a Council-approved set of values and expectations for Council Members, City staff, citizens and other interested parties who may do business with the City. The use of the term "City" refers to all City officials and staff who are responsible for the activities to carry out these policies. The policies describe expectations for financial planning, budgeting, accounting, reporting and other management practices. They have been prepared to assure prudent financial management and responsible stewardship of the City's financial and physical resources.

A. City Funds

The City shall utilize "governmental fund accounting" as the organizational structure for its financial activities. The following funds have been established for budgeting, accounting and reporting.

OPERATING FUNDS

1. The *General Fund* is the general operating fund of the City. It accounts for all financial resources and transactions except those required to be accounted for in another fund.
2. The *Street Fund* is required by state law to account for dedicated state-shared gas tax revenue, The City's business license fee revenue is also deposited in this fund. Monies in the Street Fund are used for street maintenance and transportation capital projects.
3. The *Surface Water Management Fund* accounts for the maintenance and capital improvements to the City's storm and surface water drainage system. Revenues come from fees collected from residential and commercial property owners.

RESERVE FUNDS

1. The *Equipment Replacement Reserve Fund* provides monies for the orderly replacement of City assets with a value over \$1,000 and with an estimated service life of three or more years. All monies come from the City's Operating Funds (General, Street, and Surface Water Management).
2. The *Public Works Reserve Fund* is utilized to accumulate monies for future Capital Improvement Program projects. Funding sources include the Real Estate Excise Tax (REET), Park Mitigation Fees, and transfers from the General Fund.
3. The *Capital Project Reserve* was established to accumulate monies from the City's annual property tax levy for future Capital Improvement Program projects.

Deleted: R:\AD\Budget 2011 - 2012\2011-2012
Mid Year Update\111411 Financial Policies.docx

4. The *Art in Public Places Fund* accounts for contributions, donations and commissions on sales of art displayed in public places along with 1% of construction contracts for City owned buildings, transit centers and parks.
5. The *Local Improvement District (LID) Guaranty Fund* is required by State law to maintain a balance of not less than 10% of the City's outstanding LID assessments. All monies in the Fund come from the Street Fund; any monies in excess of the needs of the LID Guaranty Fund are returned to the Street Fund.

DEBT SERVICE FUND

1. The City maintains a single *Debt Service Fund* to account for the resources necessary to pay principal and interest when due on the City's outstanding General Obligation Bonds, Local Improvement District Bonds, and Public Works Trust Fund Loans.

CAPITAL IMPROVEMENT PROGRAM FUNDS

Four Capital Improvement Program Funds have been established to account for the revenues and expenditures associated with the following Capital Improvement Program project areas:

1. Parks and General Government;
2. Town Square;
3. Transportation; and
4. Surface Water Management.

B. Resource Planning

1. To assure stability and continuity in City services, the City will prepare and update on a biennial basis a six-year Financial Forecast for all City Funds. This biennial planning process will enable citizens, staff, advisory committees, and the City Council to discuss current and future programs, service levels, and capital facility needs.
2. The relationship between the Operating and Capital Budgets will be incorporated into the Financial Forecasts and Budgets. Maintenance and operating costs associated with new Capital Improvement Program projects shall be disclosed in the Capital Budget when projects are being considered and included in the Operating Budget when the projects are complete.
3. The City Manager shall develop on a biennial basis a Financial Planning calendar that will provide for the timely update of the six-year Financial Forecasts for all City Funds along with the biennial process to develop, review, and adopt the City's Operating and Capital Budgets.
4. The City's Operating and Capital Budgets will implement City Council adopted goals and policies, long-range plans, and service choices for the community.

Deleted: R:\AD\Budget 2011 - 2012\2011-2012
Mid Year Update\111411 Financial Policies.docx

5. The City will use "prudent revenue and expenditure assumptions" in the development of the six-year Financial Forecasts, Operating and Capital Budgets. Revenue and expenditure estimates shall be conservative to generally produce variances from budget estimates in the 3% to 5% range for overall fund revenues and 3% to 5% range for overall fund expenditures.
6. One-time resources shall be identified and shall be used to support one-time expenditures. Ongoing expenditure programs shall only be supported by ongoing resources.
7. Where estimated expenditures and fund balances exceed estimated resources for any Financial Forecast, potential options to bring the six-year Financial Forecasts into balance shall be included as an integral part of the Budget process.

C. Fund Balance and Reserve Levels

Budgeted fund balances shall be established at a minimum of 10% of budgeted recurring revenue for the General Fund and 5% of budgeted recurring revenues for the Street and Surface Water Management Funds.

The City hereby establishes and will maintain reservations of Fund Balance, as defined in accordance with Governmental Accounting and Financial Standards Board Statement No. 54, Fund Balance Reporting and Governmental Fund Type Definitions. This Policy shall only apply to the City's governmental funds. Fund Balance shall be composed of the following five categories:

1. Non-Spendable Fund Balance – Amounts that are not in a spendable form (such as inventory) or are required to be maintained intact (such as the principal of an endowment fund).
2. Restricted Fund Balance – Amounts that can be spent only for the specific purposes stipulated by external resource providers (such as grantors), constitutionally, or through enabling legislation (that is, legislation that creates a new revenue source and restricts its use). Restrictions may only be changed or lifted with the consent of the resource providers.
3. Committed Fund Balance – Amounts that can be used only for the specific purposes determined by formal action of the City Council. Commitments may be changed or lifted only by the City Council taking the same formal action that imposed the constraint originally.
4. Assigned Fund Balance – Amounts the City intends to use for a specific purpose.
5. Unassigned Fund Balance – The residual classification for the General Fund and includes all amounts not contained in the other classifications. Unassigned amounts are the portion of fund balance that is not obligated or specifically designated and is available for any purpose.

Deleted: ~~↳~~Budgeted ending Fund Balances shall be established at a minimum of 5% of recurring revenue for the Street Fund and for the Surface Water Management Fund. ¶
2. General Fund Budget shall maintain a minimum Fund Balance of 10% of budgeted General Fund recurring revenue.

Deleted: R:\AD\Budget 2011 - 2012\2011-2012 Mid Year Update\111411 Financial Policies.docx

The Finance Director shall have the authority to assign amounts of fund balance to a specific purpose; however, before expenditure, amounts must be appropriated by the City Council.

When expenditures are incurred for purposes for which both restricted and unrestricted fund balance is available, restricted fund balance is considered to have been spent first.

When expenditures are incurred for purposes for which amounts in any of unrestricted fund balance classifications can be used, committed amounts shall be reduced first, followed by assigned amounts and then unassigned amounts.

D. Resource Allocation

The City Council has established the following allocations for designated revenues:

1. Not less than 1% of annual General Fund expenditures will be for Human Services programs.

E. Accounting, Budget, and Financial Practice Policies

1. The City will maintain an accounting and financial reporting system that fully meets professional standards, state accounting requirements, and standards used by debt rating agencies.
2. Financial procedures shall be developed to assure appropriate controls are in place to protect City assets and to provide for the development of timely financial reporting.
3. Procurement policies and procedures shall be developed and periodically updated as needed to meet legal requirements and assure effective and competitive purchasing practices.
4. The City will strive to maintain at least an "A1" bond rating from Moody's Investor Services.
5. The Finance Director shall provide to the City Council not less than quarterly a Financial Status Report for all City Funds. This Report will include comparisons of actual revenue and expenditure performance to the respective Budget estimates. Where revenue collections are, or are anticipated to be significantly less than Budget estimates, and/or, where expenditures are, or are anticipated to be significantly greater than Budget estimates, the Finance Director shall include recommendations for possible adjustments or actions.
6. In accordance with state law, the City Manager is authorized to transfer budgeted amounts within any fund; however, any revisions that alter the total expenditure authority (appropriation) of a fund or change the number of authorized employee positions, the pay classification system, hours, or other conditions of employment, must be approved by the City Council.



Deleted: R:\AD\Budget 2011 - 2012\2011-2012 Mid Year Update\111411 Financial Policies.docx

7. Staff shall provide for a periodic evaluation of the City's Fund and fee structure to provide for service delivery and/or cost recovery enhancements.

F. Revenue Policies

1. To minimize the impact of cyclical economic downturns on City General Fund revenues and services, the City will attempt to diversify its economic base.
2. Where the City has authority to establish and change fees and charges, all such fees and charges shall be adjusted annually for inflation, based on the change in the Implicit Price Deflator (IPD) for State and Local Government Consumption Expenditures and Gross Investment for the twelve month period ending June 30, or other applicable index or measure.
3. The City will establish cost recovery policies for fee supported services which consider the relative public/private benefits received from the services being provided and/or the desirability of providing access to services for specialized populations. These policies will determine the percentage of full service costs to be recovered through fees. The level of cost recovery may be adjusted to ensure that rates are current, equitable, and competitive and cover that percentage of the total cost deemed appropriate. Staff shall submit periodic financial reports to the Council on the progress in meeting the policies.
4. Grant revenue will be included in the City's Financial Forecasts and Budgets when it is probable the City will receive the grant award.
5. Property taxes levied for general government operations will be at least 1% more than levied in the prior year plus the amount received as a result of new construction. Effective with the 2012 Property Tax Levy, 90% of the Property Taxes will be allocated to the General Fund and 10% will be allocated to the Capital Projects Reserve Fund. Property taxes set aside in the Capital Projects Reserve Fund will grow at 1% per year beginning in 2013.

Deleted: 2006

G. Capital Improvement Program Policies

1. The City will plan for capital improvements over a multi-year period. The Capital Improvement Program will directly relate to the City's long-range plans and policies. When capital improvements are being planned, maintenance & operating costs will be estimated and identified within the City's Financial Forecasts. When the capital projects are complete, monies will be included in the City's Operating Budget to provide for maintenance and operating costs.
2. To maintain the City's physical assets, a current inventory will be maintained of all of the City assets, and their condition, maintenance and estimated replacement costs. The City

Deleted: R:\AD\Budget 2011 - 2012\2011-2012 Mid Year Update\111411 Financial Policies.docx

shall maintain an Equipment Replacement Reserve Fund through cash reserves set aside each year to provide for the timely and orderly replacement of assets. The Equipment Replacement Reserve Fund shall be included in the update of the City's Financial Forecasts.

3. The City will maintain an "Art in Public Places Fund" for the purpose of providing funds for capital improvement projects funded wholly or in part by the City of Burien for construction or remodeling of government owned public buildings, transit centers and parks.
4. A capital project is defined as a project of a nonrecurring nature with a cost of \$25,000 or more and estimated service life of at least 10 years including major renovations of existing facilities. Routine maintenance of existing facilities, however, should not be included in capital requests.
5. The Adopted Capital Facilities Element of the Burien Comprehensive Plan provides guidance regarding the development of the City's Capital Improvement Program.
6. For each Fund of the Capital Improvement Program (Parks and General Government, Town Square, Transportation, and Surface Water Management), funding sources will be identified so that it will be clear what local funds, grant funds, and other revenue sources are supporting each program.
7. The City will use Community Development Block Grant capital funds for eligible capital projects that are included in the City's adopted Capital Improvement Program. The funds will only be spent on eligible projects that benefit low and moderate income individuals as defined in the Community Development Block Grant regulations.

H. Debt Policies

1. When evaluating the use of councilmanic debt and the associated debt service obligations, a financial feasibility analysis will be performed including the City's ability to make debt service payments, taking into account revenue fluctuations associated with periodic economic cycles.
2. Voted and councilmanic debt will be used prudently in a manner to avoid any adverse impact on the City's credit rating.
3. The City will establish appropriate procedures to assure compliance with its bond covenants and all other applicable federal, state, and local laws, policies or regulations.
4. Debt may be used on a limited basis for specific short-term cash flow needs. Debt will not be used to fund long-term revenue shortages. For major capital projects with long-term useful lives (normally 20 years or more) and where costs exceed short-term cash flows, debt may be used provided there is sufficient discretionary revenue within the

Deleted: R:\AD\Budget 2011 - 2012\2011-2012
Mid Year Update\111411 Financial Policies.docx

Financial Forecasts Plan to service the debt without disrupting the City's existing service delivery programs.

I. Investment Policies

1. The City will follow state law and the following criteria in priority order when investing City monies:
 - a. Preserve capital through prudent financial investments;
 - b. Maintain sufficient liquidity so that monies are available when needed; and
 - c. Achieve the best available rate of return.
2. The City will provide the appropriate accounting and reporting for any private donations or monies held in trust by the City.

J. Financial Management and Organizational Review Policies

1. The City Manager will periodically review the City's organizational structure to assure that it is responsive to current conditions; and service duplication within the organization and with other local government jurisdictions is eliminated. Periodic performance audits may be used to assess organizational costs and effectiveness. Periodic budget reviews shall be made to examine departmental and/or program line-item costs.
2. The City Manager will periodically evaluate the City's administrative and direct service delivery systems to determine whether a service should be provided by the City, by agreement with a qualified and or competitively priced private or public contractor, or eliminated due to changes in community needs and expectations.
3. The City Council will adopt, through the biennial Budget, service levels, a work program, and performance standards that reflect City revenues, community expectations and legal requirements. The City is committed to examining how it provides services so that service levels and performance standards are met or exceeded at the least cost to the public.
4. The City's compensation structure (salaries and benefits) will be reviewed at least every three years. The City's compensation structure shall be competitive with that of comparable public sector employers in the relevant recruiting or market area. The criteria for reviewing employee salaries and benefits will also include internal comparability for similar jobs and the City's ability to pay. If relevant private sector comparisons are available, they will be considered.
5. The City will, within available resources, maintain the productivity of staff through a supportive working environment, which includes appropriate equipment, supplies, materials, and professional staff development.

Deleted: R:\AD\Budget 2011 - 2012\2011-2012
Mid Year Update\111411 Financial Policies.docx

6. The City will evaluate its use of intergovernmental service contracts to prevent duplication of services and to assure an effective and efficient service delivery system to the community.
7. The City adopts biennial budgets at the start of every odd-numbered year. The biennial budget provides a two-year expenditure appropriation with side-by-side one-year budget displays. To avoid overspending the two-year appropriation too quickly, departments are held to single-year budgets and are generally not able to commit funds from the second year of the biennium before it begins.

K. Contract Approval Authority

The approval authority for execution of City contracts is as follows:

1. The City Manager will have authority to sign contracts up to \$25,000.
2. The City Manager will have authority to sign contracts over \$25,000 for equipment, goods, and services that are included in the Adopted Budget.
3. Contracts that exceed Adopted Budget spending authority must be placed on the Council agenda for discussion and approval.
4. Contracts over \$25,000 for initiatives not included in the Adopted Budget must be placed on the Council agenda for discussion and approval.
5. All capital projects in which there is a material change in scope must be placed on the Council agenda for discussion and approval.

Deleted: R:\AD\Budget 2011 - 2012\2011-2012
Mid Year Update\111411 Financial Policies.docx

**CITY OF BURIEN
AGENDA BILL**

Agenda Subject: Discussion regarding 2011 Comprehensive Plan Text and Map Amendments.		Meeting Date: November 28, 2011
Department: Community Development	Attachments: 1) Draft Ordinance No. 559 - Exhibit A.1, Transportation Element Package - Exhibit A.2, CPPW/HEAL Package - Exhibit B, Findings-Text Amend. - Exhibit C, Group Health Package 2) Planning Commission Minutes 3) Public Comments	Fund Source: N/A Activity Cost: N/A Amount Budgeted: N/A
Contact: Scott Greenberg AICP, Community Development Director		
Telephone: (206) 248-5519		
Adopted Work Plan Priority: Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> .	Work Plan Item Description: Processing and adoption of annual comprehensive plan amendments.	
<p>PURPOSE/REQUIRED ACTION: The purpose of this agenda item is to present to the City Council a draft ordinance which includes Planning Commission and staff recommendations for the 2011 Comprehensive Plan amendments. The Council may ask questions, request more information or comment on the information attached. No action is necessary at this time.</p> <p>BACKGROUND (Include prior Council action & discussion): In 1997, the City adopted its first Comprehensive Plan. In 2003, the City Council completed mandatory updates to the Comprehensive Plan to comply with state law. Additional amendments have been considered annually. Annual amendments to the Comprehensive Plan must be approved in a single processing cycle per state law.</p> <p>The Planning Commission unanimously recommended approval of all three proposed update packages which are incorporated as Exhibits to Draft Ordinance 559 (Attachment 1). The first package contains text amendments to the Comprehensive Plan Transportation Element as a result of the transportation master planning process (Ordinance 559, Exhibit A.1). The second package contains Comprehensive Plan text amendments related to the Communities Putting Prevention to Work/Healthy Eating Active Living (CPPW/HEAL) grant (Ordinance 559, Exhibit A.2). Third and finally, is a Comprehensive Plan land use map amendment, rezone request and zoning code amendment for the Group Health site on SW 146th Street. (Ordinance 559, Exhibit C). Available Planning Commission meeting minutes are attached to the agenda bill (Attachment 2) along with public comments submitted to the Planning Commission on these items after the annual amendment docket had been adopted (Attachment 3).</p> <p>FUTURE ACTIONS December 12, 2011, the City Council is scheduled to act on the proposed amendments. A City Council decision must occur by the end of the calendar year pursuant to state law.</p> <p>OPTIONS (Including fiscal impacts): N/A</p>		
Administrative Recommendation: Receive presentations, ask questions, request more information and/or comment on Planning Commission and staff recommendations.		
Committee Recommendation: N/A		
Advisory Board Recommendation: The Planning Commission unanimously recommended the City Council approve each of the three packages.		
Suggested Motion: None required.		
Submitted by: Scott Greenberg, AICP		
Administration _____	City Manager _____	
Today's Date: November 18, 2011	File Code: R:\CC\Agenda Bill 2011\112811cd-1 CompPlanAmend 2011.docx	

CITY OF BURIEN, WASHINGTON

ORDINANCE NO. 559

DRAFT

AN ORDINANCE OF THE CITY OF BURIEN, WASHINGTON, RELATING TO 2011 COMPREHENSIVE PLAN AND ZONING MAP AMENDMENTS, APPROVING AMENDMENT REFERENCE NO. 26 (GROUP HEALTH), AMENDING THE COMPREHENSIVE PLAN TEXT, AMENDING BMC TITLE 19 SECTION 19.15.045.1, ADOPTING FINDINGS, PROVIDING FOR SEVERABILITY, AND ESTABLISHING AN EFFECTIVE DATE.

WHEREAS, the 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 City Council adopted Resolution No. 322 on July 11, 2011, which established the docket of possible Comprehensive Plan amendments to be considered as part of the City's annual amendment package; and

WHEREAS, public notice was provided and the City of Burien Planning Commission held public hearings on October 11, 2011 pertaining to proposed amendments to the zoning map, comprehensive plan map and zoning code amendments, and on October 25, 2011 pertaining to proposed amendments to the comprehensive plan text; and

WHEREAS, the City Council has received recommendations from the Planning Commission regarding the proposed amendments; and

WHEREAS, the City Council held public meetings on November 28, 2011 and December 12, 2011 to discuss the proposed amendments; and

WHEREAS, the City of Burien has complied with the requirements of the State Environmental Policy Act and the City Environmental Procedures Code; and

WHEREAS, the City of Burien provided the proposed comprehensive plan amendments to the Washington State Department of Commerce on October 13, 2011 and did not receive any comments by the 60-day comment deadline of December 12, 2011; and

WHEREAS, based on careful consideration of the facts and law, including without limitation, the King County Countywide Planning Polices, public testimony and the records and files on file with the office of the City Clerk including the following:

- Planning Commission meeting minutes of February 8, 2011, February 22, 2011, April 12, 2011, May 10, 2011, September 13, 2011, September 27, 2011, October 11, 2011, October 25, 2011 and November 8, 2011;
- Planning Commission public comments received on September 27, 2011, October 11, 2011, October 25, 2011 and November 8, 2011;
- City Council findings (attached Exhibit B)
 - o 2011 Comprehensive Plan text amendments regarding the Transportation Element and Healthy Communities;
- City Council findings (attached Exhibit C)
 - o Docket Ref. No. 26, Group Health Comprehensive Plan Map Amendment, Rezone Request and zoning code amendment;

the City Council finds that approval of text Amendments to the City of Burien Comprehensive Plan attached hereto as Exhibit A and amendments to the Comprehensive Plan and Zoning Maps attached hereto as Exhibit C comply with the requirements of the Washington State Growth Management Act and the City of Burien Zoning Code;

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

Section 1: Amendment to the Comprehensive Plan Text. The City Council hereby adopts the changes to the Burien Comprehensive Plan Text, attached as Exhibits A.1 and A.2, and further adopts the findings in support of said changes, attached as Exhibit B, which Exhibits A.1, A.2 and B are incorporated by this reference as if fully set forth herein.

Section 2: Amendments to the Comprehensive Plan and Zoning Maps. The City Council hereby adopts the changes to the Burien Comprehensive Plan and Zoning Maps, attached as Exhibit C, and further adopts the findings in support of said changes, attached as Exhibit C, which Exhibit C is incorporated by this reference as if fully set forth herein.

Section 3: Amendment to BMC Title 19 Section 19.15.045.1, Special Regulations. The City Council hereby amends BMC section 19.15.045.1 to read as follows:

19.15.045.1: SPECIAL REGULATIONS:

A. Drive-through facilities are not permitted.

B. Outdoor storage is limited to *accessory* storage of goods sold at retail on the premises. Outdoor storage areas shall be limited to five feet in *height* and shall not be located in any required landscape area.

C. Non-residential vehicle access is prohibited from 2nd Avenue SW to and from the Office zone located north of SW 146th Street, south of the RM zone that fronts on SW 144th Street, is bordered

on the west by 2nd Avenue SW and the RM zone, and is bordered on the east by the CR zone.

The City Council adopts the findings in support of said amendment, attached as Exhibit C and incorporated by this reference as if fully set forth herein.

Section 4: Severability. Should any section, subsection, 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 5: Effective Date. This ordinance, or a summary thereof, shall be published in the official newspaper of the City, and shall take effect and be in full force five (5) days after the date of publication.

**ADOPTED BY THE CITY COUNCIL AT A REGULAR MEETING THEREOF
ON THE ____ DAY OF DECEMBER, 2011, AND SIGNED IN AUTHENTICATION OF
ITS PASSAGE THIS ____ DAY OF DECEMBER, 2011.**

CITY OF BURIEN
/s/ Joan McGilton, Mayor

ATTEST/AUTHENTICATED:
/s/ Monica Lusk, City Clerk

Approved as to form:
/s/ Craig D. Knutson, City Attorney

Filed with the City Clerk: December ____, 2011
Passed by the City Council: December ____, 2011
Ordinance No. 559
Date of Publication: December ____, 2011

EXHIBIT A.1

PROPOSED COMPREHENSIVE PLAN LANGUAGE

2.5 TRANSPORTATION ELEMENT

Transportation Vision:

Promote the development of the City of Burien as a community with a local and regional transportation system that integrates cars, pedestrians, bicycles and transit.

Transportation Goal:

~~Develop, maintain and operate a balanced, safe and efficient multimodal transportation system to serve all users.~~

Goal TR 1 – Multimodal Transportation System Mobility and Roadway Capacity
Develop, maintain and operate a balanced, safe and efficient multimodal transportation system to serve all users
Provide a transportation system that serves the travel needs of Burien residents, businesses, visitors, through-traffic, and freight transport.

Objective TR 1.1 Multimodal Layered Network Concept

In planning roadway improvements, refer to the City’s adopted layered network concept in the Transportation Master Plan, which designates specific streets as serving different user types, including local vehicle trips, through trips, freight, transit vehicles, bicycles, and pedestrians.

Pol. TR 1.1.1 Use City’s adopted layered network concept when selecting streetscape features on all future roads projects. To the extent feasible, the conceptual streetscapes and recommended features on each street type shall guide future improvement decisions.

Pol. TR 1.1.2 Maintain the road system in a safe and usable form for all modes of travel (e.g., pavement maintenance).

Objective TR 4.31.2

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

Pol. MM 3.2 TR 1.2.1 The adequate provision of pedestrian and bicycle facilities shall be as important a consideration as adequate streets in the City’s review of development projects for transportation system impacts

Pol. MM 3.3 TR 1.2.2 Provide pedestrians and bicyclists with a system of facilities, incentives, and services that fully support trip-making connections between residential areas, employment centers, shopping, recreational facilities,

Note: Policy numbers may not be consecutive. Through the Comprehensive Plan amendment process, some policies have been deleted from this chapter while existing policy numbers have retained their original sequence. Information on past Comprehensive Plan amendments is available at the City of Burien Community Development Department.

schools, public transit and other public services within the City. The City should develop a safe and convenient environment for walking and bicycling by:

- a. Physically separating pedestrian and vehicle (including bicycles) traffic (this separation can include using traditional sidewalks);
- b. Encouraging separated internal pedestrian circulation systems in new or redeveloping commercial-retail districts;
- c. Providing Americans with Disabilities Act (ADA) approved wheelchair ramps and other aids to enhance safe mobility of the handicapped; and
- d. Giving special considerations to pedestrian and bicyclist opportunities in school, park, sports and commercial areas.

Pol. TR 1.2.3 Reduce the drive alone trips mode split for downtown Burien by 10% by 2030.

Objective TR 1.1 TR 1.3
Multi Modal Level of Service

Establish Level of Service standards that encourage development of a multimodal transportation system
~~Implement measures that relieve congestion and safety concerns on Burien roadways.~~

Pol. TR 1.1.11.3.1 The City shall maintain and monitor transportation Level of Service (LOS) standards for Burien roadways, encompassing all modes of travel.

Pol. TR 1.1.21.3.2 The City adopts the following Level-of-Service standards for **vehicles**: LOS standard **DE** for designated vehicle priority roadways ~~First Avenue South~~; LOS standard **ED** for downtown Burien streets ~~within the urban center boundary, as shown in Figure 2LU-1.11~~, and for the intersection of SW 128th Street and Ambaum Boulevard SW; and LOS C for all other roadway facilities and services.

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

The City will pursue the following actions within designated **pedestrian** priority areas: provide sidewalks and/or wide shoulders on both sides of all arterial and collector routes and provide adequate street crossings within 300 feet of identified activity areas. For other areas of the city, provide sidewalks and/or wide shoulders on all arterial routes and adequate crossings at existing or planned marked crosswalks.

The City will pursue the following actions for designated **bicycle** priority streets: provide high-level bicycle treatments on roadway segments considering traffic volumes and speeds, adequate intersection treatments, and undertake actions to minimize stop frequency for bicycles along these routes. For other streets with bikeways, provide appropriate bicycle treatments considering traffic volumes and speeds on designated streets, and adequate intersection treatments.

Pol. TR ~~1.1.31.3.3~~ 1.3.3 As mandated by state law, the City of Burien adopts an LOS of “D” for SR-509 and SR-518 (highways of statewide significance) and an LOS of “E/mitigated” for the segment of SR-509 from 1st Avenue South to Burien City Limits (highway of regional significance), or whichever LOS is currently adopted by the Washington State Department of Transportation.

Pol. TR 1.3.4 In evaluating street facilities’ level of service, consider all the operations of all modes.

Pol. TR 1.3.5 In determining whether or not a facility is operating acceptably, review LOS goals by mode for each street typology.

Objective TR 1.4

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

Pol. TR 1.4.1 Require new development to mitigate transportation impacts:

- For impacts to the broader citywide transportation network, these impacts should be mitigated through the payment of impact fees.
- For site-specific impacts, developments should pay the full cost of implementing transportation improvements that address these impacts.

~~**Pol. TR 1.1.4** — The City should consider multimodal transportation alternatives and land use coordination when feasible.~~

~~**Pol. TR 1.1.51.4.2** CThe City should consider mobility options (transit use, high-occupancy vehicles, demand management actions, access to transit and nonmotorized transportation modes, consistent with Commute Trip Reduction Act requirements) in relation to level of service standards and to relieve congestion.~~

Pol. TR ~~1.1.61.4.3~~ 1.4.3 If transportation improvements needed to maintain adopted LOS standards are not able to be funded, ~~the City shall:~~

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

- Reassess the City’s land use plan to reduce the travel demand placed on the system to the degree necessary to meet adopted transportation LOS standards; or
- Reassess the City’s adopted LOS standards to reflect service levels that can be maintained given known financial resources.

Pol. TR ~~1.1.7~~1.4.4 ~~C~~Projects shall be considered funded pursuant to Policy TR ~~1.1.6~~1.4.3 only when:

- Incorporated into the adopted City budget, or
- Upon grant agreement, or
- Upon developer agreement, or
- Upon a legally enforceable mechanism, such as a local improvement district, or
- Some combination of the above.

Pol. TR ~~1.1.8~~1.4.5 ~~E~~The City should encourage employers to establish and maintain a commute trip reduction program that supports and promotes reducing the number of single-occupant vehicle commute trips by encouraging alternative modes of transportation such as riding the bus, vanpool and carpool, biking to work, working from home, or a compressed workweek. (Amended, Ord. 497, 2008)

~~*Discussion:* Changes in commute behavior will result in a reduced number of single-occupancy vehicles and increased compliance with the Commute Trip Reduction Efficiency Act goals which are to improve the transportation system efficiency, conserve energy, and improve air quality. (Amended, Ord. 497, 2008)~~

Objective TR ~~1.2.1~~1.5

Ensure that new development mitigates its impacts on the transportation system.

Pol. TR ~~1.2.1~~1.5.1 ~~Implement~~The City shall explore the development of a concurrency ordinance.

Pol. TR ~~1.2.2~~1.5.2 The City shall require that new development shall be allowed only if (1) all transportation facilities are adequate at the time of development and transportation impacts will not negatively impact or reduce LOS elsewhere or (2) a financial commitment is in place to complete the necessary improvements or strategies to accommodate transportation impacts within six years, in order to protect investment in and the efficiency of existing transportation facilities and services and promote compact growth.

Pol. TR ~~1.2.3~~1.5.3 ~~R~~The City should require developers to conduct traffic studies or analyses to determine development impacts on the transportation system.

- | **Pol. TR ~~1.2.4~~1.5.4** RThe City should require developers to mitigate development impacts through improvements or strategies such as nonmotorized transportation modes, transit, ridesharing or transportation demand management.

- | **Pol. TR ~~1.2.5~~1.5.5** RThe City shall require that new development must be responsible for street improvements adjacent to and internal to the development (e.g. through environmental review).

- | **Pol. TR ~~1.2.6~~1.5.6** AThe City shall assess a transportation impact fee for all new development which is related to and proportionate to the impact caused by new development and is applied to growth related transportation system improvements as articulated in the project list. The City shall provide an annual report for the impact fee account outlining monies collected, earned or received and system improvements that were financed by impact fees. (Amended, Ord. 497, 2008)

Goal 2 Roadway Network

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

Objective TR 2.1

Implement the Roadway Facilities identified in the Transportation Master Plan.

- Pol. TR 2.1.1** Promote efficient use of existing rights-of-way through use of signal timing, parking management, and improved intersections.

- Pol. TR 2.1.2** Maintain a system of roadways that form an interconnected network for vehicular circulation.

- Pol. TR 2.1.3** Minimize bypass traffic and safety impacts on neighborhood streets.

- Pol. TR 2.1.4** Maintain and improve convenient access for emergency vehicles.

- Pol. TR 2.1.5** Design and maintain designated truck routes to accommodate truck freight traffic.

Objective TR ~~1.3~~2.2

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

Pol. TR ~~1.3.12.2.1~~ ~~C~~The City should control the location and spacing of driveways and the design of parking lots to avoid vehicle and pedestrian/bicycle conflicts and maximize traffic flow, especially along principal arterials.

Pol. TR ~~1.3.22.2.2~~ ~~E~~The City should encourage driveway sharing, where possible.

Pol. TR ~~1.3.32.2.3~~ ~~E~~The City should emphasize the use of local residential streets for residential traffic, and improvements should enhance safety for vehicles and nonmotorized travel.

Objective TR ~~1.42.3~~

Maintain a functional classification system, and coordinate this system with federal/regional/state classification systems and Burien street standards to ensure consistent development and usage of roadways.

Pol. TR ~~1.4.12.3.1~~ The City's adopted functional classification system shall be as shown on Figure 2-TR~~1.42.3~~.

Pol. TR ~~1.4.22.3.2~~ When involved with any roadway improvements or transportation funding issues, the City shall also refer to the most recent U.S. Department of Transportation/Washington State Department of Transportation/King County Functional Classification of Public Roads map (Seattle-Everett Urban Area).

Objective TR ~~1.52.4~~

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



Objective TR 1.62.5

Design and maintain designated truck routes to accommodate truck freight traffic.

Pol. TR 1.6.12.5.1 Truck routes in Burien shall be designated as shown on Figure 2-TR1.62.5.

Goal TR-43 Public Transportation

Support a transit system that serves the local and regional needs of Burien.

Objective TR 4.13.1

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

Pol. TR 4.1.13.1.1 ~~C~~The City shall coordinate with transit service providers during development of transit plan updates, to ensure that local transit routes provide convenient and efficient service to public services, community centers, parks, medical facilities, schools, day care and after school programs and commercial centers.

Pol. TR 4.1.23.1.2 ~~C~~The City shall coordinate with transit service providers regarding transit level of service (LOS) standards.

Pol. TR 4.1.33.1.3 ~~C~~The City shall coordinate with transit service providers to ensure transit stops are safe, attractive, and well-maintained.

Pol. TR 4.1.43.1.4 ~~P~~The City shall promote the expansion of convenient fixed-route and dial-a-ride transit service, specifically east-west routes connecting Burien with east side cities and routes to central locations.

Pol. TR 4.1.53.1.5 ~~W~~The City shall work to improve transit system efficiency by incorporating transit-supportive design features into its capital projects and road standards. Examples of transit-supportive design features include signal prioritization and stop-in-lane roadway designs. (Amended, Ord. 497, 2008)

Discussion: ~~Transit efficiency is an approach King County Metro is promoting through programs such as the 2006 "Transit Now" initiative. The basic premise is to give transit priority on our roadways to improve system efficiency and reliability resulting in resource and time savings that can be reinvested into the system to provide better transit service. (Amended, Ord. 497, 20~~

Pol. TR 4.1.63.1.6 ~~S~~The City shall support enhanced local and regional transit service and facilities that provide frequent and reliable service between Burien, downtown Seattle, Sea-Tac Airport, employment centers and other designated centers or transit hubs. (Amended, Ord. 497, 2008)***Discussion:*** This policy reinforces the desire for Burien to be connected to the regional

transportation network and other activity centers. Frequent and reliable regional transit connections are critical for the health of the Burien business community and supports Burien's urban center designation which encourages compact and efficient land use. The policy also reinforces and recognizes that a high level of connectivity to the regional transit system reduces reliance on the automobile which in turn reduces greenhouse gas emissions and provides more transportation options to all residents, thereby making Burien an attractive place to live, work, shop and play. (Amended, Ord. 497, 2008)

Objective TR 4.23.2

In coordination with King County METRO, promote the development of the Burien Transit Center as a Transit Oriented Development (TOD) with uses that support Burien's vision for the downtown area and Town Square. (Amended, Ord. 497, 2008)

Objective TR 4.43.3

Explore the feasibility of a downtown shuttle bus.

Objective TR 4.53.4

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

Objective TR 4.63.5

Coordinate with the Washington Department of Transportation regarding the development of an integrated system of High-Occupancy Vehicle (HOV) improvements on SR-509, SR-518, and I-5.

Objective TR 4.73.6

Work with state, regional and local jurisdictions to develop land use strategies that will support public transportation.

Goal MM.34 Pedestrian and Bicycle Facilities

Create a safe and convenient environment for walking and bicycling integrated with roads and other transportation facilities.*Discussion:* ~~People should have safe, convenient and attractive places to walk and ride bicycles, as well as take the bus or drive their car. The Vision for well-established neighborhoods, small town character, and a thriving and attractive downtown supports these concepts. The City should ensure the development of a community-wide network of motorized and non-motorized circulation patterns, so that people can travel by different modes of travel between their home, their place of work, play and shopping. However, different parts of the City may be targeted for more of a non-motorized emphasis rather than motorized. Subsequently, those areas targeted for pedestrian activity may also vary in terms of the extent of pedestrian-oriented amenities that are needed or desired, such as sidewalks or lighting. (Amended, Ord. 445, 2005)~~

Pol. MM-3.1TR 4.1.1 ~~Implement the Pedestrian and Bicycle Facilities Plan as identified in the Transportation Master Plan, adopted by the City Council via ordinance 409. This plan, or as amended, is hereby adopted by reference. A complete copy of the Pedestrian and Bicycle Facilities Plan can be found in its entirety in Chapter 6.0. (Amended, Ord. 445, 2005)~~

Pol. MM-3.4TR 4.1.2 Encourage pedestrian walk lights and bicycle activated signal detection at traffic control signals.

Pol. MM-3.5TR 4.1.3 ~~Work with the Highline School District to implement the “safest routes to school” map, found in the Pedestrian and Bicycle Facilities Plan, to assure that safety and accident prevention for pedestrian and bicycle travel to school receives the highest consideration. The City, community groups with knowledge of local conditions (such as the PTA), and the Highline School District should work together in the design and construction of~~

~~transportation facilities in and adjacent to school zones.~~ The safest routes to school should include transportation facilities that:

- a. Provide pedestrian pathways on streets connecting to, or within, the school zone, and pedestrian facilities that are physically separated from vehicle and bicycle traffic;
- b. Locate appropriate signs to alert motorists entering school zones;
- c. Install adequate lighting along roadways and pathways;
- d. Use appropriate traffic-calming devices in school zones;
- e. Establish crosswalks in areas of good sign visibility, lighting and proximity to connecting modes; and
- f. Promote safe and convenient pedestrian and non-motorized access to bus transportation. (Amended, Ord. 445, 2005)

~~Pol. MM 3.6~~ TR 4.1.4 Encourage Bbicycle and pedestrian travel should be encourages within the City by:

- a. Providing and promoting the development of pedestrian and bicycle paths between neighborhoods and other activity centers, such as schools, parks, transit and downtown;
- b. Encouraging the location of bicycle racks at appropriate destination points, such as outside of commercial businesses, City Hall, parks, schools, and transit facilities;
- c. Minimizing potential conflicts between pedestrian, bicycle and automobile traffic by providing signage at intersections of trails and paths with roadways; and
- d. Accommodating bicycles and pedestrians safely in the management and design of the City street network.

~~Pol. MM 3.7~~ TR 4.1.5 Require Nnew development and redevelopment shall be required to incorporate pedestrian supportive measures such as:

- a. Providing secure and attractive pedestrian spaces;
- b. Providing adequate sidewalks, bikeways, pathways and crosswalks;
- c. Minimizing walking distances between buildings and street, sidewalks and transit stops;
- d. Clustering building near each other, near streets, sidewalks and transit stops;
- e. Preserving the connectivity of the pedestrian, bicycle and street system;
- f. Reducing vehicle speeds, walkway crossing distances and improving visual character of neighborhood streets (through measures such as reduced street widths); and
- g. Designing transit access into large developments, considering bus lanes, stops and shelters as part of the project.

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

~~Pol. MM 3.8 (Deleted, Ordinance No. 445, December 20~~

~~Pol. MM 3.9~~ TR 4.1.6 ~~Prioritize~~ Prioritize ~~the development and maintenance of a pedestrian oriented commercial area corresponding to Old Burien and the downtown area, should have priority.~~ The goals and policies of the land use and community character elements establish the character of development in these areas. (Amended, Ord. 272, 1999, Ord. 445, 2005)

~~Pol. MM 3.10 (Deleted, Ordinance No. 445, December 200~~

~~Pol. MM 3.11~~ TR 4.1.7 ~~The d~~ Design and management of the street network shall seek to improve the attractiveness of existing street corridors to pedestrians, and shall incorporate high standards of design when developing new streets, including sidewalk construction where appropriate. Implement ~~L~~ landscaping measures should be implemented to enhance the walking experience. To the extent feasible without impairing street capacity, safety, or structural integrity, preserve existing trees along street rights-of-way should be preserved.

~~Pol. MM 3.12~~ TR 4.1.8 ~~The City should o~~ Optimize the ability of pedestrians to travel on arterial and non-arterial roadways in residential areas and emphasize personal safety and connectivity to other activity areas. Pedestrian facilities should be:

- a. Required along principal and minor arterials, where there is a need for enhanced pedestrian safety because of the larger traffic volumes and higher densities of development;
- b. Encouraged along neighborhood arterials, where appropriate and feasible;
- c. Required along roadways serving multifamily areas, and encouraged to link these areas to other activity centers and pedestrian oriented areas within the City;
- d. Encouraged along roadways within a one-half mile radius of schools, to provide safe pedestrian connections to residential areas for children; and
- e. Encouraged along collector streets in higher density single family neighborhoods.

~~*Discussion:* Pedestrian facilities can range from sidewalks with curb, gutter, lighting, planting strip and landscaping, to a plain asphalt path or striped right of way, or alternatives in between. The need for pedestrian facilities will vary throughout the City. Some local residential areas may not need or desire pedestrian facilities. In other areas of the City, sidewalks may be more appropriate than asphalt paths, for example, in higher density neighborhoods or in close proximity to downtown. (Amended, Ord. 445, 2005)~~

Pol. ~~MM-3.13~~TR 4.1.9 Whenever the City contemplates reconstruction or major maintenance work on a City street not having sidewalks, fully explore the ability to provide sidewalks ~~at that time should be fully explored,~~ and implemented if consistent with the plan. This may include the identification of potential funding sources; aggressive promotion of a LID to finance the sidewalk portion of the work; and the consideration of sidewalks as an “alternate” in construction bid documents. Install ~~Ssidewalks shall be installed~~ on both sides abutting multifamily and commercial development and where planned single-family residential densities are greater than five units per acre. (Amended, Ord. 445, 2005)

Pol. TR 4.1.10 Plan and construct pedestrian crossings consistent with the City’s adopted crosswalk policy. These guidelines provide guidance on the appropriate types of crossing treatments to install based on roadway characteristics like vehicle volumes, speeds, and the number of lanes. The guidelines also include design suggestions for selecting pedestrian-oriented geometric roadway treatments, signing and striping of pedestrian crossings, and beacon and signal treatments.

Goal TR 59 -Parking

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

Objective TR 5.1

Provide a balanced source of parking in Burien, including both on-street and off-street (on-site) parking that together meets parking requirements. ~~Off-street (on-site) parking should continue to be the primary source of parking supply for mixed-uses and commercial corridors in Burien.~~

Pol. TR 9.1.15.1.1 ~~The City should r~~Require that property owners be responsible for providing adequate parking and for managing parking demand on-site to avoid spillover parking on neighboring properties or streets.

Pol. TR 9.1.25.1.2 ~~The City should r~~Reduce the impact of parking lots in the downtown area by encouraging the redevelopment of parking lots where excess parking exists for current and future uses, discouraging the development of new parking lots adjacent to existing parking lots, and incorporating landscaping, defined edges, and safe connected pedestrian circulation within lots and between lots and streets, storefronts, and transit.

Objective TR 9.25.2

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

- | **Pol. TR ~~9.2.15.2.1~~** ~~The City should e~~Continue to implement and maintain short-term on-street parking limitations in the downtown area to allow access to businesses (e.g. 2-hour limits) as well as reduce traffic speed and provide a buffer between traffic and pedestrians.
- | **Pol. TR ~~9.2.25.2.2~~** ~~The City should p~~Promote shared parking, carpool use, and bicycle/pedestrian/transit use by allowing developers reductions in on-site parking requirements if such measures are used.
- | **Pol. TR ~~9.2.35.2.3~~** ~~The City should i~~Implement parking strategies that maximize the ability for the greatest number of people to use the downtown and accommodate “person trips” as opposed to “vehicle trips”.
- | **Pol. TR ~~9.2.45.2.4~~** ~~The City should p~~Protect on-street parking in residential neighborhoods near downtown first for residents and secondarily for customers and visitors.
- | **Pol. TR ~~9.2.55.2.5~~** ~~The City should e~~Establish and maintain a consistent parking enforcement program. A successful parking enforcement program is consistent and should be coupled with an education program that includes the use of maps to direct patrons to available parking.
- | **Pol. TR ~~9.2.65.2.6~~** ~~The City should d~~Develop and install clear, user-friendly way-finding signage to direct the public to parking facilities.
- | **Pol. TR ~~9.2.75.2.7~~** Make City-owned remote parking lots ~~should be made~~ available to the general public.
- | **Pol. TR ~~9.2.85.2.8~~** ~~The City should e~~Consider a residential parking permit program for areas adjacent the downtown to avoid and minimize spill-over parking demand generated by nearby commercial land uses.
- | **Pol. TR ~~9.2.95.2.9~~** ~~The City should e~~Consider the use of parking meters as a parking management tool in high-demand locations.
- | **Pol. TR ~~9.2.105.2.10~~** Where feasible, bus stops should be located in areas that do not conflict with public on-street parking or the ability to provide on-street parking in the future.

| **Goal TR ~~62~~ –Safety**

Provide a transportation system that maintains adequate levels of safety for all users and all modes of transportation.

| ***Objective TR ~~2.16.1~~***

Address safety issues in an organized, prioritized manner.

Pol. TR 2.1.16.1.1 ~~C~~The City should conduct an annual review of accidents and accident locations in Burien, and place high priority on those locations with relatively higher numbers of vehicle or pedestrian/bicycle accidents.

Objective TR 2.26.2

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

Objective TR 2.36.3

Coordinate transportation improvements and plans with the Burien Fire Department and Burien Police Services.

Goal ~~TL-7~~ Parks and Open Spaces³

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

Pol. ~~TL-3.1~~ TR 7.1.1 Recognize the important recreational and transportation roles played by local and regional trail systems.

Pol. ~~TL-3.2~~ TR 7.1.2 Support the development of a system of community paths and neighborhood trails that promote pedestrian movement and link the City's major activity center, such as parks, schools, open spaces, recreation facilities, neighborhoods and the downtown.

Pol. ~~TL-3.3~~ TR 7.1.3 The vacation or sale of street ends, other public right of ways and tax title properties that abut shoreline areas shall be prohibited except as provided for in RCW 35.79.035 (Streets-Vacation). The City should protect these areas for public access and public viewpoints.

~~Prohibit the vacation of street ends and other public right of ways that abut shoreline areas. Preserve these areas for public access and public viewpoints.~~

Goal ~~TR 87~~ Environment

Provide a transportation system that balances transportation services and needs with environmental considerations and the protection of distinct natural features.

Objective TR 7.18.1

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

Pol. TR 7.1.18.1.1 ~~P~~The City should promote transit, bicycle and pedestrian travel.

Pol. TR 7.1.28.1.2 ~~S~~The City should support current federal, state and regional policies aimed at reducing vehicle-related air pollution, including transportation demand strategies.

Pol. TR 7.1.38.1.3 ~~C~~The City should coordinate with the Puget Sound Regional Council, Puget Sound Clean Air Agency, Washington State Department of Transportation, transit agencies and other jurisdictions to develop transportation control measures and air quality programs when warranted.

Objective TR 7.28.2

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

Pol. TR 7.2.18.2.1 ~~E~~The City should explore street improvement standards that incorporate surface water management strategies such as the minimization of impervious surfaces and landscaping that works to reduce runoff, consistent with the City's Stormwater Management Plan.

Objective TR 7.38.3

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

Goal 9 Health and Wellness

Ensure that transportation plans and policies support active living, healthful food access and safe use of the transportation system, including access to schools.

Objective TR 9.1

Develop a health and safety index to place emphasis on active living and healthful food access components when considering transportation project funding priorities.

Pol. TR 9.1.1 Use uniform and consistent health and safety definitions in developing all plans and policies.

Goal 8-10 Transportation Finance

Provide reasonable and effective funding mechanisms for prioritized transportation improvements.

Objective TR 8.110.1

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

Objective TR 8.210.2

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

Objective TR 8.310.3

Pursue the development of financial mechanisms that ensure new development contributes to the mitigation of transportation impacts related to growth. (Amended, Ord. 497, 2008)

Objective TR 8.410.4

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

Objective TR 1.110.5

Implement measures that relieve congestion and safety concerns on Burien roadways.

Objective TR 10.6

Transportation funding shall emphasize investments in facilities and services that support compact, pedestrian- and transit-oriented densities, alternative travel options, along connecting corridors.

Goal TR3 11 Coordination

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

Objective TR 6.111.1

Coordinate with transit service providers to ensure accessibility to all transit facilities and services.

Objective TR 3.111.2

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

Pol. TR 3.1.111.2.1 ~~The City should e~~Continue to coordinate~~ion~~ with the State regarding the SR 518 Route Development Plan, the SR 509 extension to Interstate 5, and level of service on state routes.

Pol. TR 3.1.211.2.2 ~~The City should e~~Coordinate with local jurisdictions, King County and the State to program and construct improvements that will maintain LOS standards on Burien roadways and state routes within Burien.

~~Pol. TR 3.1.3~~11.2.3 ~~The City should~~ eContinue to coordinate with local jurisdictions, King County and the State regarding pedestrian and bicycle route linkages. (Amended, Ord. 445, 2005)

~~Pol. TR 3.1.4~~11.2.4 ~~The City shall~~ eCoordinate with the City of SeaTac and the Port of Seattle regarding roadway improvements related to land use changes in the Northeast Redevelopment Area (NERA) including Des Moines Memorial Drive and 8th Avenue South.

Objective TR 3.211.3

Coordinate transportation plans, goals, policies, implementation strategies and facilities with other City plans, policies, goals and objectives.

~~Pol. TR 3.2.1~~ The City should consider the impacts of land use decisions on adjacent roadways, as well as the impacts of roadway improvements on proposed land uses.

Objective TR 3.3

~~Implementation of the Burien Vision and the City's land use plan shall be a primary consideration when planning, developing, maintaining and administering that City's traffic modeling and transportation system.~~

Goal TR 6—Accessibility for All Users

~~*Develop, maintain and operate a safe and efficient multimodal transportation system to serve all people, special needs populations, and community activities.*~~

EXHIBIT A.2

PROPOSED COMPREHENSIVE PLAN LANGUAGE

(Communities Putting Prevention to Work, Healthy Eating Active Living)

(Introduction paragraph 2 page 2-1)

A sustainable community is a place where people want to settle and live. It is also a community where members have an environment that promotes public health and vitality of the community and where quality residential neighborhoods and commercial areas attract and retain long-term businesses and shoppers. In a sustainable community, the pattern and quality of development is more important than the amount of growth. In older, more developed communities like Burien, the framework and tradition for a compact and efficient community is well established - the plan builds on this asset.

Goal HC .1 *(insert after Pol. RM 1.6, page 2-63)*

Burien promotes and supports the health of all community members through healthy and active planning for physical activity and nutrition.

Policy HC 1.1

Develop public, private and non-profit partnerships to support the goal of healthy eating and active living, including education, awareness, enforcement and development partnerships.

Parks and Open Spaces Element

Goal PRO.6 *(insert after Pol. PRO 5.9, page 2-106)*

Maintain, create and implement a comprehensive system of parks and open spaces that respond to the recreational, cultural, environmental and aesthetic needs and desires of the City's community members.

Policy PRO 6.1

Provide parks design, programming and planning to promote healthy eating and active living.

Capital Facilities Element

Goal CF.8 *(insert after Pol. CF 7.9, page 2-123)*

Develop and implement an effective strategy that includes public health and safety to balance land use with capital facility development.

Policy CF 8.1

Site and design public facilities to protect and promote public health, particularly in areas housing vulnerable populations.

Economic Element

Goal ED.11 *(insert after Goal ED.10, page 2-130)*

Create an environment that will strengthen the health of employees and economic vitality of businesses within the City of Burien.

Section 1.4 Glossary of Terms

Complete Streets: Roadways designed and operated to enable safe, attractive, and comfortable access and travel for all users, including, but not limited to, pedestrians, bicyclists, motorists and transit riders of all ages and abilities. Specific aspects of a complete street are dependent on the context in which the roadway is located (urban, rural, heavy traffic volume, numerous pedestrian destinations, etc.), and may include: sidewalks, bike lanes (or wide paved shoulders), special bus lanes, comfortable and accessible transit stops, frequent crossing opportunities, median islands, accessible pedestrian signals, curb extensions, and more.

Low Impact Development: A stormwater management strategy that emphasizes conservation and use of existing natural site features integrated with distributed, small-scale stormwater controls to closely mimic natural hydrologic patterns in residential, commercial, and industrial settings.

Vulnerable population: Those population segments identified to be especially at risk in a public health emergency as defined by Seattle King County Public Health.

Public Health: Public Health is the science and art of protecting and improving the health of communities through education, promotion of healthy lifestyles and research for disease and injury prevention.

Health: Health is a state of complete physical, mental, and social well-being and not merely the absence of disease or infirmity.

EXHIBIT B

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

2011 Comprehensive Plan Text Amendments

APPLICANT(S): City of Burien

LOCATION: Comprehensive Plan Text Amendments/Citywide

REQUEST:

Amend the Transportation Element and adopt new "healthy eating active living" policies.

TAX PARCEL NUMBER(S): Not applicable

FINDINGS

REVIEW OF CRITERIA FOR COMPREHENSIVE PLAN AMENDMENT

Zoning Code section 19.65.095.4 contains the criteria for review of a proposed Comprehensive Plan amendment. To be approved, the proposed amendment must meet all of the following criteria:

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

The request to amend the Comprehensive Plan was made prior to June 1, 2011, as required in BMC 19.65.095.

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

The public need for the amendments is to update and modernize existing transportation-related goals and policies and to adopt new HEAL goals and policies that will support community health.

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

The proposed amendments are the first step in revising Burien's TMP, which is being worked on concurrently. The proposed HEAL goals and policies are needed as a foundation for possible future actions the City might take to support community health.

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

The proposed amendments will ensure consistency with the Growth Management Act and Countywide Planning Policies. The GMA requires consideration of urban planning approaches that increase physical activity. The GMA and King County Countywide Planning Policies both contain various requirements related to multi-modal transportation, including adoption of level-of-service standards.

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

The proposed amendments will provide guidance for a multi-modal transportation system which recognizes the need for transportation options in the community. It also recognizes the benefits of healthy eating and active living by proposing supporting goals and policies. Both of these will benefit the community.

F. The revised Comprehensive Plan will be internally consistent.

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

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

Not applicable. The proposed amendments do not propose specific land uses nor affect specific parcels of land.

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

Not applicable. The proposed amendments do not propose specific land uses.

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

Not applicable. The proposed amendments do not propose specific land uses nor affect specific parcels of land.

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

Not applicable. The proposed amendments do not propose specific land uses nor affect specific parcels of land.

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

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

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

Not Applicable. No change is proposed for the Comprehensive Plan map.



CITY OF BURIEN, WASHINGTON

Department of Community Development
400 SW 152nd Street, Suite 300, Burien, Washington 98166
Phone: (206) 241-4647 Fax: (206) 248-5539

EXHIBIT C

Comprehensive Plan, Zoning Map and Zoning Code Amendments PLA 11-0883

- APPLICANT:** William Biggs, Group Health Cooperative (Harold Moniz, Collins Woerman Architects, Applicant Representatives)
- LOCATION:** 140, 158 & 204 SW 146th Street and 14416, 14424, 14430 & 14441 2nd Avenue SW.
(See Attachments 1a & 1b, Address Map and Aerial Photo)
- CURRENT LAND USE:** Group Health Clinic (140 SW 146th St) and Five Single-Family Residences on remaining parcels
- TAX PARCEL #'s:** 192304-9149, 192304-9181, 192304-9182, 192304-9248, 192304-9302, 192304-9381 & 192304-9200
- REQUEST:**
- 1) Change the Comprehensive Plan Designation from High Density Multi-Family Neighborhood to Office.
 - 2) Change the Zoning Designation from Residential Multi-Family 24 (RM 24) to Office (O).
 - 3) (Added by planning staff): Amend the Zoning Code, BMC 19.15.045.1, Special Regulations, to include a provision that prohibits non-residential vehicle access from 2nd Avenue SW to any lot in the Office zone in this specific location.

PLANNING COMMISSION AND STAFF RECOMMENDATIONS:

- 1) Amend Comprehensive Plan Designation from High Density Multi-Family Neighborhood to Office.
- 2) Amend Zoning Designation from Residential Multi-Family 24 (RM 24) to Office (O).
- 3) Amend the Zoning Code, BMC 19.15.045.1, Special Regulations, prohibiting non-residential vehicle access from 2nd Avenue SW to any lot in the Office zone in this specific location.

FINDINGS & CONCLUSIONS

BACKGROUND

The approximately 25,000 sq. ft. Group Health Burien Clinic has operated at its current one-parcel site since 1964. It has had the current multi-family residential Comprehensive Plan and Zoning designations since City incorporation in 1993. Prior to 1993, under King County jurisdiction, the Comprehensive Plan designation was *Community Facilities* and the Zoning designation was *RM 900, Maximum Density Multiple Dwelling – Restricted Service Classification*, which allowed *office* uses. The current land use is classified as “*office-medical care*”, which makes this use legally non-conforming.

The six additional parcels included in the proposal contain single-family dwellings. They have the same Comprehensive and Zoning designations as the Group Health site but are conforming to the current Comprehensive Plan and Zoning designations. These Comprehensive Plan and Zoning designations extend to the west along SW 146th Street one more parcel and to the north of the Group Health site to SW 144th Street and 2nd Avenue SW (see Attachments 2a and 3a).

Group Health would like to update and expand this facility to increase internal floor area and parking areas. Due to the size of the new clinic (approximately 35,000 sq. ft. plus accompanying parking) additional land area is needed. The applicant is requesting to change the current Comprehensive Plan and zoning designations for these seven parcels (the site) to Office in order to allow expansion of the clinic (see Attachments 2b and 3b). The applicant has discussed a preliminary site plan / development scenario that includes a new and expanded clinic in the site’s southwest corner, surface parking on the remainder of the site and three ingress and egress points on SW 146th Street.

The current Group Health parcel is fully developed with a cluster of clinic buildings and surface parking with sole vehicle and pedestrian access from SW 146th Street. To the east of this parcel the zoning changes to Regional Commercial (CR) and contains predominately automobile related uses. The vacant parcel to the north of the Group Health parcel fronts on SW 144th Street and is also zoned RM, but is not a part of this rezone proposal. The six other parcels included in this request are developed with single-family residences, although zoned RM. The RM zone extends one more parcel to the west of these along SW 146th Street. To the west and north of the RM zone the zoning is Residential Single-Family 7,200 (RS 7200). To the south across SW 146th Street from the RM and RC zones the zoning is Special Planning Area 3 (SPA 3) – Gateway (see Table 1 next page).

The topography of the site (all seven parcels) can be described as a slight depression where the clinic is sited and then rising gently to the west, north and east up to 20 feet over the site’s approximately 400-foot east to west width and 500-foot north to south length.

**Comprehensive Plan and Zoning Designations and Uses
For Surrounding Lots to Group Health Site
Table - 1**

Direction	Comp. Plan Designation	Zone	Current Uses
North	High Density Multi-Family Neighborhood	RM-24 (Multi-Family Residential)	Undeveloped lot abutting and Single Family Residential across SW 144 th Street
South	Business	Special Planning Area 3 (SPA 3) – Gateway	Burien Plaza Shopping Center (Safeway, etc)
East	Business	CR (Regional Commercial)	Convenience auto services.
West	High Density Multi-Family Neighborhood	RM-24 (Multi-Family Residential)	20-unit condominium

REVIEW OF CRITERIA FOR A COMPREHENSIVE PLAN AMENDMENT

Burien Municipal Code section 19.65.095.4 contains criteria for review of a proposed Comprehensive Plan amendment. To be approved, the proposed amendment must meet *all* of the following criteria A-K.

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

The request was made by the applicant and received by the City of Burien on May 30, 2011, before the June 1st deadline in BMC 19.65.095.

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

Group Health’s application states that the existing Burien facility currently provides primary medical care services for 14,000 patients from West Seattle to Interstate 5 and south to Des Moines. Although it has been remodeled to accommodate changes in their business today it does not today allow for efficient delivery of services or provide sufficient access for those with mobility issues. Further, Group Health states that because of the area limitations of this property they have searched for alternative

locations in the immediate area, but have been unsuccessful. Consequently, to continue to provide convenient service to this geographical area it is necessary for the property to be rezoned to allow for the desired expansion.

There is a continued public need for the medical services Group Health has been providing in Burien. Based on the stated area increase needed for the provision of services and the appropriateness of the current clinic location as demonstrated by its historic viability and service to the community, consideration of a Comprehensive Plan amendment is warranted.

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

The current Comprehensive Plan designation and associated Zoning Code development regulations limit the amount of expansion allowed for a non-conforming use and prohibit the establishment of a non-conforming use on the additional six lots. The proposed Office Comprehensive Plan designation would allow the existing *office-medical care* use to be considered conforming and thereby allowed to expand to meet the identified need of improving and expanding a vital facility.

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

The proposed amendment is consistent with the overall intent of the relevant goals and policies of the Comprehensive Plan and, by extension, GMA and CPP's. This proposal will allow for the redevelopment of a new medical clinic building and redesigned site that will conform to current City zoning development regulations. The increased building area will allow for both an increased employment and business capacity and will also draw more users to the clinic and the surrounding commercial areas.

Pol. LU 1.5 states the City should "strive to expand its economic base by attracting the types of economic activities which best meet the needs and desires of the community, while protecting well-established residential areas from encroachment by non-residential uses". The retention and expansion of the clinic will support a desired element of the City's economic base. The Comprehensive Plan's Economic Development Element, Goal ED 4, "Use Economic Clusters as a Strategy for Focused Economic Growth", Pol. ED 4.1, calls for the continued promotion of the City as a medical service and wellness center. The retention and expansion of the clinic directly supports this goal. Also, making clinic expansion possible is consistent with Pol. ED 3.3, Business Retention, which places a high priority on retaining and supporting existing businesses.

The proposed Office designation would not constitute a non-residential encroachment into an established residential neighborhood. The existing facility borders a commercial zone to the east and has street frontage across from the SPA 3 commercial zone to the south (Attachment 3a). It serves as a buffer between the commercial zone and the single-family zone to the west. The six parcels that are also a part of this proposal contain single-family structures in a RM zone, and due to their redevelopment potential should be considered in transition rather than established. Two parcels front on SW 146th Street and are also across from the SPA 3 commercial zone and abut a RM zoned parcel to

the west, which contains two multi-family structures. Three of these parcels are separated from the RS 7,200 zone to the west by 2nd Avenue South. One parcel abuts the RS zone to its north but also is bordered by an RM parcel to the west and the other parcels proposed for Office comprehensive plan designation to its south and east. The orientation of the proposed site toward SW 146th Street and its location bordering the south and east sides of 2nd Avenue SW would make it an effective buffer, not an encroachment, between the commercial zones and the RS zone.

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

Group Health's application states that "approval of the amendment will allow GHC to continue serving the community with quality healthcare into the future. The new facility will accommodate the growth in projected needs within the greater area and improve customer service, add new technology and provide improved access to the elderly and patients with mobility issues".

The amendment would allow the expansion and continued operation of the clinic in this location and in Burien. In addition to the benefits to the clinic and its clients, the clinic expansion and operation would benefit the Burien community in other ways. It responds to the Comprehensive Plan goals of further developing "wellness cluster" businesses that contribute to economic development and employment growth across all skill levels (see further discussion in Criterion "K" below).

Office uses, specifically the existing *medical care* use, can also provide an appropriate transition between higher intensity commercial zones and residential zones. As noted above, the current facility has been in operation since before Burien incorporation. The experience of the operation of this *office* use in this RM zone during this time has been a positive one for the community. The clinic operates during regular business hours and not at night and serves as a buffer between the commercial uses to the south and east and the residential areas to the west and north (see further discussion in Criterion "I" below).

Based on the above facts and findings elsewhere in this report, the proposed amendment would be a net benefit to the community.

F. *The revised Comprehensive Plan will be internally consistent.*

The proposed amendment will not create an internal inconsistency in the Comprehensive Plan.

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

As described in "Background" at the beginning of this report, the site topography can be described as a slight depression where the clinic is sited that then rises gently to the west, north and east up to 20 feet over the site's approximately 400-foot east to west width and 500-foot north to south length. The site has 426 feet of frontage along and at the same grade as SW 146th Street. These conditions are suitable for the proposed Office Comprehensive Plan designation, and the general land uses that would be allowed with the related Office zoning designation. Southwest 146th Street is an arterial street that

connects to 1st Avenue South approximately 280 feet to the east. Access to State Route 509 is just beyond that intersection. Sufficient road capacity exists to support allowed "Office" land uses.

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

Public utilities and infrastructure exist to serve the existing 28,000 square foot medical office and six single-family residences and are adequate to serve the planned clinic expansion. There are no anticipated public facility improvements for which the City or other public agency would be required to provide. The applicant would be responsible for any public improvements required as part of future development review of the proposal.

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

Comprehensive Plan Goal OF.1 states that the Office designation is an area where "impacts of this (Office) use on the surrounding residential neighborhoods can be minimized". This is reiterated in the Purpose and Intent section of the Office zone. The general development standards of the Office zone and the additional transition standards of 19.17.015 were created to achieve this compatibility with the adjacent residential uses.

As described in "Background" and Table 1 above, the nearby land uses are: to the east, predominately automobile related between the site and 1st Avenue South and in a Regional Commercial (CR) zone; to the south across SW 146th Street retail and eating and drinking establishments in the Burien Plaza shopping center in Special Planning Area 3 (SPA-3); to the west and north abutting the site, an eight-unit multi-family building and a vacant parcel respectively, both zoned Multi-Family 24 (RM) and; beyond the RM parcels, single-family residences in a Single-Family Residential (RS) zone.

Compatibility between allowed uses under an Office Comprehensive Plan designation and the existing and allowed uses in the Business Comprehensive Plan designation and CR zone is likely. All uses allowed in the Office zone are allowed in the CR zone, with the exception of *senior citizen accessory dwelling units, community residential facilities and hospitals*. The similar uses between these two zones and the additional uses allowed in the CR zone are compatible and would not cause inherent conflicts.

Compatibility between allowed uses under an Office Comprehensive Plan designation and the High Density Multi-Family Comprehensive Plan designation and the existing and allowed uses in the RM residential zone is likely. All uses allowed in the Office zone are allowed in the RM zone except: *office (stand alone), day care centers (vs. family day care, which is allowed in both zones), funeral homes and hospitals*. Although both Office and RM allow *mixed use*, the non-residential portion of a mixed-use structure is limited to *office* use in RM, whereas the Office zone allows *convenience retail and eating and drinking establishments* (neither is otherwise allowed in a non-mixed use building in an Office zone). Both zones allow mixed use structures to exceed the base height limits if a minimum of 25% of the required parking is located underground or within the structure (Office: from 45-feet to 65-feet,

RM: from 35-feet to 60-feet). The broad range of allowed uses in these two zones assure their adjacency is likely to be compatible.

In addition, the Zoning Code contains transition area standards that are intended to create a buffer between a more intense non-residential zone and a residential zone or a RM zone and a RS zone (BMC 19.17.015). The transition standards apply to a lot within 100 feet of a residential zone, or less dense residential zone. Examples of these standards are:

- Office zones allow a building maximum height of 45-feet (with an allowance for certain mixed-use structures to be 65-feet) that is lowered to 35 feet when in a transition area;
- Required 20-foot landscape buffers,
- Building modulation requirements; and
- Driveway /mechanical equipment / truck loading / refuse collection location standards.

The application of these standards will further assure compatibility between the proposed Office zone and the adjacent RM and RS zones.

Compatibility between allowed uses under an Office Comprehensive Plan designation and existing RS zone is possible. But impacts on the character of the RS zone could occur. 2nd Avenue SW is a “dead-end” street and terminates four lots south of SW 144th Street. The current character along this short section of street is one of a single-family neighborhood. The street provides access to five lots along its west side and three along its east side. One lot at the end of the street and on the west side and the three on the east side are a part of the Comprehensive Plan / Zoning Map Amendment requests. There is no vehicle turnaround.

The majority of the traffic using 2nd Avenue SW is headed toward the existing single-family developed lots. Four of these lots (2, 3, 4 and 6) have a High Density Multi-Family Comprehensive Plan designation and RM zoning designation, and hence increased residential traffic volumes and other possible impacts from higher density have been anticipated for the RS zone. However, the Office zone allows a wider range and scale of non-residential uses than the RM zone and that if accessed from 2nd Avenue SW could create unacceptable noise and traffic impacts on the RS zoned lots. In addition, these impacts would also occur if these lots were developed separate from the proposed Group Health development and street access was therefore only possible from 2nd Avenue SW. In this case four separate developments with allowed Office uses would have sole vehicle access from 2nd Avenue SW and subject the adjacent single-family neighborhood to higher intensity traffic impacts.

One of the designation criteria for the Office Comprehensive Plan designation is: The area should be located on or near arterials with adequate vehicular capacity. The overall site has frontage on SW 146th Street, an arterial. However, if lots 2, 3, 4 and 6 are developed separately from the current Group Health property, these lots would only have access from 2nd Ave. SW, which is not an arterial (see Attachment 1).

Therefore, staff recommends inclusion of a special regulation to the Zoning Code (Office Zone, 19.15.045) to accompany the proposed Comprehensive Plan and Zoning Map designations. The special

regulation would prohibit non-residential vehicle access to or from this newly designated Office zone from 2nd Avenue SW. (See Zoning Code Amendment discussion at the end of this document.)

Based on the above facts and analysis, staff finds that the proposed amendment will be compatible with existing and anticipated nearby uses.

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

No loss of capacity to meet non-residential uses would result from this proposal. The Office zone allows the same uses as the RM zone except for single-family, townhouse and apartment structures. However, a possible loss in surplus residential capacity could occur if no residential units were constructed on the subject site, as discussed below.

Burien is responsible to plan for an additional 1,867 housing units (both single-family and multi-family/mixed-use) from 2002-2022 pursuant to the adopted King County Countywide Planning Policies (Comprehensive Plan December 2003, pg 4-49). The related Buildable Lands Report that estimates and monitors capacity to achieve designated targets estimated Burien's overall household unit capacity as 2,178 units, which results in a surplus of 626 units. Of these 2,178 units 686 units were estimated to be multi-family and 473 were multi-family in mixed use buildings (total 1,159 multi-family/mixed-use).

Household target and capacity data was updated in the 2007 King County Buildable Lands Report. New residential construction between 2002 and 2006 resulted in a lowered household target, now 1,337 housing units (both single-family and multi-family/mixed-use). Overall household unit capacity was also updated and is now 2,021 units, resulting in a surplus of 684 units. Of this 2,021 unit capacity an estimated 1,293 units are in multi-family/mixed-use zones.

The Comprehensive Plan Buildable Lands data reported that the achieved multi-family density, as opposed to the zoned density, was 15.2 units per acre. Consequently the maximum loss of multi-family/mixed-use capacity from the proposed Comprehensive Plan amendment is estimated to be 63 units, that is, if no residential units were ever constructed on the site ($4.13 \text{ acre site} \times 15.2 \text{ UA} = 63 \text{ units}$). This would reduce the current residential unit surplus of 684 units to 619 surplus units. In contrast, if the maximum allowed density (24 units per acre) were possible to achieve, the current residential unit surplus of 684 units would be reduced by 100 units to 584 units.

Therefore, whether one uses zoned density or achieved density, the City would still have adequate capacity to achieve its residential growth target and would still have surplus multi-family capacity. Hence, no loss of capacity to meet our planned housing target would result from the proposed amendment.

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

- i. Conditions have so markedly changed since the property was given its present Comprehensive Plan designation that the current designation is no longer appropriate; or,**
- ii. The map change will correct a Comprehensive Plan designation that was inappropriate when established.**

The proposed Comprehensive Plan map change will correct a designation that was inappropriate when established and also responds to changed surrounding and market conditions, as discussed below.

Background: The subject site comprehensive plan designation was Community Facilities and the zoning designation was “RM 900; Maximum Density Multiple Dwelling – Restricted Service Classification” when the City of Burien incorporated in 1993 (see Attachment 4). These designations, which were in effect when the current Group Health facility was constructed in 1964 / 65, allowed *medical-dental buildings and clinics*, in addition to *multi-family dwellings* at 48 units per acre, *hospitals, motels and hotels* (see Attachment 5, 1965 King County Zoning Code, Chapter 24.16, RM-900). At the time of incorporation the City adopted the then current County zoning code until the City could establish its own zoning code following Comprehensive Plan creation in 1997.

Criteria ii, Inappropriate Designation: Policy OF 1.1, of the Office Comprehensive Plan designation, states “The office land use designation should recognize existing office uses...”. That this did not occur at the time of incorporation seems to be the result of the carryover of the county’s RM zoning designation into the City’s RM zoning designation, which was based on the County code.

The current Zoning Code RM designation allows most of the same group residential and resident support uses as the Office designation but excludes “completely” non-residential uses, such as stand-alone office, funeral homes and hospitals (see discussion comparison in *Criterion “I”, Compatibility with Nearby Uses* above).

The medical clinic has had minimal or no impacts on the surrounding residential neighborhood. For example, it does not have emergency services with the accompanying siren noise; does not generate 24-hour activity; City records indicate no Citizen Action Reports (complaints) have been filed; and it does not create traffic impacts on the surrounding residential neighborhood since its ingress and egress is from SW 146th, a designated arterial with direct connections to Ambaum Blvd, 1st Avenue South and SR 509. Given this experience and the site’s conformity to the two Office zone designation criteria: location on or near an arterial and at the edge of any residential uses (see *Criterion “I”, Compatibility with Nearby Uses* above), the current designations are now inappropriate. That the current designations also place this demonstrated compatible use in the category of “non-conforming”, along with the limitations on its continued growth, also indicate the inappropriateness of the current designations.

Criteria i "Change in Existing Conditions: Local conditions have also changed: City policies and regulations now place an emphasis on developing the health care industry; market demand for multi-family use in this location has not occurred; and development regulations whose goal is to assure compatibility between non-residential and residential uses have been established.

Comprehensive Plan language established in 2007 recognized the importance of the established array of health care facilities and businesses and supporting, promoting and further developing Burien's "wellness clusters" (Comprehensive Plan Economic Development Element, Discussion and Policy ED 4.1). These goals and policies recognize the potential of the established health care industry for further economic development and employment growth. The expansion of the Burien Group Health Clinic is in keeping with these goals.

Since the current Comprehensive Plan and Zoning designations were established there has been no change of land use on the seven lots comprising the site. Six of the lots are still developed with single-family residences constructed between 1928 and 1963, even though two of them abut an existing multi-family property and front an arterial street that would provide easy access for a multi-family development. The Group Health property has not reverted to a multi-family or other residentially related use. This is an indication that the current designations do not match current market conditions.

The desire of Group Health to remain at this location and expand onto six more lots is an indicator of the appropriateness of this site for the Office Comprehensive Plan and Zoning designations. It is also an indication of the continued growth of the health care sector. In this way, given the expected compatibility of the proposed designations with the surrounding existing uses, the expansion of the currently *medical office* use would acknowledge and respond to changed conditions.

Finally, the Zoning Code contains Transition Standards (BMC 19.17.015), whose purpose is to assure compatibility between zones with both different densities and use intensities (see Criterion "I", *Compatibility with Nearby Uses* above). These types of standards did not exist in the County's development regulations for the RM 900 zone. The required application of these standards today will assure compatibility between uses in the current adjacent High Density Multi-Family Neighborhood / Moderate Density Residential Neighborhood and the proposed Office designations.

Based on the above analysis the original Comprehensive Plan *High Density Multi-Family Neighborhood* designation was inappropriate and site and surrounding conditions have markedly changed such that the *High Density Multi-Family Neighborhood* designation is no longer appropriate.

Planning Commission and Staff Recommendations for Proposed Comprehensive Plan Amendment.

The criteria to change to an Office Comprehensive Plan designation have been met. The Planning Commission and staff recommend approval.

REZONE REQUEST

REVIEW OF CRITERIA FOR A REZONE: The City of Burien Zoning Code (BMC 19.65.090) contains the criteria for review of a proposed rezone. To be approved, the proposed rezone must meet *all* of the following criteria.

A. The rezone is consistent with the Comprehensive Plan.

A change of the current RM zoning designation to Office is consistent with the accompanying Comprehensive Plan re-designation from High Density Multi-Family Residential Neighborhood to Office.

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

The proposed Office zoning designation will allow the expansion of a major health care provider in the community and broader Highline area. The applicant has stated that factors driving the need for an expansion are: a demographically driven increase in demand for health care services, the need for better clinic accessibility for the mobility impaired and the need for clinic modernization. The retention of the clinic in Burien would allow it to continue to directly serve the public health needs of Burien and the area.

The health, safety or welfare of the surrounding residential uses will not be compromised by the rezone. Please see the discussion and analysis above in "I, Compatibility with Nearby Uses" and the discussion and analysis below in "C".

Community / public welfare would also be served by the rezone to Office. The Comprehensive Plan identifies "wellness clusters" as an important economic sector (Comprehensive Plan, Chapter 2.11, Economic Development Element, pgs. 2-127 & 128). The clinic's ability to expand in size and consequently expand its patient base and number of employees will have a direct and positive impact on the community's economic welfare.

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

No material detriment to the uses or property in the immediate vicinity of the rezone site are expected or will occur as a result of this proposal. As analyzed in "I" *Compatibility with Nearby Uses* above, the Office zone is compatible with the CR, SPA 3 and RM zones, i.e. no material detriment is expected.

Land use compatibility can also be achieved between the Office and RS residential zones. The allowed uses in an Office zone are similar to those in the RM zone. The application of the transition standards of BMC 19.17.015 further assures compatibility. As previously noted, planning staff is recommending a Zoning Code amendment to address a unique right of way configuration abutting the proposal site (see

"I", Compatibility with Nearby Uses, above). This special regulation will assure no material detriment will occur from Office and RS zone proximity.

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

This rezone proposal was initiated by Group Health Cooperative because it addresses their business operational needs as described in the applicant's submittal. However, the amendment's merit is the value it will bring to the wider community. The proposed rezone is in keeping with the community's vision for business and economic development as expressed in the Comprehensive Plan goal and policies for economic / wellness clusters (Economic Development Element 2.11, pages 2-127-128). As discussed above, aligning the zoning designation for the Group Health site and rezoning the additional six lots, gives this long established wellness business certainty about the ability to remain in the community and to expand.

Planning Commission and Staff Recommendations for Rezone Request.

The proposed rezone request meets the above criteria. The Planning Commission and staff recommend approval.

ZONING CODE AMENDMENT

REVIEW OF CRITERIA FOR A ZONING CODE AMENDMENT

The City of Burien Zoning Code (BMC 19.65.100) contains the criteria for review of a proposed zoning code amendment. To be approved, the proposed rezone must meet *all* of the criteria.

Background and Discussion. The change of Comprehensive Plan and Zoning Map designations to Office, while in response to the planned expansion of Group Health, does not guarantee that the site will be used for an *office – medical care* use. The Group Health expansion proposes to have all vehicle access from SW 146th Street. This does also not guarantee future and separate non-residential development of the lots fronting on 2nd Avenue SW would use SW 146th St for vehicle access.

The Burien Municipal Code does not provide for a "contract rezone" whereby a change of zoning designation is contingent upon the completion of a specific project and related project conditions, such as access from SW 146th Street. However, a specific project related condition can be added to the Code as a *Special Regulation* that is binding to a particular lot, group of lots or location. Two examples are BMC 19.15.040.1.D, CR Zone Special Regulations, and BMC 19.15.035.2.7, CC Zone Special Regulation. To prevent the expected traffic impacts from non-residential vehicle use of 2nd Avenue SW to the character of the RS 7200 staff recommends the following *Special Regulation* to the Office zone:

Proposed Amendment: A new Special Regulation "C" in BMC 19.15.045.1 that reads: "Non-residential vehicle access is prohibited from 2nd Avenue SW to and from the Office zone located north of SW 146th Street, south of the RM zone that fronts on SW 144th Street, is bordered on the west by 2nd Avenue SW and the RM zone, and is bordered on the east by the CR zone."

Criteria BMC 19.65.100.4 contains the following criteria for amending the zoning code.

A. The amendment is consistent with the Comprehensive Plan.

The Comprehensive Plan and Zoning designation analysis above established the proposed Office designations are consistent with relevant Comprehensive Plan Element goals and policies. Further, this amendment is consistent with the Comprehensive Plan Land Use policy to assure infill development is compatible with surrounding neighborhood character (Land Use Element 2.2 Policy LU 1.6, pg. 2-6) and the Land Use goal to minimize impacts of Office uses on the surrounding residential neighborhoods (Goal OF. 1, pg. 2-16).

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

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

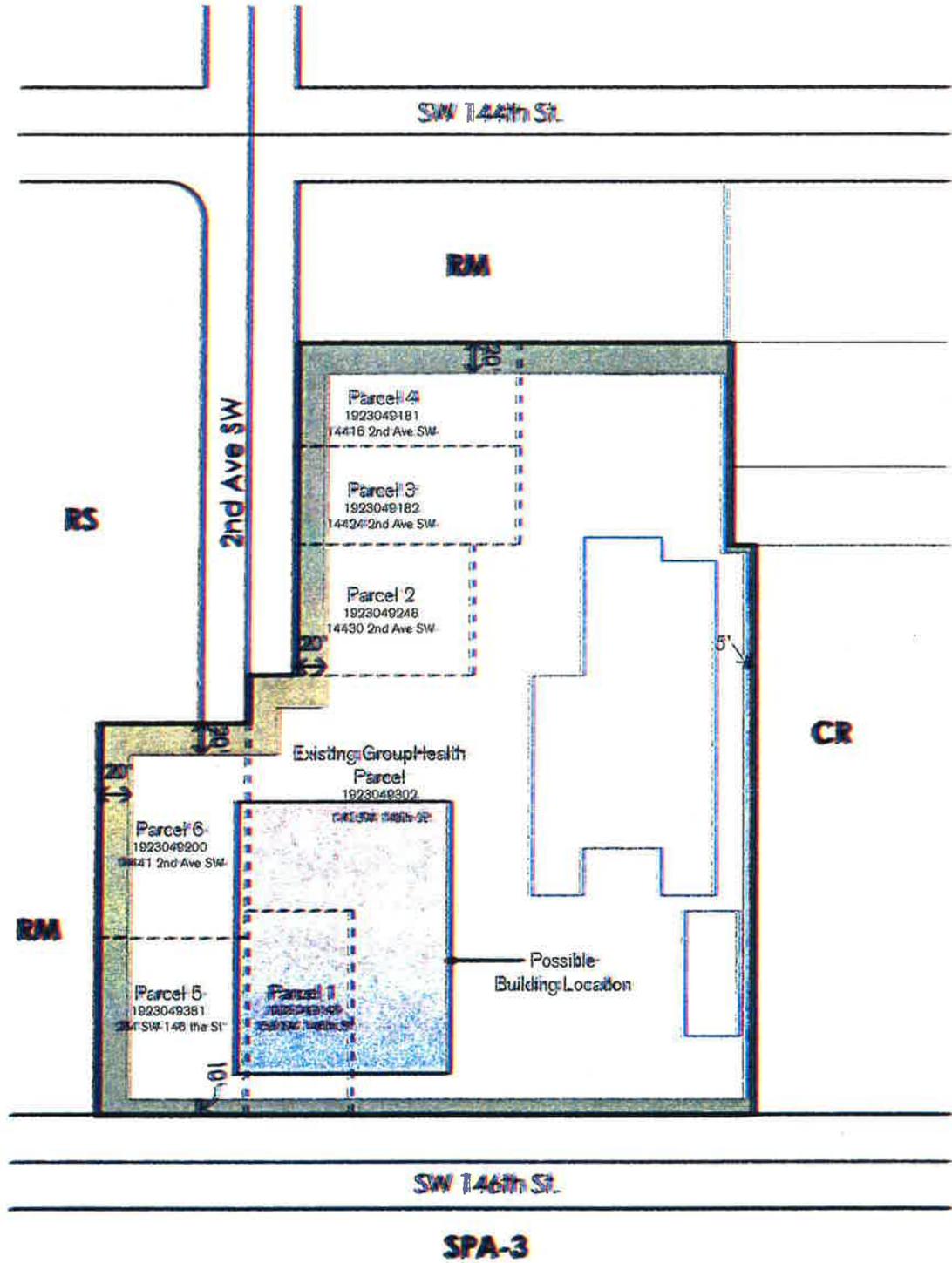
The purpose and intent of the proposed amendment is to avoid non-residential traffic impacts from the proposed Office zone on the adjacent and single-family residential zone. Because the overall site has substantial frontage on SW 146th Street, an arterial connected to the larger surrounding arterial and highway system, the amendment will not result in the diversion of traffic into surrounding residential neighborhoods or cause traffic impacts on other areas of the community. As such, the proposed amendment bears a substantial relation to the public health, safety and welfare, and is in the best interest of the community as a whole.

Planning Commission and Staff Recommendations for the Proposed Zoning Amendment.

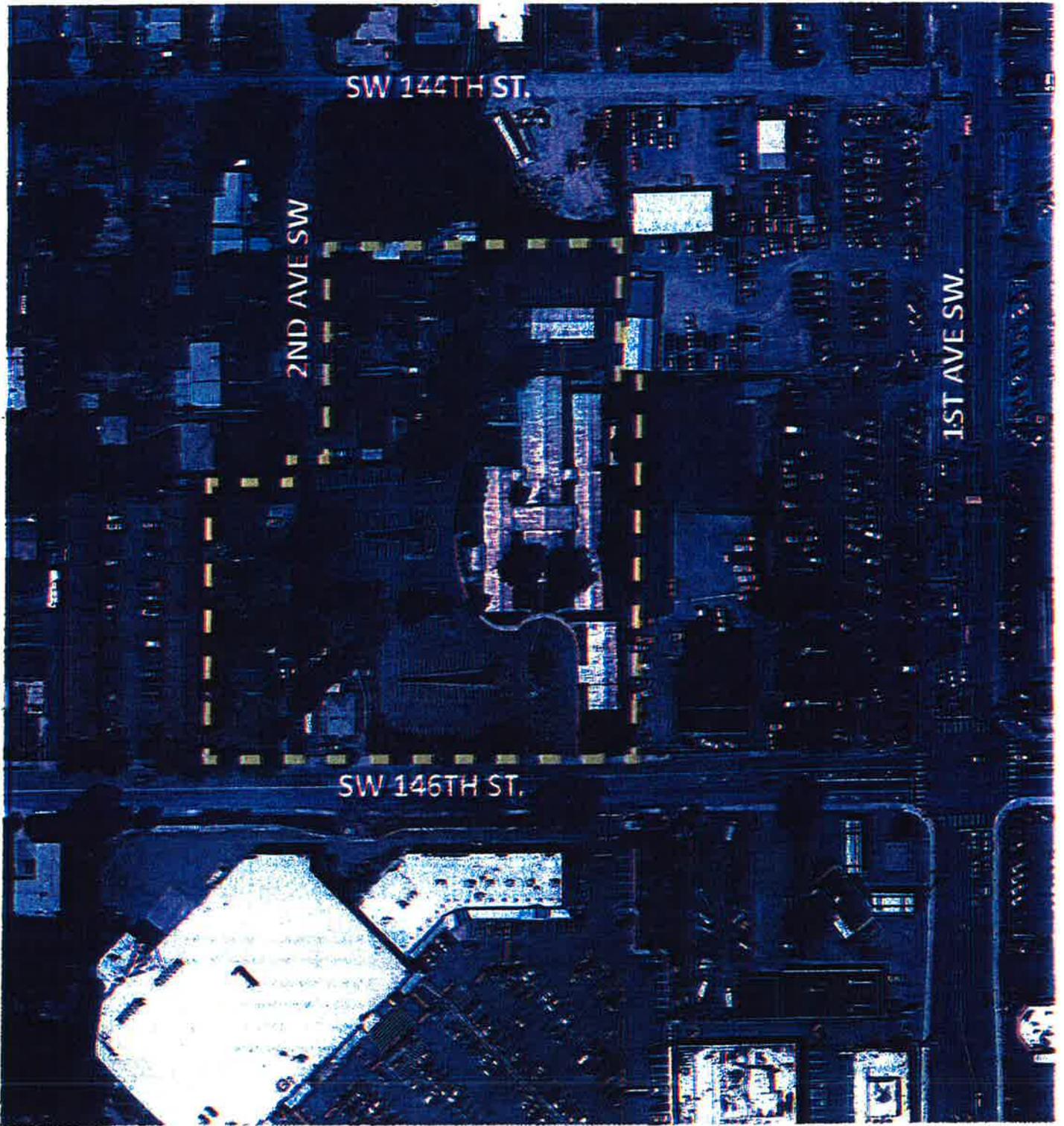
The proposed amendment to BMC 19.15.045.1 meets the above criteria. The Planning Commission and staff recommend approval.

ATTACHMENTS

1. (a) Proposed Site Plan
(b) Vicinity Photo
2. (a) Current Comprehensive Plan Land Use Designations
(b) Proposed Comprehensive Plan Land Use Designation
3. (a) Current Zoning Designations
(b) Proposed Zoning Designations
4. 1983 King County Comprehensive Plan Map
5. 1965 King County Zoning Code 24.16, RM-900
6. Group Health Application Packet
7. Planning Commission Exhibits (B-G) Public Comments (Note: Exhibit A was the original staff recommendation to the Commission.)
8. Revised of City of Burien Comprehensive Plan map.
9. Revised of City of Burien Zoning map.



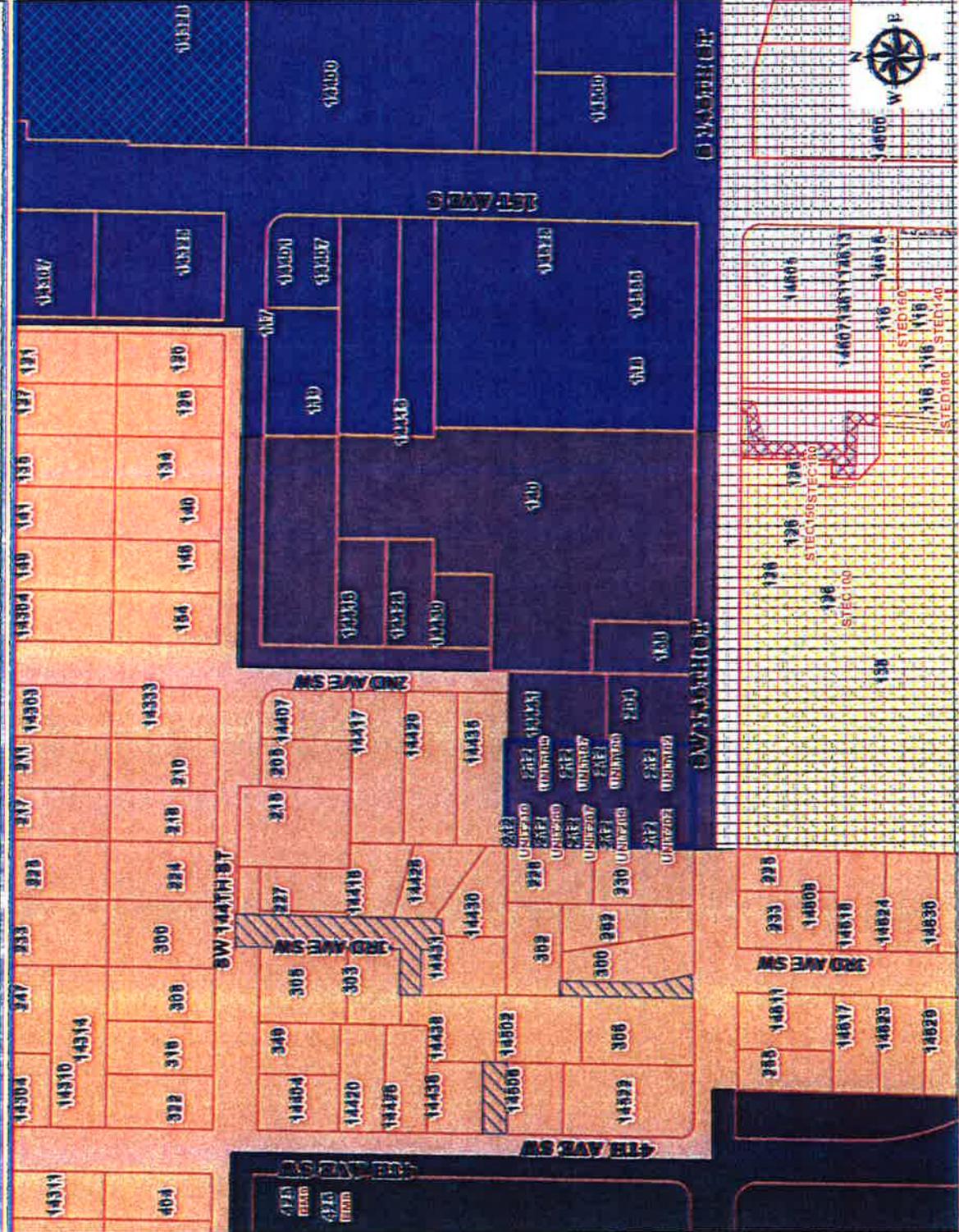
PROPOSED SITE PLAN



AERIAL PHOTO



Current Comprehensive Plan Designations for Group Health and Surroundings



Legend

- Addresses
- F Parcels
- Tract Parcel
- Condo/Polymhome
- Employment
- Equipment
- Agreement
- Critical Area
- Drainage Corridor
- Other
- Relinquished Encumbrances
- Comprehensive Land Use Plan
- Low Density Residential Neighborhood
- Medium Density Residential Neighborhood
- Low Density Multi-Family Neighborhood
- High Density Multi-Family Neighborhood
- Intersection Commercial
- Neighborhood Commercial
- Design Commercial
- Community Commercial
- Regional Commercial
- Office
- Professional/Residential
- Industrial
- Airport Industrial with Auto Mall/Cor
- Airport Industrial
- Public Park/Schools/Recreation/Op
- Quest-Public Parks/Schools/Recreation
- Special Planning Area 1
- Special Planning Area 2
- Special Planning Area 3

Created On: 11/05/10 10:00 PM

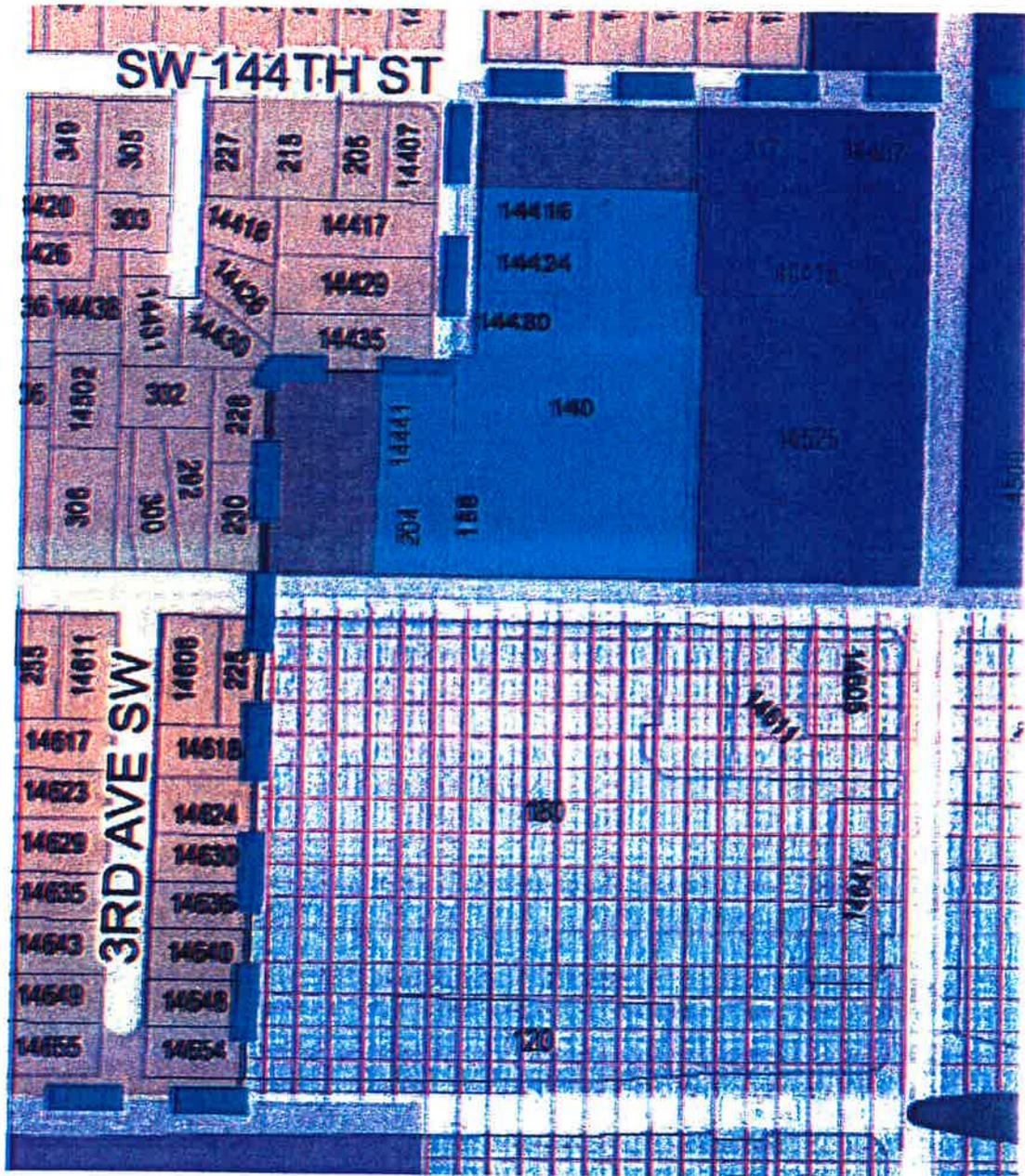
Notes

THE CITY OF BURIEN DISCLAIMS ANY WARRANTY OF FITNESS OF USE FOR PARTICULAR PURPOSE, EXPRESS OR IMPLIED, WITH RESPECT TO THIS PRODUCT.

400.0 200.00 400.0 Feet

This map was automatically generated using a custom web mapping application powered by Geoseries.

© BurienGIS 2011, Latitude Geographics Group Ltd.

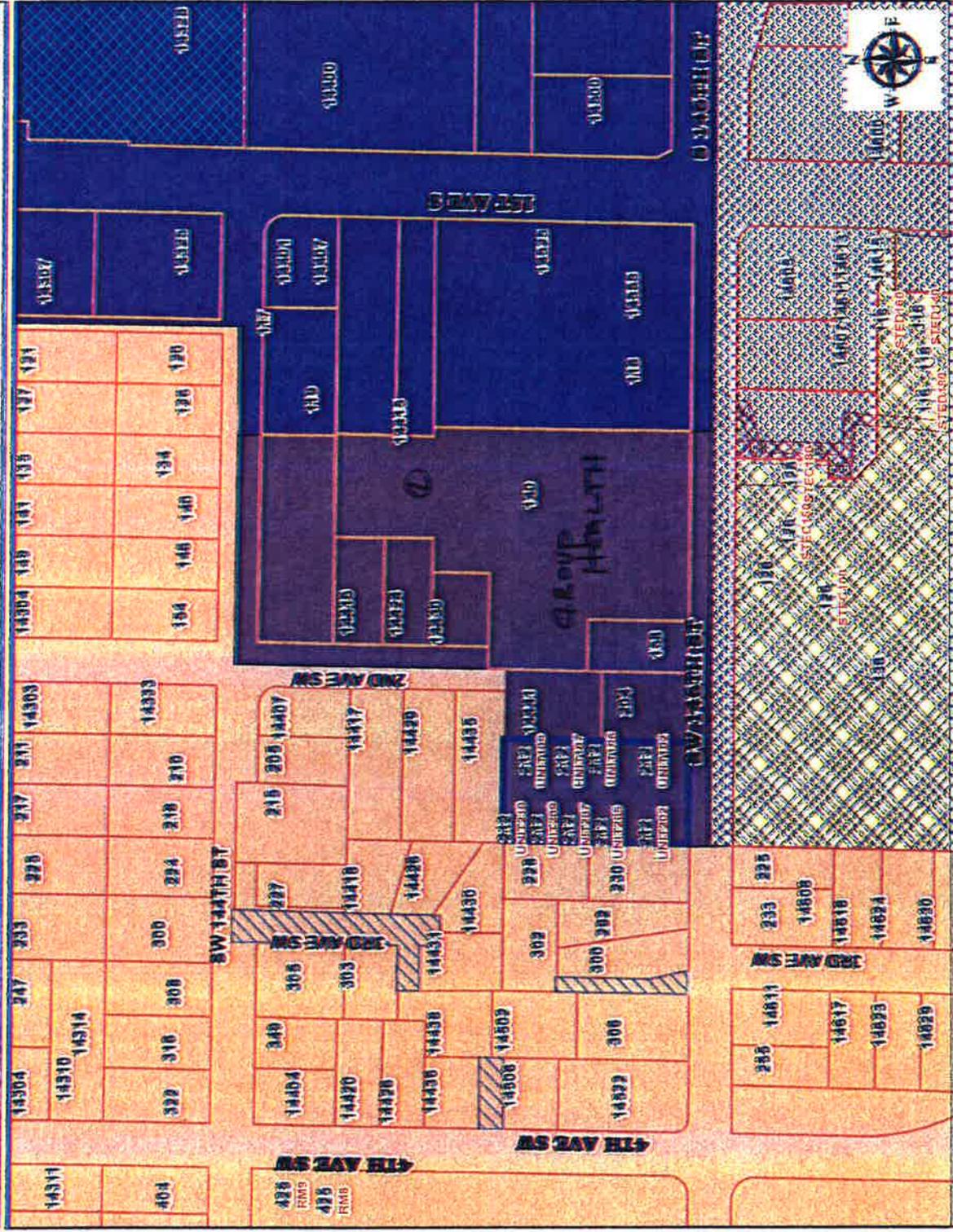


- | | | |
|---|--|---|
|  Low Density Residential Neighborhood |  Regional Commercial |  Public Parks/Schools/Recreation/Open Space |
|  Moderate Density Residential Neighborhood |  Community Commercial |  Global-Public Parks/Schools/Recreation/Open Space |
|  Low Density Multi-Family Neighborhood |  Office |  Special Planning Area 1 |
|  High Density Multi-Family Neighborhood |  Professional Residential |  Special Planning Area 2 |
|  Intersections Commercial |  Industrial |  Special Planning Area 3 |
|  Neighborhood Commercial |  Airport Industrial |  NE Special Planning Area |
|  Downtown Commercial |  Airport Industrial with Automobile/Commercial/Retail |  Urban Center |

REVISED COMPREHENSIVE PLAN MAP



Current Zoning for Group Health and Surroundings



400.0 200.00 400.0 Feet

© BurienGIS 2011. Latitude Geographics Group Ltd.

THE CITY OF BURIEDIS CLAIMS ANY WARRANTY OF FITNESS OF USE FOR PARTICULAR PURPOSE. EXPRESS OR IMPLIED, WITH RESPECT TO THIS PRODUCT.

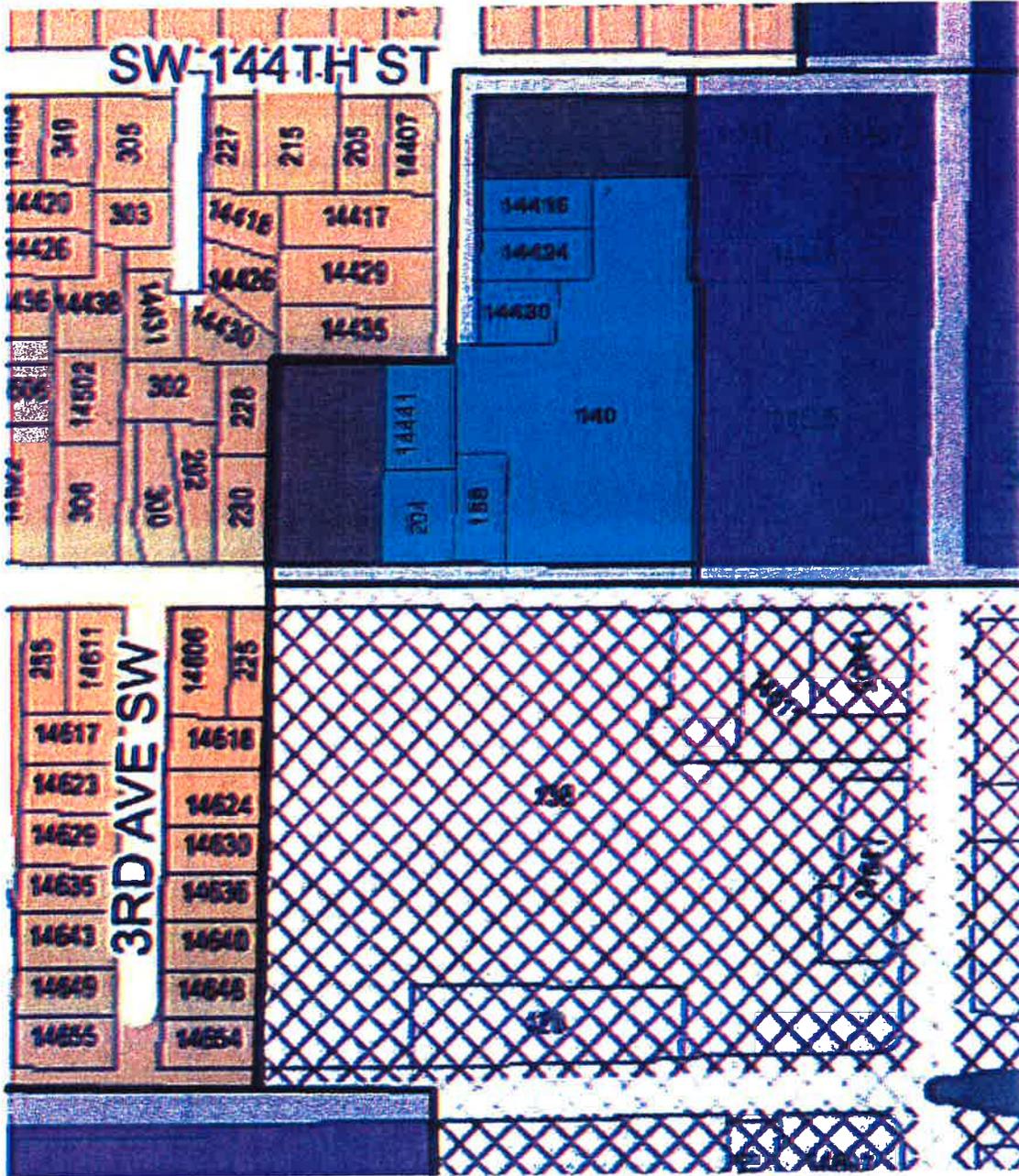
This map was automatically generated using a Burien web mapping application powered by GeoServer.

Legend

- Addresses**
- Parcel
 - Tax Parcel
 - Tract
 - Condominium
- Encumbrances**
- Easement
 - Agreement
 - Critical Area
 - Drainage Covenant
 - Other
 - Relinquished Encumbrance
- Zoning**
- Residential Single-Family 4
 - Residential Single-Family 12,000
 - Residential Single-Family 7,200
 - Residential Multi-Family 12
 - Residential Multi-Family 16
 - Residential Multi-Family 24
 - Residential Multi-Family 48
 - Neighborhood Center
 - Intersection Commercial
 - Downtown Commercial
 - Regional Commercial
 - Community Commercial 1
 - Community Commercial 2
 - Office
 - Professional/Residential
 - Industrial
 - Airport Industrial 1
 - Airport Industrial 2
 - Special Planning Area 1
 - Special Planning Area 2
 - Special Planning Area 3

Created On: 11/20/2011 8:08:34 PM

Notes



- | | | | |
|----------------------------------|------------------------|--------------------------|----------------------|
| Residential Single-Family A | Neighborhood Center | Professional/Residential | Boundary of District |
| Residential Single-Family 12,050 | Interaction Commercial | Industrial | |
| Residential Single-Family 7,208 | Downtown Commercial | Airport Industrial 1 | |
| Residential MUA-Family 12 | Regional Commercial | Airport Industrial 2 | |
| Residential MUA-Family 18 | Community Commercial 1 | Special Planning Area 1 | |
| Residential MUA-Family 24 | Community Commercial 2 | Special Planning Area 2 | |
| Residential MUA-Family 48 | Office | Special Planning Area 3 | |

REVISED ZONING MAP

highline

Community Plan

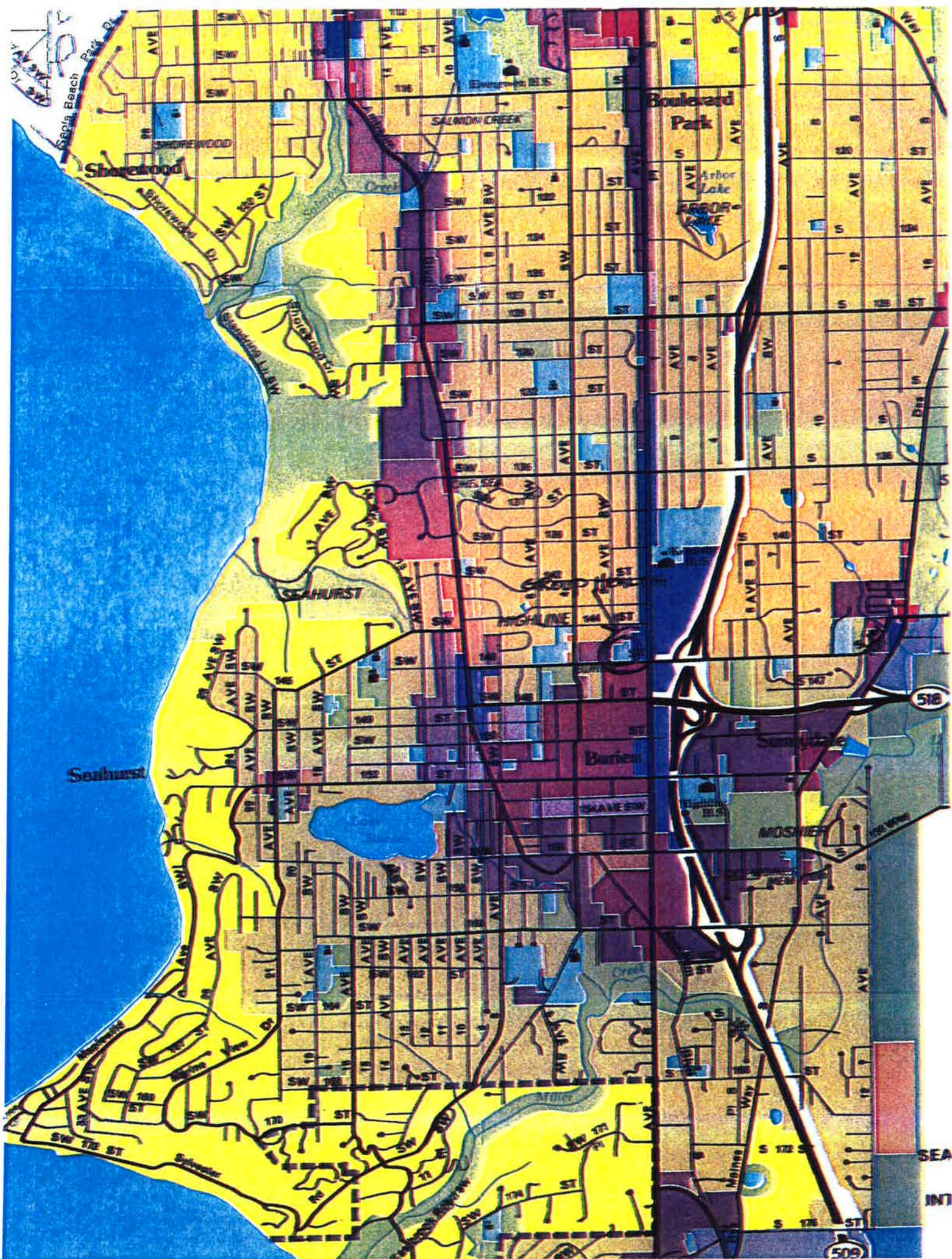
KING COUNTY
PLANNING
DIVISION
DEC. 1983

Land Use

	SINGLE FAMILY 7 to 31 Units Per Acre.	SE, RS 1500
	SINGLE FAMILY 4 to 8 Units Per Acre.	RS 7200
	LOW/MEDIUM DENSITY MULTI-FAMILY HOUSING 7 to 18 Units Per Acre.	RD 3600, RM 2400
	HIGH/MAXIMUM DENSITY MULTI-FAMILY HOUSING 19 to 32 Units Per Acre. Multibuild or high-rise structures could achieve up to 48 units per gross acre through large Planned Unit Developments.	RM 1800, RM 900
	RESIDENTIAL/RETAIL MIXED USE Mixed Use is characterized by integrating significant medium to high density residential and retail and/or office components within a coherent concept.	BR-C, BR-N
	OFFICE Potential uses include hospitals, clinics and private clubs.	RM 900
	NEIGHBORHOOD AND COMMUNITY BUSINESS The typical neighborhood and community applications would utilize a 1/2 to 700 acre retail shopping area serving 8,000 to 700,000 residents within a 3-mile radius. Stores include food, drug, variety, furniture and apparel, Barber/beauty, laundry, auto service stations, restaurants, taverns, recreation, offices, hotels and motels and commercial businesses are also allowed.	BN, BC
	HIGHWAY ORIENTED COMMERCIAL Business areas of a heavier, mixed or general commercial variety as well as retail uses dependent on quick and easy auto access. Fast food franchises, motels, auto and truck sales and service, light fabrication and some offices are included in this classification.	BC, C-G
	AIR TERMINAL RELATED BUSINESS These businesses are particularly related to serving air passengers or the air travel industry and are both public and private. Uses included are hotels, rental car facilities, airline ticketing facilities, restaurants, offices, parking facilities, baggage processing and other activities related to terminal operations.	BC, C-G
	AIRPORT FACILITY Airport facilities include those related to the operation of aircraft or of the airport. Included are air cargo processing and handling facilities and offices, flight kitchens, airport maintenance and storage areas, fuel storage, waste treatment and general and corporate aviation.	
	LIGHT MANUFACTURING This includes processing, light warehousing and handling, small produce manufacturing, and research and technological processes.	M-P, M-L
	INDUSTRY Heavy industrial uses include large-scale manufacturing and assembling, fabrication and processing, bulk handling and shipping, large warehousing and storage and heavy trucking.	M-H
	AIRPORT OPEN USE Passive buffer and landscape restoration areas around Sea-Tac Airport. Also included are some private properties within the noise-impact area open space systems.	
	PARK AND RECREATION Public activity, (including swimming and viewing) leisure parks, public school athletic fields, golf courses and private recreation areas.	
	COMMUNITY FACILITIES Libraries, cultural facilities, governmental offices, community centers, police and fire stations, courts, post offices, hospitals, churches and cemeteries.	



ATTACHMENT 4



**MAXIMUM DENSITY MULTIPLE DWELLING—
RESTRICTED SERVICE CLASSIFICATION**

Sections:

- 24.16.010 Purpose of classification.
- 24.16.020 Permitted uses.
- 24.16.030 Lot area.
- 24.16.040 Lot area per dwelling unit.
- 24.16.050 Lot width.
- 24.16.060 Front yard.
- 24.16.070 Side yards.
- 24.16.080 Height.
- 24.16.090 Permissible floor area.
- 24.16.100 Permissible lot coverage.
- 24.16.110 Placement of buildings.

24.16.010 Purpose of classification. The principal objective and purpose to be served by this *classification* and its application is to establish areas permitting the maximum population density and which also permits *uses* other than *residential*, such as medical, dental and social services and shelter, all for human beings. The *uses* permitted in this *classification* relate conveniently and consistently in terms of traffic generated, demands upon public service facilities and impact upon each other. A related consideration is to make it possible to more efficiently and economically design and install all physical public service facilities in terms of size and capacity to adequately and permanently meet needs resulting from a defined intensity of land-use. (Res. 25789 § 800; April 29, 1963).

24.16.020 Permitted uses. In an RM-900 *zone* the following *uses* only are permitted and as hereinafter specifically provided and allowed by this chapter, subject to the off-street parking requirements and general provisions and exceptions set forth in this title beginning with Chapter 24.46.

(1) Any *use* permitted in an RM-1800 *zone*, provided all such *uses* shall conform to the conditions set forth in the *zone* in which they are *first permitted* except that for *dwellings, rest homes, nursing homes, and convalescent homes, the yards, open spaces and lot coverage* permitted by this *classification* shall apply, ~~and day nurseries shall conform to the conditions set forth in the RM-2400 classification pertaining to such use, except that they need not be in a dwelling unit.~~ *See amendment*

(2) *Accessory uses, buildings and structures* as set forth in the RS *classification* except that where more than one *dwelling unit* is located on the premises *private garages* shall be limited to accommodating not more than two cars for each *dwelling unit* and a *boat house* shall be limited to accommodating not more than one private noncommercial pleasure craft for each *dwelling unit* on the premises.

(3) *Apartment hotels.*

→(4) *Hospitals*, except mental and alcoholic, provided:

(a) all *buildings and structures* shall maintain a distance of not less than forty-five feet from the property front line and not less than twenty feet from any R classified property;

(b) a solid wall or view-obscuring *fence or hedge* not less than five feet nor more than six feet in height shall be established and maintained

No landscaping or fencing requirement for parking lots for Apts

on any exterior boundary line which is a common property line with R classified property, when such R classified property is used for *residential* purposes; provided, that on any portion of such common property line constituting the depth of the required *front yard* on the R classified property such *fence*, wall or hedge shall not be less than thirty-six inches nor more than forty-two inches in height.

(5) *Hotels*, provided:

(a) restaurants, cocktail lounges and specialty shops are permitted accessory uses provided the floor area devoted to such uses shall not exceed twenty percent of the total floor area and entry to such uses shall be from within the main building;

(b) all *buildings* and *structures* shall maintain a distance of not less than twenty feet from any *lot* in an R zone;

(c) a solid wall or view-obscuring *fence* or hedge not less than five feet nor more than six feet in height shall be *erected* and maintained on any exterior boundary line which is a common property line with R classified property when such R classified property is used only for *residential* purposes, except that on any portion of such common property line constituting the depth of the required *front yard* on the R classified property such *fence*, wall or hedge shall not be less than thirty-six inches nor more than forty-two inches in height.

(6) *Motels*, provided:

(a) restaurants, cocktail lounges and specialty shops are permitted accessory uses provided the floor area devoted to such uses shall not exceed twenty percent of the total floor area and entry to such uses shall be from within the main building;

(b) all *buildings* and *structures* shall maintain a distance of not less than twenty feet from any *lot* in an R zone;

(c) a solid wall or view-obscuring *fence* or hedge not less than five feet nor more than six feet in height shall be established and maintained on any exterior boundary line which is a common property line with R classified property when such R classified property is used only for *residential* purposes, except that on any portion of such common property line constituting the depth of the required *front yard* on the R classified property such *fence*, wall or hedge shall not be less than thirty-six inches nor more than forty-two inches in height.

(7) Private *clubs* and fraternal societies, except those the chief activity of which is a service customarily carried on as a *business*, provided:

(a) all *buildings* and *structures* shall maintain a distance not less than twenty feet from any *lot* in an R zone;

(b) a solid wall or view-obscuring *fence* or hedge not less than five feet nor more than six feet in height shall be *erected* and maintained on any exterior boundary line which is a common property line with R classi-

fied property when such R classified property is used for *residential* purposes, except that on that portion of such common property line constituting the depth of the required *front yard* on the R classified property such wall, *fence* or hedge shall be not less than thirty-six inches nor more than forty-two inches in height.

→ (8) *Professional offices and medical-dental buildings and clinics* as defined in this title, provided:

(a) all *buildings and structures* shall maintain a distance not less than twenty feet from any *lot* in an R zone; *See amendment*

(b) a solid wall or view-obscuring *fence* or hedge not less than five feet nor more than six feet in height shall be *erected* and maintained on an exterior boundary line which is a common property line with R classified property when such R classified property is used for *residential* purposes, except that on that portion of such common property line constituting the depth of the required *front yard* on the R classified property such wall, *fence* or hedge shall be not less than thirty-six inches nor more than forty-two inches in height.

Retirement Home
10 (9) *Sanitariums*, provided:

(a) all *buildings and structures* shall maintain a distance not less than twenty feet from any *lot* in an R zone;

(b) a solid wall or view-obscuring *fence* or hedge not less than five feet or more than six feet in height shall be *erected* and maintained on any exterior boundary line which is a common property line with R classified property when such R classified property is used for *residential* purposes, except that on that portion of such common property line constituting the depth of the required *front yard* on the R classified property such wall, *fence* or hedge shall be not less than thirty-six inches or more than forty-two inches in height.

// (10) *Signs*, as follows: *See amendment*

(a) one identification *sign* not exceeding two square feet in area containing the name of the occupant of the premises;

(b) one single-faced identification *sign* not exceeding sixteen square feet in area for *multiple dwellings* and other permitted *uses*, provided such *sign* shall not be located in any required *yard* or *open space* on the premises, and if the *sign* is lighted it shall be stationary and nonflashing;

(c) one double-faced *sign* or two single-faced *signs*, not exceeding six square feet of area per face, pertaining only to the sale, lease or hire of only the particular *building*, property or premises upon which displayed.

12 (11) *Trailer parks* provided:

(a) the minimum site area for a *trailer park* shall be not less than three acres;

(b) there shall be at least two thousand square feet of site area per trailer space;

Table of Contents

	PG#
RE-ZONE APPLICATION.....	3
PERMISSION LETTERS.....	4-6
MAPS.....	7-9
PROPOSED SITE PLAN.....	10
COMP PLAN AMENDMENT AND REZONE CRITERIA.....	11-20
COMP PLAN POLICY ANALYSIS.....	21-29
BMC 19.65.095.4.1 COMPATIBILITY ANALYSIS.....	30-34



Burien

Washington, USA

Comprehensive Plan Amendment Request (Includes rezones)

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

Amendment Type:	Reference Number:
Map Amendment:	(if not applicable)
Text Amendment:	
Other Initial Rezoning:	

APPLICANT INFORMATION		
Name: William Biggs	Company: Group Health Cooperative	Daytime Phone: (206) 988-7577
Mailing Address: 12561 E Marginal Way S, Tukwila, WA 98168		Fax Number:
Contact person (if different):		Daytime Phone:
Property owner (if different): Group Health Cooperative		Daytime Phone:
Mailing Address: 320 Westlake Avenue South, Seattle, WA 98105		Fax Number:

PROPERTY INFORMATION (if applicable)	
Site Address: 140 SW 146th Street	Parcel Number: 1023049302
Existing Zoning District: Residential Multi-Family (RM-24)	Existing Comprehensive Plan designation: Family Neighborhood
Requested Zoning: OFFICE (O)	Requested Plan designation: OFFICE
Number of Acres: 3.56 acres	Current Land Use: Medical Office and Single Family Residential
Critical areas present: <input type="checkbox"/> Wetlands <input type="checkbox"/> Streams <input type="checkbox"/> Critical Aquifer <input type="checkbox"/> Landslide Hazard Area <input type="checkbox"/> Fish & Wildlife	
Brief description of proposal (attach additional sheets if necessary):	
Request for a Comprehensive Plan Map Amendment and Rezone to construct a new 34,000 square foot medical office facility. The new facility will replace an existing outdated 26,000 square foot facility which has reached it's capacity to effectively service the subscriber base in Burien and the surrounding communities. The new facility will allow Group Health Cooperative to continue to provide primary care services to its growing patient base in the region.	

SIGNATURE

I, William Biggs, declare that I am the owner of the property involved in this application, and that the foregoing statements and reasons herein contained and the information herewith submitted are in all respects true and correct to the best of my knowledge and belief. I designate Collins Woodman Architects 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.

Date: 5/21/11

Signature:

May 25, 2011

City of Burien
Community Development Department
400 SW 152nd Street, Suite 300
Burien, WA 98166

We, Jim and Judy Landon, declare that we are the owners of the property located at 14424 2nd SW Burien, WA 98166 and legally identified as Parcel #: 1923049182. We hereby designate Group Health Cooperative to act as our agent with respect to a Comprehensive Plan Amendment Request and Rezone Application for the above mentioned property.

Sincerely,

Jim Landon *Judith E Landon*

Property Owners

Date 5/26/11 5/26/11

City of Burien
Community Development Department
400 SW 152nd Street, Suite 300
Burien, WA 98166

I, Deanne Knight (property owner name), declare that I am the owner of the property located at 158 SW 146th St (street address) and legally identified as Parcel #: 1923049149. I hereby designate Group Health Cooperative to act as my agent with respect to a Comprehensive Plan Amendment Request and Rezone Application for the above mentioned property.

Sincerely,

Deanne Knight

Property Owner

Date 5-26-11

May 25, 2011

City of Burien
Community Development Department
400 SW 152nd Street, Suite 300
Burien, WA 98148

I, Aric E Smith (property owner name), declare that I am the owner of the property located at 14430 2nd Ave SE (street address) and legally identified as Parcel # : 1923045248. I hereby designate Group Health Cooperative to act as my agent with respect to a Comprehensive Plan Amendment Request and Rezoning Application for the above mentioned property.

Sincerely,

Property Owner
Date

WAK 5/26/11 *Steve Perovich*

05/27/2011 09:41 FAX 2062183350

002

FAX
2.06/292/6033
Steve Perovich

05/27/2011 09:41 FAX 2062183350

May 25, 2011

City of Burien
Community Development Department
400 SW 152nd Street, Suite 300
Burien, WA 98148

I, Aric E Smith (property owner name), declare that I am the owner of the property located at 14430 2nd Ave SE (street address) and legally identified as Parcel # : 1923045248. I hereby designate Group Health Cooperative to act as my agent with respect to a Comprehensive Plan Amendment Request and Rezoning Application for the above mentioned property.

Sincerely,

Property Owner
Date

Steve Perovich
May 27, 2011

May 25, 2011

City of Burien
Community Development Department
400 SW 152nd Street, Suite 300
Burien, WA 98166

I, Larry A. Wyatt (property owner name), declare that I am the owner of the property located at 204 SW 146TH (street address) and legally identified as Parcel #: 1923049381. I hereby designate Group Health Cooperative to act as my agent with respect to a Comprehensive Plan Amendment Request and Rezone Application for the above mentioned property.

Sincerely,

Larry A. Wyatt
Property Owner
Date

Form 23 Exhibit C - Permission Letter

July 18, 2011

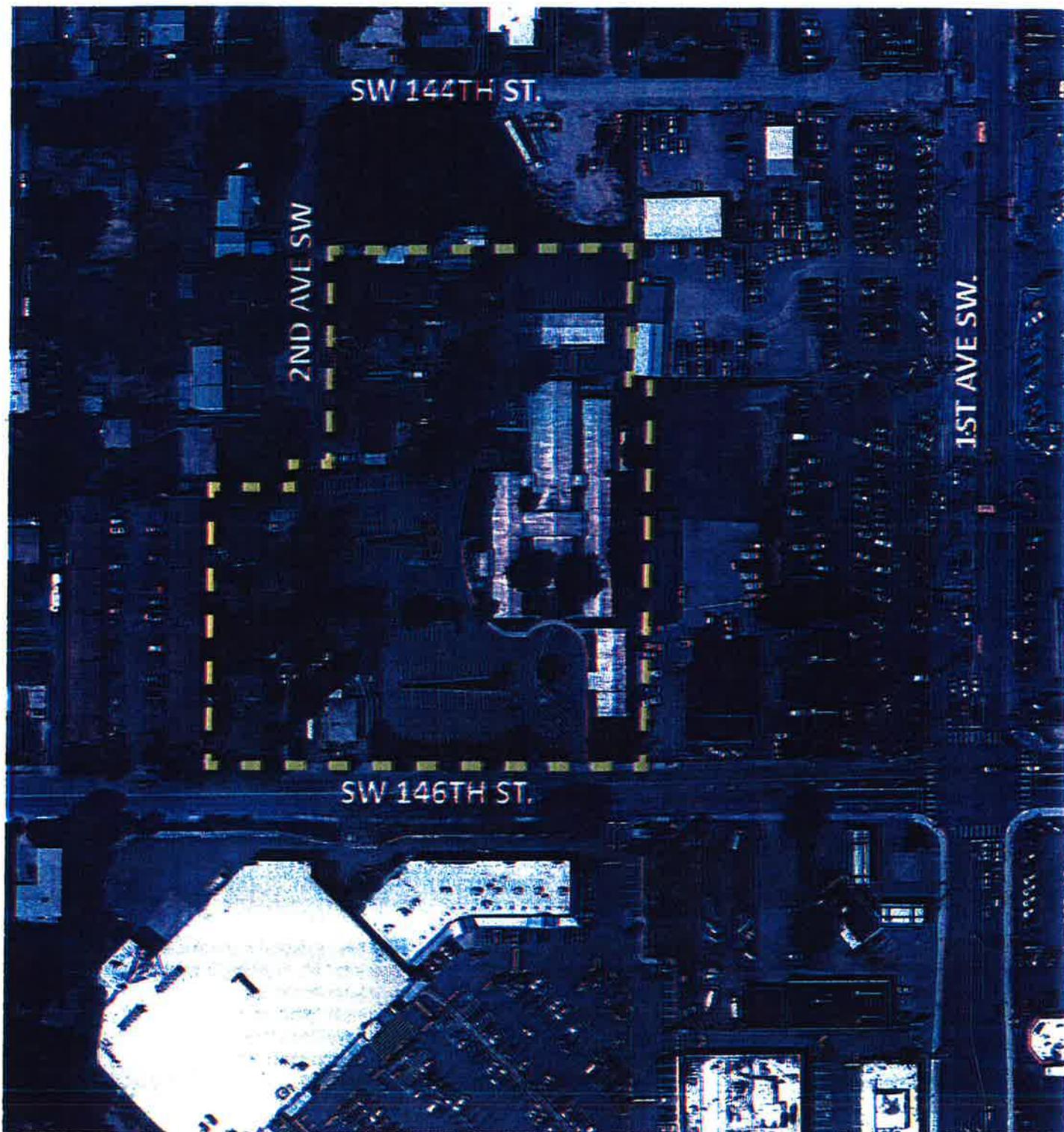
City of Burien
Community Development Department
400 SW 152nd Street, Suite 300
Burien, WA 98166

To Whom It May Concern:

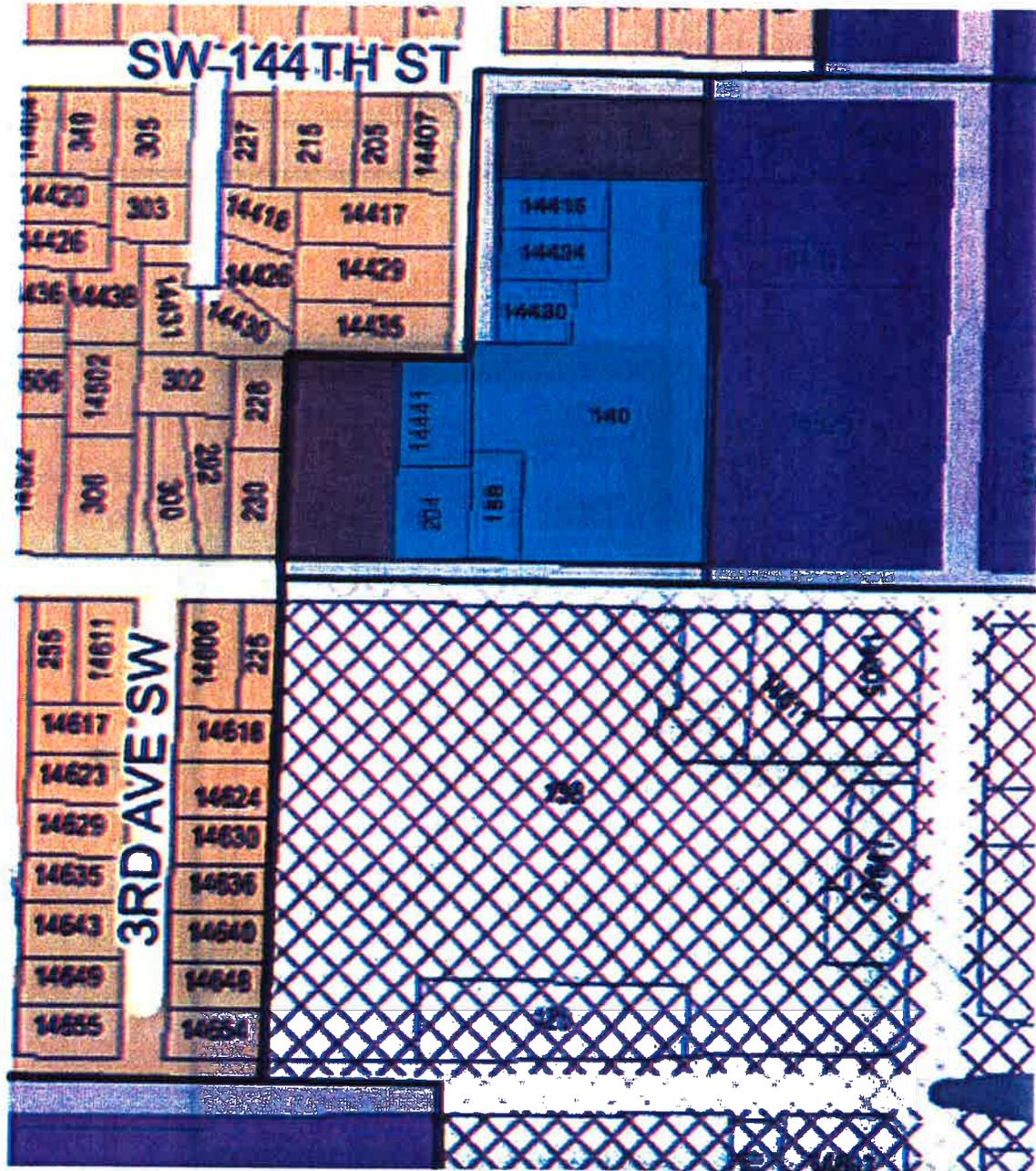
We, George and Starlyn Noebel, declare that we are the owners of the property located at 14461 2nd Avenue SW, Burien, WA and legally identified as Parcel #: 1923049300. We hereby designate Group Health Cooperative to act as our agent with respect to a Comprehensive Plan Amendment Request and Rezone Application for the above mentioned property.

Sincerely,

George Noebel: George Noebel
Date: 7-18-11
Starlyn Noebel: Starlyn Noebel
Date: 7-18-11

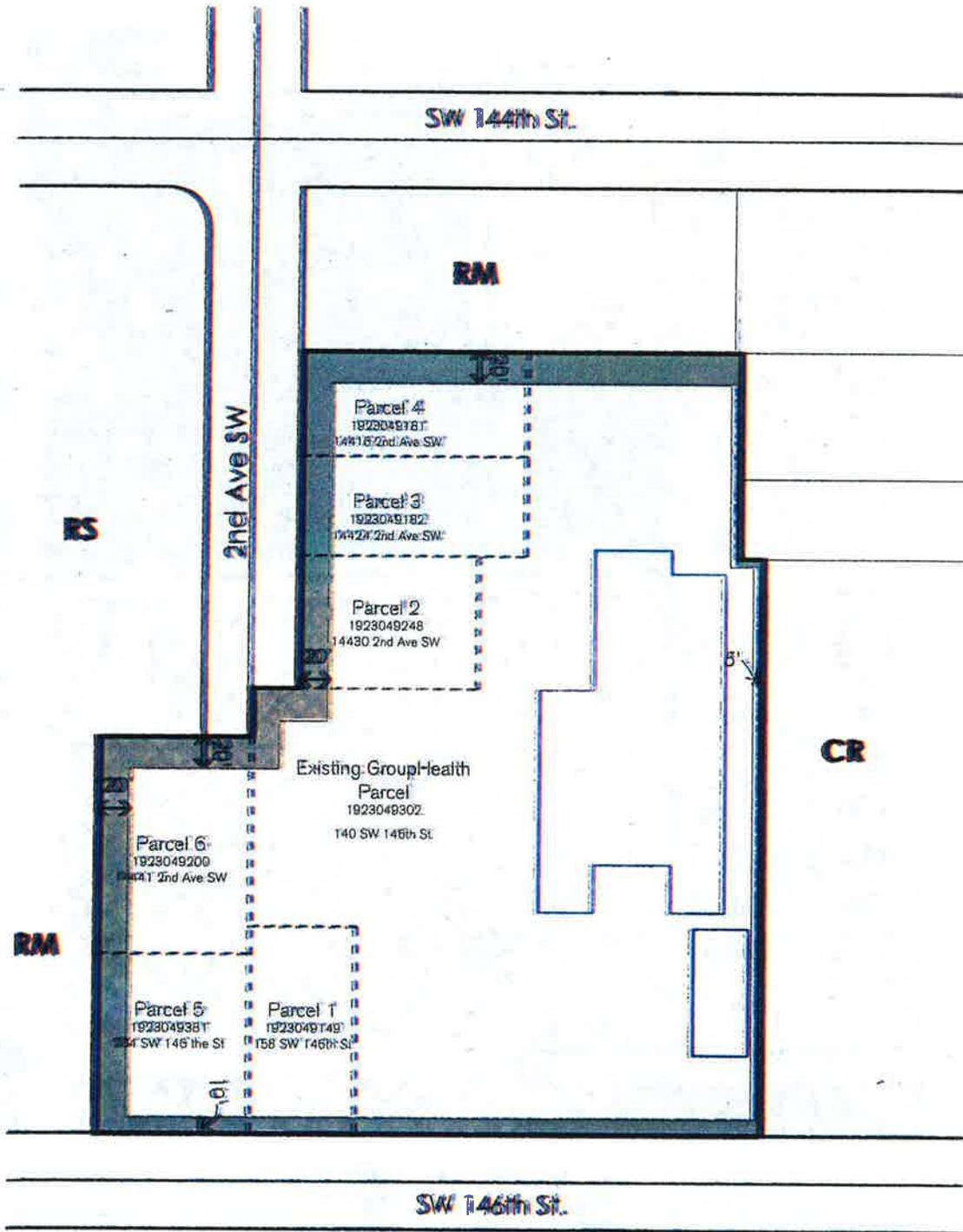


AERIAL PHOTO



Residential Single-Family-A	Neighborhood Center	Professional/Residential	Boundary of Burien
Residential Single-Family-12,000	Intersection Commercial	Industrial	
Residential Single-Family-7,200	Downtown Commercial	Airport Industrial 1	
Residential Multi-Family-12	Regional Commercial	Airport Industrial 2	
Residential Multi-Family-18	Community Commercial 1	Special Planning Area-1	
Residential Multi-Family-24	Community Commercial 2	Special Planning Area-2	
Residential Multi-Family-48	Office	Special Planning Area-3	

REVISED ZONING MAP



SPA-3

PROPOSED SITE PLAN

**COMP PLAN AMENDMENT AND
REZONE CRITERIA**

BMC 19.65.095.4 Comprehensive Plan Amendment Criteria

The City may approve or approve with modifications a Comprehensive Plan amendment if:

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

A complete application was submitted to the City of Burien on May 31, 2011.

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

Group Health Cooperative (GHC) provides primary medical care services from this facility. Specialty care services are consolidated in Seattle, Bellevue, Tacoma and Olympia. The existing Burien facility is a non-conforming use and currently serves more than 14,000 subscribers from West Seattle to Des Moines, west of Interstate 5. GHC is projecting a future growth of approximately 30,000 subscribers that this facility will service.

The existing facility has been extensively remodeled and satellite facilities added over the years to accommodate changes in patient care delivery, medical technology, accessibility requirements, and delivery needs. The existing facility does not meet the GHC brand and image standards which make it difficult to compete in this market. Only half of the enrollees who live in this service area actually choose Burien Medical Center as their clinic. The existing facility is outdated and has a very inefficient layout for the services GHC provides and the way they provide them today. One entire wing is designed for procedures and treatments, services which are no longer done in the facility or are now done within the exam rooms.

The new facility will be designed to accommodate the future growth in healthcare services within GHC's service area. The new facility will improve customer service, provide more efficient delivery of patient care, improve access to the elderly and patients with mobility issues, and allow GHC to economically provide health care services.

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

GHC conducted a site evaluation process and considered several locations, within Burien and outside of Burien. Sites located outside of Burien were determined to be unfeasible either economically or by site location criteria. GHC evaluated several sites in Burien, including a site in the downtown. The downtown Burien location was desirable, however the economics of building more space than GHC needed made this unfeasible. Other sites within Burien were also determined to be unfeasible economically, did not meet GHC's site criteria and were not pursued.

The current facility is an established and centralized location for the service area described above. The property is currently owned by GHC and the existing subscriber base is familiar with the facility and location. The existing site is the most cost effective to redevelop with a new facility, it can continue operating while the new facility is constructed, the use has been historically established and there are no significant impacts to adjacent property owners.

Redevelopment of the existing site without the six additional parcels would require demolition of the existing facility. GHC would have to lease space in another building and relocate their services for the duration of construction. In addition, without additional parcels, parking would need to be structured, either in a separate parking facility or under the new building. Either structured parking scenario would substantially increase the cost of parking and result in an economically unfeasible project.

GHC has acquired six additional parcels to ensure their future facility, and parking needs are accommodated. The acquisition of the adjacent parcels allows GHC to continue operating the existing facility while constructing the new facility.

Even if it were desirable, the current facility cannot be expanded to the size GHC needs due to the non-conforming use designation. In addition, since other properties are being added to the property to expand the size of the site, this option is also precluded. The best, and most cost effective, option for redevelopment of the GHC facility and the continued provision of health care services in this area is a Comprehensive Plan Amendment and Rezone of the GHC property, including the six additional parcels.

D. The proposed amendment is consistent with the overall intent of the goals and policies of the Burien Comprehensive Plan, Growth Management Act and Countywide Planning Policies. (SAME AS "A", PAGE 13)

The Washington Growth Management Act (RCW 36.70A.020, Planning Goals) lists these selected goals:

1. **Urban growth.** Encourage development in urban areas where adequate public facilities and services exist or can be provided in an efficient manner.
2. **Reduce sprawl.** Reduce the inappropriate conversion of undeveloped land into sprawling, low-density development.
3. **Transportation.** Encourage efficient multimodal transportation systems that are based on regional priorities and coordinated with county and city comprehensive plans.
4. **Economic development.** Encourage economic development throughout the state that is consistent with adopted comprehensive plans, promote economic opportunity for all citizens of this state, especially for unemployed and for disadvantaged persons, promote the retention and expansion of existing businesses and recruitment of new businesses, recognize regional differences impacting economic development opportunities, and encourage growth in areas experiencing insufficient economic growth, all within the capacities of the state's natural resources, public services, and public facilities.
5. **Public facilities and services.** Ensure that those public facilities and services necessary to support development shall be adequate to serve the development at the time the development is available for occupancy and use without decreasing current service levels below locally established minimum standards.

The King County Comprehensive Plan Policies are organized into ten (10) topic areas. They are:

- 1) The Framework Policies
- 2) Critical Areas
- 3) Land Use Pattern
- 4) Transportation
- 5) Community Character and Open Space
- 6) Affordable Housing
- 7) Contiguous and Orderly Development and Provision of Urban Services to such Development
- 8) Siting Public Capital Facilities of a Countywide or Statewide Nature
- 9) Economic Development
- 10) Regional Finance and Governance

The overall intent and goals of these documents is to encourage development in urban areas

where adequate public facilities and services exist, reduce sprawl, create efficient multimodal transportation systems, ensure public expenditures for services and infrastructure are prudent, and provide necessary human and health services for communities.

The proposed Comprehensive Plan Amendment and Rezone to Office (O) will correct a non-conforming use and allow the necessary and needed renovation of an existing, aging healthcare clinic that serves a well-established subscriber base. The expansion will assist GHC in meeting their goals to provide good customer service and provide the best quality healthcare possible into the future. The redevelopment will locate necessary healthcare services within the urban center boundary and Burien's downtown. This location will minimize existing and future multimodal transportation investments and reduce vehicular trips over other locations outside of Burien. Adequate public facilities and services exist at the current site and are cost-efficient for the redevelopment. Redevelopment will allow the expansion of an existing business and use and assist in maintaining a vibrant community with essential services.

A complete analysis of applicable Burien Comprehensive Plan Policies is provided on pages 21-29.

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

Approval of the amendment will allow GHC to continue serving the community with quality healthcare into the future. The new facility will accommodate future growth in projected needs within the service area, improve customer service, provide the latest in medical technology, improve access to the elderly and patients with mobility issues, and allow GHC to provide their healthcare services in a cost efficient manner.

If the amendment is not approved, GHC may need to relocate this facility or consider other options to provide services to their existing subscriber base. If the existing GHC facility has to relocate, this could create an undue economic burden on the clinic, raise healthcare costs, and result in longer commute times for subscribers needing treatment.

F. The revised Comprehensive Plan will be internally consistent.

The existing GHC site (2.71 acres) has operated as a non-conforming use since the original Comprehensive Plan map was adopted. If approved, the Comprehensive Plan map will be amended to reflect a new land use designation for the 4.13 acre project area. The project area is within the designated Urban Center Boundary (Figure 3). Urban centers are characterized by compact, mixed-use developments that are transit-supportive, have a pedestrian emphasis, superior urban design and limit single-occupancy vehicles. The subject site is on the edge of the urban center boundary, with convenient access to SR 509 and Ist Avenue South. This medical office location is ideal since it is very close to the transit center and downtown while also being accessible to those patients that are too ill or unable to drive alone to the facility. The proposed project will not be mixed-use, however this office use will help establish a mixed use neighborhood, with retail, other auto-oriented commercial and residential uses integrated in the general area. The design of the facility will include the requirements from the Zoning Code Chapter 19.17.015, Transition Standards which requires building facade and rooftop modulation and additional landscape visual screening. The proposed land use designation is consistent with the characteristics of an urban center development. A complete response to applicable Comprehensive Plan Policies is provided on pages 21-29.

There are no impacts to the Capital Facilities Plan resulting from the proposed Comprehensive

Plan Amendment and Rezone.

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

GHC has acquired six adjacent parcels to provide the projected needs for a new facility and parking. The expanded site has good vehicular access from SW 146th Street and is located within walking distance from downtown and transit facilities. Public utilities are readily available and have sufficient capacity to service the proposed use. All of the properties under application have been previously developed, either with single family homes or the existing GHC facility. There are no critical areas on the subject properties and significant tree preservation requirements will be met. There does not appear to be any physical constraints to development on the subject sites. The proposed project will conform to all applicable City codes and regulations.

The existing GHC property and six additional parcels are all zoned Residential Multi-Family 24 (RM-24). The zoning code has similar requirements for development for the RM-24 and Office (O) zones regarding building heights and setbacks. In addition, Zoning Code Chapter 19.17.005, Transition Standards, provides additional development standards for areas adjacent to residential zoned properties.

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

Public utilities and infrastructure are available and service the existing 20,000 square foot medical offices. The additional expansion should not significantly impact the capacity of public utilities and infrastructure already serving the site. Specific impacts will be reviewed by the City during the SEPA review and application for permits and approvals and appropriate mitigation and impact fees determined. The site development will meet City codes and regulations for private and public utilities and infrastructure.

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

GHC is planning a 44,000 square foot medical office facility to replace the existing 20,000 square foot facility. GHC has acquired six adjacent parcels to accommodate the proposed office expansion and associated parking. The additional parcels will also allow the existing facility to operate while the new office building is constructed.

To the east of the GHC property, are Regional Commercial (CR) zoned properties directly adjacent to 1st Avenue South. These properties are characterized by automobile intensive uses with direct access from 1st Avenue South, have smaller, single story buildings and most of the site is paved with little or no landscaping. A five (5) foot landscaping buffer is required along this border.

To the south, a large retail shopping center exists across SW 146th Street. This area is zoned Special Planning Area 3 (SPA-3) and there is an adopted Gateway Design Report that is applicable in this area. These properties are separated from the proposed rezone by SW 146th Street, a sixty (60) foot public right-of-way. The large commercial building is oriented to the southeast, with the back of the building facing the proposed rezone. The access for truck loading/unloading is along SW 146th Street with some landscaping buffering these activities. The proposed rezone to Office (O) will provide a required ten (10) foot landscaped buffer along the SW 146th Street frontage for the GHC parcel.



To the north, a vacant parcel that has been graded for parking on the eastern half separates the GHC property from SW 244th Street. This parcel is approximately 0.7 acres in size with larger trees and shrubs on the western half and is zoned Residential Multifamily 24 (RM-24). If the Comprehensive Plan Amendment and Rezone to Office (O) is approved, then Zoning Code Chapter 19.17.005, Transition Standards, will apply and the height of any buildings will be limited to thirty-five (35) feet. A twenty (20) foot landscaped buffer (Type I, full visual screen) will also be required along the common property line.

To the west of the proposed project, four (4) single family houses are separated from the proposed site by 2nd Avenue SW, a public street. This street has a sixty (60) foot right-of-way and the pavement width is approximately twenty-five (25) feet. The remaining thirty-five (35) feet of right-of-way is used for stormwater drainage and other utilities, landscaping and driveway cuts. These four (4) single family houses are zoned Residential Single Family (RS-7200). To the west of Parcels 5 and 6 is a twenty (20) unit condominium complex built in 1978. The complex has two (2), two-story buildings along the east and west property lines with the parking lot and common courtyard in the middle. The eastern building wall is less than eight (8) feet from the east property line. This property is approximately 0.8 acres in size and is zoned Residential Multifamily 24 (RM-24). If the Comprehensive Plan Amendment and Rezone to Office (O) is approved, then Zoning Code Chapter 19.17.005, Transition Standards, will apply and the height of the building will be limited to thirty-five (35) feet. A twenty (20) foot landscaped buffer (Type I, visual barrier) will also be required along the north and west property lines (Figure 1). If the Comprehensive Plan Amendment and Rezone to Office (O) is not approved, then it could be possible to construct a mixed-use building (office and housing) that is sixty (60) feet high with an interior landscaped buffer (Type III, see-through screen) of five (5) feet on parcels 1 and 5. The balance of the subject property (existing GHC parcel and parcels 2, 3, 4 and 6) would have to meet the Transition Standards.

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

The proposed Comprehensive Plan Amendment and Rezone site is 4.13 acres in size. Under the current zoning (RM-24), this allows a maximum of 99 dwelling units to be constructed. The Buildable Lands Report calculated the average density of development as 15.2 units per acre in all the multi-family zones. This indicates that 63 units could be built at the subject property on average. The Comprehensive Plan notes that approximately 6.7% of the land (267 acres) is for Multi-family uses, this would decrease the total amount of land available by 1.3 percent (from 267 acres to approximately 263 acres). The Buildable Lands Report calculates that Burien has capacity for approximately 2,178 new housing units within its current land supply where residential development is permitted by zoning. Under agreements with King County's Growth Management Planning Council, the City of Burien is responsible for a household target of an additional 1,552 new housing units. This results in a residential capacity surplus of 626 units, which will be diminished by 63 – 99 units as a result of the rezone.

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

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



- appropriate; or,
- ii. **The map change will correct a Comprehensive Plan designation that was inappropriate when established.**

When the Comprehensive Plan and zoning was adopted, the existing GHC medical office facility and land use became a legal non-conforming use. The code allows expansion of the legal non-conforming use under certain circumstances. Since GHC acquired additional properties to meet their program requirements, the administrative non-conforming use expansion process is not applicable. The proposed rezone to Office (O) provides a better transition from the automobile dominated uses to the east than locating high density multi-family uses directly abutting the Regional Commercial (CR) zone. The addition of the six adjacent lots will allow expansion of the facility, meet parking requirements economically and allow the operation of the current facility to continue while the new facility is being constructed.



BMC 19.65.090.3 Rezone Criteria

The City may approve or approve with modifications an application for a rezone of property if:

A. The rezone is consistent with the Comprehensive Plan.

One of the key objectives of the plan is to create a sustainable community. A sustainable community is a place where people want to settle and live, and where quality residential neighborhoods and commercial areas attract and retain long-term businesses and shoppers. In a sustainable community, the pattern and quality of development is more important than the amount of growth. In older, more developed communities like Burien, the framework and tradition for a compact and efficient community is well established - the plan builds on this asset.

Policies in this chapter seek to develop a sustainable community by:

- maintaining and enhancing the viability of our neighborhoods, including protecting our existing housing stock;
- enhancing the downtown area, including reusing existing structures, facilities, and infrastructure and modifying them according to our current needs and technology; and
- balancing community needs for capital facilities and services with the ability to finance them.

Collectively, these policies emphasize a pattern of development that reinforces Burien's small town character and supports the character of existing neighborhoods as seen in Figure 2-LU2. In our neighborhoods, development will be designed to retain the neighborhood's character, as that character is defined by each neighborhood under its Neighborhood Plan. Potential residential densities may also be restricted in areas with environmental constraints (such as aquifer recharge areas, landslide hazard areas, seismic hazard areas, wetlands, stream buffers, shorelines and flood hazard areas) or inadequate infrastructure, including inadequate levels of service for public services (Figure 2-EV1).

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

The proposed Comprehensive Plan Amendment and Rezone will allow GHC to redevelop an existing, outdated facility and continue serving the community and their subscriber base. The new facility will support the compact and mixed use philosophy of the downtown, transit and pedestrian friendly infrastructure, and provide better transition and protection of the adjacent residential neighborhoods to the commercial uses along 1st Avenue South. The proposed new facility will provide needed health care services that GHC has been providing for 50 years in the community and continue to support the livability and viability of Burien for all its residents.

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

The existing Burien facility currently serves 14,000 patients from West Seattle to Interstate 5 and south to Des Moines. The subscriber base within this service area is expected to increase by

10,000 in the future. GHC's facility plays a key role in maintaining a livable and vibrant community by providing necessary primary health care services. The existing site is conveniently located for both pedestrians and transit being near the downtown and has excellent access from SR 509 and 1st Avenue South for vehicular traffic, which assists in maintaining the convenience for users. If the facility is relocated away from the urban center to a more remote location, then vehicular trips may be the only option. This may disproportionately impact seniors, low-income people and others who may utilize public transit more. Increased vehicular trips contribute to climate change, increase our dependence on foreign oil, weaken our mass transit investments and increase traffic congestion. Other remote locations will decrease the presence of GHC's contributions to public health and education and weaken the fabric of the community. The proposed office zoning will provide a better transition and compatibility between the auto dominated uses along 1st Avenue South and the residential zoned properties to the east. This Comprehensive Plan Amendment and Rezone will allow GHC to provide better and more efficient health care services in this strategic and optimal location.

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

GHC is planning a 44,000 square foot medical office facility to replace the existing 20,000 square foot facility. GHC has acquired six adjacent parcels to accommodate the proposed office expansion and associated parking. The additional parcels will also allow the existing facility to operate while the new office building is constructed.

To the east of the GHC property, are Regional Commercial (CR) zoned properties directly adjacent to 1st Avenue South. These properties are characterized by automobile intensive uses with direct access from 1st Avenue South, have smaller, single story buildings and most of the site is paved with little or no landscaping. A five (5) foot landscaping buffer is required along this border. The proposed rezone to office will not be materially detrimental to adjacent uses or properties to the east.

To the south, a large retail shopping center exists across SW 146th Street. This area is zoned Special Planning Area 3 (SPA-3) and there is an adopted Gateway Design Report that is applicable in this area. These properties are separated from the proposed rezone by SW 146th Street, a sixty (60) foot public right-of-way. The large commercial building is oriented to the southeast, with the back of the building facing the proposed rezone. The access for truck loading/unloading is along SW 146th Street with some landscaping buffering these activities. The proposed rezone to office (O) will provide a required ten (10) foot landscaped buffer along the SW 146th Street frontage for the GHC parcel. The proposed rezone to Office (O) will not be materially detrimental to adjacent uses or properties to the south.

To the north, a vacant parcel that has been graded for parking on the eastern half separates the GHC property from SW 144th Street. This parcel is approximately 0.7 acres in size with larger trees and shrubs on the western half and is zoned Residential Multifamily 24 (RM-24). If the Comprehensive Plan Amendment and Rezone to Office (O) is approved, then Zoning Code Chapter 19.17.015, Transition Standards, will apply and the height of any buildings will be limited to thirty-five (35) feet. A twenty (20) foot landscaped buffer (Type 1, full visual screen) will also be required along the common property line. If the Comprehensive Plan Amendment and Rezone to Office (O) is not approved, then the zoning code could potentially allow a sixty

(60) foot mixed use building with a five (5) foot landscaped buffer (Type III, see-through screens) along the common property line. The proposed rezone to Office (O) will reduce the potential height impacts from sixty (60) feet to thirty-five (35) feet and increase the type and width of the landscape buffer between the properties. The proposed rezone to Office (O) will not be materially detrimental to adjacent uses or properties to the north.

To the west of the proposed project, four (4) single family houses are separated from the proposed site by 2nd Avenue SW, a public street. This street has a sixty (60) foot right-of-way and the pavement width is approximately twenty-five (25) feet. The remaining thirty-five (35) feet of right-of-way is used for stormwater drainage and other utilities, landscaping and driveway cuts. These four (4) single family houses are zoned Residential Single Family (RS-7200). To the west of Parcels 5 and 6 is a twenty (20) unit condominium complex built in 1978. The complex has two (2), two-story buildings along the east and west property lines with the parking lot and common courtyard in the middle. The eastern building wall is less than eight (8) feet from the east property line. This property is approximately 0.8 acres in size and is zoned Residential Multifamily 24 (RM-24). If the Comprehensive Plan Amendment and Rezone to Office (O) is approved, then Zoning Code Chapter 29.37.005, Transition Standards, will apply and the height of the building will be limited to thirty-five (35) feet. A twenty (20) foot landscaped buffer (Type I, visual barrier) will also be required along the north and west property lines (Figure 3). If the Comprehensive Plan Amendment and Rezone to Office (O) is not approved, then it could be possible to construct a mixed use building (office and housing) that is sixty (60) feet high with an interior landscaped buffer (Type III, see-through screens) of five (5) feet on parcels 3 and 5. The balance of the subject property (existing GHC parcel and parcels 2, 3, 4 and 6) would have to meet the Transition Standards. The proposed rezone to Office (O) will not be materially detrimental to adjacent uses or properties to the west.

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

Approval of the proposed Comprehensive Plan Amendment and Rezone will allow GHC to continue serving the community with quality healthcare into the future. The new facility will accommodate the future growth in the projected subscriber base and improve customer service, add new technology, provide improved access to the elderly and patients with mobility issues and allow GHC to provide services in a cost efficient manner. The existing site is conveniently located for both pedestrians and transit being near the downtown and has excellent access from SR 509 and 1st Avenue South for vehicular traffic, which assists in maintaining the convenience for users. If the facility is relocated away from the urban center to a more remote location, then vehicular trips may be the only option. This may disproportionately impact seniors, low-income people and others who may utilize public transit more. Increased vehicular trips contribute to climate change, increase our dependence on foreign oil, weaken our mass transit investments and increase traffic congestion. Other remote locations will decrease the presence of GHC's contributions to public health and education and weaken the fabric of the community. The proposed office zoning will provide a better transition and compatibility between the auto dominated uses along 1st Avenue South and the residential zoned properties to the east.

**COMPREHENSIVE PLAN POLICY
ANALYSIS**

Comprehensive Plan Policy Analysis

Land Use Element

Goal LU.1: *Establish a development pattern that is true to the vision for Burien by supporting the neighborhoods and preserving the character of the well-established neighborhoods as defined by the Neighborhood Plans, enhancing the attractiveness and vitality of the downtown core, and preserving the City's small town character.*

Policy LU 1.1: *The Future Land Use Map adopted in this plan establishes the future distribution, extent and location of generalized land uses within Burien. Uses of land in Burien should reflect the intent of the goals and policies as well as the land use map.*

The Comprehensive Plan Map amendment and Rezone request will change an existing, legal, non-conforming use to a conforming use. Several Comprehensive Plan Policies support the change in zoning to Office (O) and would make the Future Land Use Map more congruent with the Comprehensive Plan.

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

The Comprehensive Plan Map amendment and Rezone request will change 4.33 acres from Residential Multi-Family (RM-24) to Office (O) zoning. This request will remove between 63 and 99 residential units from the overall housing supply which has an overall excess of 626 residential units. The proposed site is within the Urban Center boundary designated by the City. The site is adjacent to Regional Commercial (CR) zoning along 1st Avenue South and is close to the downtown core. The proposed rezone to Office (O) provides a better transition from the automobile dominated uses to the east than locating high density multi-family uses directly abutting the Regional Commercial (CR) zone. The Comprehensive Plan Map amendment and Rezone request will allow the existing, legal, non-conforming use to expand and construct new, modern and efficient facilities. Approval of this request will resolve the conformity issues with the current zoning and use of the site.

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

The subject site is within the Urban Center boundary as adopted by the City of Burien on Comprehensive Plan Figure 2LU-1.11. Urban centers are characterized by compact, mixed-use developments that are transit-supportive, have a pedestrian emphasis, superior urban design and limit single-occupancy vehicles. The subject site is on the edge of the urban center boundary, with convenient access to SR 509 and 1st Avenue South. This medical office location is ideal since it is very close to the transit center and downtown while also being accessible to those patients that are too ill or unable to drive alone to the facility. The proposed project will not be mixed-use, however this office use will help establish a mixed use neighborhood, with retail, other auto-oriented commercial and residential uses integrated in the general area. The design of the facility will include the requirements from Zoning Code Chapter 19.17.015, Transition Standards, which requires building facade and roofline modulation and additional landscape visual screening for properties adjacent to residential zoning.

Residential Neighborhoods

Goal RE.1: Provide a variety of attractive, well-designed housing choices that reinforce the character of the neighborhoods and meet the needs of existing and future City residents.

Policy RE 1.7: The Low and High Density Multifamily Neighborhood designations should provide for the location of stable and attractive multifamily development near transit, employment, shopping and recreation facilities. A conditional use that is allowed states: In areas located adjacent to an arterial, well designed office development that fits in with the character of surrounding residential development, subject to an administrative conditional use permit process.

The proposed project site is located adjacent to an arterial (1st Avenue South). Zoning Code Chapter 19.17.015, Transition Standards, provides additional requirements for building design elements and increased landscaping for the subject property. This will contribute to a well-designed office development that fits in with the character of surrounding residential development. Adjacent single family residences are buffered by 2nd Avenue SW right-of-way and no access is proposed from the new development onto 2nd Avenue SW.

Office Uses

Goal OF.1: Provide areas where low to moderate density office development can be concentrated, and where impacts of this use on the surrounding residential neighborhoods can be minimized.

Policy OF 1.1: The Office land use designation should recognize existing office uses and encourage the expansion of office uses in appropriate areas, based on the criteria below.

Designation Criteria: Properties designated for Office use must generally reflect the following criteria:

1. The area should be located on or near arterials with adequate vehicular capacity.
2. The area should be located along the edges of residential areas and not penetrate them.

The original building was built in 1964 and has been operating as a medical office in the past. The existing medical office facility is currently a legal, non-conforming use. The rezone to Office (O) provides a better transition to the automobile intensive uses to the east than locating high density multi-family uses directly abutting the Regional Commercial (RC) zone. The rezone to Office (O) is supported by:

1. The subject property will be accessed from a designated collector arterial (SW 146th Street), which has adequate capacity to service the planned facility; and,
2. Six additional Residential Multi-Family (RM) zoned lots are included in this request along with the GHC parcel. The eastern edge of the GHC parcel abuts Regional Commercial (RC) zoned properties. The northern and western edge of the site abuts Residential Multifamily (RM-24) and Residential Single Family (RS-7200) zoned properties. The subject site is on the edge of the residential zoned areas and adjacent to the Regional Commercial (RC) zoning. The proposed rezone request does not penetrate into residential areas.

This Policy directs the City to recognize existing office uses, which the GHC facility is, when it meets the criteria. Since the proposal meets the criteria and was an existing use, the Comprehensive Plan supports the request. The proposed Comprehensive Plan Amendment and Rezone will increase the internal consistency of the Comprehensive Plan by realizing Policy OF 1.1.

Community Character

Goal CC.1: Create a balanced community by controlling and directing growth in a manner which enhances, rather than detracts from community quality and values.

Policy CC 1.1: In its land use management decisions, the City shall seek to direct the rate and pattern of future growth, and support the type of developments that will further the goals of the Burien Vision and the comprehensive plan.

The Burien City Council adopted a visioning statement on July 13, 2003 which states: A vibrant and creative community, where the residents embrace diversity, celebrate arts and culture, promote vitality, and treasure the environment. Accompanying the vision statement are seven core values/concepts: Community, Diversity, Environment, Prosperity, Education & Youth, Health & Safety, and Governance. The vision contains further guidance within the seven core values/concepts:

Community—Stable: Burien strives for stability by encouraging provision of basic services for all its residents.

Diversity—Multi-centered: Burien cultivates a thriving array of business and community centers.

Environment—Livable: Burien makes sustainable land, energy, water, and transportation choices.

Prosperity—Local: Burien values local services and supports local businesses.

Prosperity—Expansive: Burien encourages businesses in order to expand its economic base.

Education & Youth—Learning: Burien actively promotes early childhood education and life-long learning.

Health & Safety—Healthy: Burien promotes community vitality with health and wellness services for all ages.

Governance—Collaborative: Burien fosters partnerships with others in pursuit of common objectives.

The proposed Comprehensive Plan Amendment and Rezone will correct an existing, non-conforming land use and allow GHC to construct a new, modern and efficient health care facility. The proposed facility will provide needed health care services and promote public health education for a regional subscriber base, including Burien residents. The proposed facility will contribute to a thriving downtown and community center. Approval of the Comprehensive Plan Amendment and Rezone will reduce land, energy, water and transportation impacts due to the site's convenient proximity to downtown and transit/pedestrian opportunities. Approval of the Comprehensive Plan Amendment and Rezone will maintain and strengthen GHC's 50 year partnership with the City of Burien and local community.

Public Facilities

Goal PF.1: *Ensure that development is served by adequate levels of public facilities and services that are necessary for development.*

Policy PF 1.2: *The City will allow new development to occur only when and where adequate facilities exist or will be provided concurrently (as defined or funded and to be constructed within six years of development) with new development.*

The existing GHC facility is approximately 20,000 square feet in size. The facility is currently served by adequate public facilities and services. The proposed expansion will increase the size to a total of 44,000 square feet. Minor traffic impacts may result from the expansion and the project will need to provide the appropriate mitigation. Other public facilities and services are adequate for the planned expansion.

Land Use Plan Implementation

Goal PL.1: *Implement the goals and policies of the land use plan through a variety of means and mechanisms which are coordinated and consistent.*

Policy PL 1.5: *In deciding applications for amendments to the comprehensive plan, the City should consider the following:*

- a. Consistency with the comprehensive plan policies and the designation criteria;
- b. Capability of the land;
- c. Capacity of public facilities and services and whether public facilities and services can be provided cost effectively (if publicly funded) at the intensity allowed by the designation;

- d. Whether the proposed use is compatible with nearby uses;
- e. The need for the land uses which would be allowed by the comprehensive plan change, and whether the change would result in the loss of the capacity to provide other needed land uses, such as housing; and
- f. Whether there has been a change in circumstances that makes the proposed plan designation appropriate or whether the plan designation was the result of technical error.

Conformance with this policy is contained in the criteria for approval for a Comprehensive Plan Amendment, BMC 19.65.095.4 Criteria as noted in the Comprehensive Plan Amendment and Rezone application.

Neighborhood Quality

Goal NQ.1: Reinforce and enhance the City's neighborhoods.

Policy NQ 1.A: Prevention and alleviation of traffic impacts on residential neighborhoods shall be a high priority within the City. The adverse impacts on residential neighborhoods should be minimized by discouraging the use of local streets by non-local traffic and providing alternative routes.

The proposed site borders on two street frontages, a dead end residential street (2nd Avenue SW) and SW 146th Street, a designated collector arterial. Primary access for the facility will be from SW 146th Street. No access from the project is planned for 2nd Avenue SW. If the City determines that an emergency only access is required through the property, then one could be provided that meets the Fire Department standards.

Neighborhood Preservation

Goal NP.1: Continue to provide the residents of the City with stable and quiet residential neighborhoods by maintaining an adequate residential tax base and assuring that:

- Residential neighborhoods are protected from undue adverse impacts associated with incompatible land uses or transportation facilities, including, but not limited to, noise, air and water pollution, glare, excessive traffic and inadequate on-street parking;
- Residential neighborhoods are identified and protected from detrimental exterior noise levels; and,
- Residential streets are protected from heavy commercial traffic that inhibits the free flow of traffic or that exceeds prescribed weight limits.

Policy NP 1.1: The City's residential neighborhoods are those defined on the comprehensive plan map as single family or multifamily areas. These areas are worthy of protection from inappropriate commercial development and other incompatible land uses and activities that are considered inconsistent with their residential character.

The original building was built in 1964 and has been operating as a medical office in the past. The current facility is a legal, nonconforming use which only allows limited opportunities for redevelopment. GHC purchased six adjacent residential zoned lots to allow expansion of the facility, meet parking requirements and to allow the operation of the current facility to continue while the new facility is being constructed. The facility will be open during normal business hours, so evening and weekend impacts to adjacent properties would be minimal. All vehicular and pedestrian access from the project will be onto SW 146th Street. There are no significant adverse noise, odor, air and water pollution, and glare impacts. Parking and building lighting impacts will be minimized by using pedestrian scale lighting and dark sky

compliant fixtures. The proposed project will conform to Zoning Code Chapter 19.17.015, Transition Standards, which requires a twenty (20) foot Type I (visual screen) landscape buffer, limits building height and building facade and roofline modulation. The proposed rezone to Office (O) will provide a better transition from the automobile dominated uses to the east than locating high density multi-family uses directly abutting the Regional Commercial (CR) zone.

Policy NP 1.A: The City shall establish and adopt restrictions on the use of surface streets in residential neighborhoods to ensure that commercial traffic does not damage residential roads or subject residential neighborhoods to congestion, noise or increased surface street traffic.

The proposed site borders on two street frontages, a dead end residential street (2nd Avenue SW) and SW 146th Street, a designated collector arterial. Primary access for the facility will be from SW 146th Street. No access from the project is planned for 2nd Avenue SW. If the City determines that an emergency only access is required through the property, then one could be provided that meets the Fire Department standards.

Streetscapes

Goal SC.1: Develop a fully integrated local street system which accommodates various transportation modes depending upon individual neighborhood characteristics, and creates streetscapes that enhance neighborhood quality and help develop a strong sense of community.

Neighborhoods

Policy SC 1.13: The City should emphasize the use of local streets for local access and residential traffic in order to minimize traffic noise, congestion, and other hazards to residential uses and pedestrians. Through access can be discouraged by a variety of methods, including installing traffic calming devices, provided there is strong support and involvement from the immediate neighborhood and community.

The proposed site borders on two street frontages, a dead end residential street (2nd Avenue SW) and SW 146th Street, a designated collector arterial. All vehicular and pedestrian access for the facility will be from SW 146th Street. No vehicular or pedestrian access from the project is planned for 2nd Avenue SW.

Regulatory Measures

Goal RM.1: Provide flexibility in the regulation of land use and development, and accent performance standards that address the specific impacts of development.

Policy RM 1.5c: New commercial, mixed use or industrial development should be designed for compatibility with abutting residential neighborhoods. The landscaping code shall also require adequate and attractive buffering of adjacent residential uses from any adverse impacts.

The proposed rezone to Office (O) will provide a better transition from the automobile dominated uses to the east than locating high density multi-family uses directly abutting the Regional Commercial (CR) zone. If the Comprehensive Plan Amendment and Rezone is approved, then Zoning Code Chapter 19.17.015, Transition Standards, will apply to the whole site. Building height will be limited to thirty-five (35) feet and a twenty (20) foot landscaped visual screen (Type I, visual barrier) buffer will be required along the north and west property lines (Figure 1). Building facades and rooflines that are oriented to residential zones will be required to provide modulation. Mechanical equipment, truck loading and refuse collection areas are required to be located as far away as possible from the zone receiving transition.

TRANSPORTATION ELEMENT Transportation Vision:

Promote the development of the City of Burien as a community with a local and regional transportation system that integrates cars, pedestrians, bicycles and transit.

Transportation Goal: Develop, maintain and operate a balanced, safe and efficient multimodal transportation system to serve all users.

Goal TR 1 Mobility and Roadway Capacity: Provide a transportation system that serves the travel needs of Burien residents, businesses, visitors, through-traffic, and freight transport.

Policy TR 1.2.2: The City shall require that new development shall be allowed only if (1) all transportation facilities are adequate at the time of development and transportation impacts will not negatively impact or reduce LOS elsewhere or (2) a financial commitment is in place to complete the necessary improvements or strategies to accommodate transportation impacts within six years, in order to protect investment in and the efficiency of existing transportation facilities and services and promote compact growth.

The proposed site borders on two street frontages, a dead end residential street (2nd Avenue SW) and SW 146th Street, a designated collector arterial. Vehicular and pedestrian access for the facility will be from SW 146th Street. There is no vehicular or pedestrian access to 2nd Avenue SW. GHC will engage the services of a transportation planning and engineering firm to conduct a traffic impact study for the building permit application and SEPA review. Preliminary assessments by a traffic engineer indicate that any potential traffic impacts are anticipated to not significantly impact adjacent roadways and LOS in the general vicinity. Any traffic impacts will be mitigated through transportation and physical improvements, payment of impact fees and conformance with Public Works codes and regulations. GHC will work with the City to determine the specific impacts and mitigation requirements.

Policy TR 1.2.3: The City should require developers to conduct traffic studies or analyses to determine development impacts on the transportation system.

The proposed site borders on two street frontages, a dead end residential street (2nd Avenue SW) and SW 146th Street, a designated collector arterial. Vehicular and pedestrian access for the facility will be from SW 146th Street. There is no vehicular or pedestrian access to 2nd Avenue SW. GHC will engage the services of a transportation planning and engineering firm to conduct a traffic impact study for the building permit application and SEPA review. Preliminary assessments by a traffic engineer indicate that any potential traffic impacts are anticipated to not significantly impact adjacent roadways and LOS in the general vicinity. Any traffic impacts will be mitigated through transportation and physical improvements, payment of impact fees and conformance with Public Works codes and regulations. GHC will work with the City to determine the specific impacts and mitigation requirements.

Policy TR 3.2.1: The City should consider the impacts of land use decisions on adjacent roadways, as well as the impacts of roadway improvements on proposed land uses.

The proposed site borders on two street frontages, a dead end residential street (2nd Avenue SW) and SW 146th Street, a designated collector arterial. Vehicular and pedestrian access for the facility will be from SW 146th Street. There is no vehicular or pedestrian access to 2nd Avenue SW. GHC will engage the

services of a transportation planning and engineering firm to conduct a traffic impact study for the building permit application and SEPA review. Preliminary assessments by a traffic engineer indicate that any potential traffic impacts are anticipated to not significantly impact adjacent roadways and LOS in the general vicinity. Any traffic impacts will be mitigated through transportation and physical improvements, payment of impact fees and conformance with Public Works codes and regulations. GHC will work with the City to determine the specific impacts and mitigation requirements.

Goal TR 9 Parking: Establish coordinated parking strategies that achieve the City's overall goals for economic activity, transportation and circulation, existing and future land use, and downtown design.

Policy TR 9.1.1: The City should require that property owners be responsible for providing adequate parking and for managing parking demand on-site to avoid spillover parking on neighboring properties or streets.

GHC has planned for adequate parking by acquiring six (6) additional lots that are adjacent to their existing site. On-site parking will be provided for the facility and no off-site parking impacts are anticipated. GHC does not intend to provide vehicular or pedestrian access for their facility from 2nd Avenue SW, eliminating any potential parking or traffic impacts on that street.

CAPITAL FACILITIES ELEMENT

Goal CF.4: Actively influence the future character of the City by managing land use change and by developing City facilities and services in a manner that directs and controls land use patterns and intensities.

Policy CF 4.1: Development shall be allowed only when and where all public facilities are adequate and only when and where such development can be adequately served by essential public services without reducing levels of service elsewhere.

The existing GHC facility is approximately 20,000 square feet in size. The facility is currently served by adequate public facilities and services. The proposed expansion will increase the size to a total of 44,000 square feet. Minor traffic impacts may result from the expansion and the project will need to provide the appropriate mitigation. Other public facilities and services are adequate for the planned expansion.

Goal CF.6: Ensure that development does not out-pace the City's ability to provide and maintain adequate public facilities and services.

Policy CF 6.1: Land Use decisions, including comprehensive plan amendments, shall be based on a finding that any proposed development can be supported by adequate public facilities consistent with this plan.

The existing GHC facility is approximately 20,000 square feet in size. The facility is currently served by adequate public facilities and services. The proposed expansion will increase the size to a total of 44,000 square feet. Minor traffic impacts may result from the expansion and the project will need to provide the appropriate mitigation. Other public facilities and services are adequate for the planned expansion.

2.11 ECONOMIC DEVELOPMENT ELEMENT

Overall Mission Statement: Ensure Burien is the best place to work, live, learn, shop and visit.

Goal ED. 2: Embrace Burien's unique "livability".

Policy ED 2.1: Favor development projects that build and sustain a livable community with plenty of

amenities.

GHC has been operating a health care facility at this location for over forty (40) years. Health care institutions contribute to vibrant and livable communities and become part of the fabric. The Comprehensive Plan Amendment and Rezone will allow GHC to improve their presence and contribution to the health and welfare of the Burien community.

Goal ED. 3: Diversify the economy and promote economic vitality and employment throughout the city.

Policy ED. 3.3: A high priority should be placed on business retention and new business recruitment.

The Comprehensive Plan Map amendment and Rezone request will change an existing, legal, non-conforming use to a conforming use. The new facility will accommodate future growth in projected needs within the service area, improve customer service, provide the latest in medical technology, improve access to the elderly and patients with mobility issues, and allow GHC to provide their healthcare services in a cost efficient manner.

Policy ED. 3.3: A high priority should be placed on business retention and new business recruitment.

The Comprehensive Plan Map amendment and Rezone request will change an existing, legal, non-conforming use to a conforming use. The new facility will accommodate future growth in projected needs within the service area, improve customer service, provide the latest in medical technology, improve access to the elderly and patients with mobility issues, and allow GHC to provide their healthcare services in a cost efficient manner.

Goal ED. 4: Use Economic Clusters as a strategy for focused economic growth.

Policy ED 4.1: Continue to promote Burien as a medical service and wellness center.

The Comprehensive Plan Map amendment and Rezone request will change an existing, legal, non-conforming use to a conforming use. The new facility will accommodate future growth in projected needs within the service area, improve customer service, provide the latest in medical technology, improve access to the elderly and patients with mobility issues, and allow GHC to provide their healthcare services in a cost efficient manner.

BMC 19.65.095.4.I
COMPATIBILITY ANALYSIS

Attachment A

North, adjacent to the GHC property, is a vacant lot that is zoned Residential Multi-Family (RM-24).



Approximately half of the vacant property to the east has been graded and gravel placed in these areas. Several large trees and dense vegetation cover the westerly half of the property.

Parking for the proposed facility will be located adjacent to this property. The zoning code requires a minimum twenty (20) foot wide Type I landscaping buffer in order to create a visual barrier.

West, adjacent to the GHC property, is a twenty (20) unit condominium project with an interior courtyard for parking and community space. The lot is zoned Multi-Family (RM-24).



An existing chain link fence is along the common eastern property line. Private patios with approximately seven (7) feet in depth are along the fence.

The GHC project will provide a required twenty (20) foot wide buffer with Type I (visual barrier) landscaping buffer.





Also to the west, separated by the sixty (60) foot 2nd Avenue SW public right-of-way, are four single-family residences on lots that are zoned Residential Single-Family (RS-7200). These are one and two story buildings, typically set back from the edge of 2nd Avenue SW right-of-way. All have mature trees and residential scaled landscaping.



The building will not be located across from these properties, except for the most southerly of the single-family residences. This house has several large and mature trees and is set back significantly from the property line. The three northerly single-family residences along the 2nd Avenue SW right-of-way will have parking located across with a minimum twenty (20) foot wide Type II (visual barrier) landscaping buffer.



South, separated by the sixty (60) foot wide SW 146th Street public right-of-way, are several lots that are zoned Special Planning Area 3: Gateway (SPA-3).



This is a large, local shopping center with Safeway, Rite Aid, Starbucks, Radio Shack and a number of other typical retail stores. A large parking lot is in the center of the shopping center. The back of the Safeway building with truck loading and unloading is situated along SW 146th Street. As the road grade of the SW 146 St rises to the west, it provides screening to the loading area of facility. Some landscaping exists along this edge for buffering.



This property is located across the SW 146th Street right-of-way. There is some existing landscaping on-site that screens this property. The proposed GHC building is setback from the street right-of-way ten (10) feet. The zoning code also requires a ten (10) foot wide Type III landscaping strip along all public rights-of-way.

East, adjacent to the GHC property, are four (4) lots that are zoned Regional Commercial (CR).



These properties are characterized by single story industrial and showroom style buildings and are used by automobile sales and repair shops. The buildings are oriented with front doors to the 1st Avenue SW right-of-way. Some existing fencing has barbed wire for security purposes. Paving and impervious surfaces cover most of the land with minimal landscaping.



Parking for the GHC facility is proposed along the eastern property line. The zoning code requires a minimum five (5) foot wide Type III landscaping buffer.



Zoning (District Comparison)	Building Height	Front Setback	Interior Setback	Building Coverage	Impervious Surface Coverage
Residential Single Family (RS-7200) West lots, across 2nd Avenue S	35'	20'	5'	35%	70%
Residential Multi-Family (RM-24) West lots, adjacent to GHC property North lot, adjacent to GHC property	35' - 60'	10'	5'	70%	85%
Special Planning Area 3 (SPA-3) South, across from SW 146th Street	3 stories	5'	0'	85%	90%
Regional Commercial (CR) East, adjacent to GHC property	35' - 45'	10'	0'	85%	90%
Office (O) Proposed Rezone	35'	10'	0'	70%	85%

Note: Required landscaped buffers not included in setbacks per 19.17.015

Burien Planning Commission
October 11, 2011

To the Burien Planning Commission:

Tonight I am here to speak on behalf of the 137^y citizens that signed the petition for the change to the Comprehensive Land Use Map and Rezone for Lake Burien-the Lake Burien Neighborhood. My testimony at this hearing as the spokesperson for this group establishes this group and its petitioners as persons of standing at this Public Hearing on this issue at hand.

During the last update of the Comprehensive Plan, the Lake Burien Neighborhood was told that if even one potential housing unit-even though no units housing units were currently constructed on the vacant land-was lost in a request for a change to the Comprehensive Plan or a rezone request, the request for the change to the Comprehensive Plan or the rezone request would not meet the City's Amendment criteria. The Group Health request involves the loss of 63 to 100 units from the Growth Management numbers.

Furthermore, the Lake Burien Neighborhood was told that another neighborhood had to agree to accept those units before any request could be considered. We see no documentation or commitments from other neighborhoods to take up these lost units from this Group Health Project.

Additionally, the Lake Burien Neighborhood was told that with the loss of residential housing units and a rezone, as citizens we would have to wait until there was a major revision to the Comprehensive Plan to have such a request considered. City Staff is recommending in their findings that the Group Health Request be allowed without having to wait until a major revision to the land use component of the Comprehensive Plan has occurred.

The Lake Burien Neighborhood Amendment request met the criteria set out by the Growth Management Act as well as the PSRC 2040 Vision for why the change to the Plan Map and a rezone should be granted due to critical areas protection and water quality protection. Since last year, the Growth Management Numbers have not changed nor has the number of excess building units identified in the City's Buildable Lands Report.

Therefore we are requesting to know why the Group Health Project is not being held to the same standard as the Lake Burien Neighborhood was held to in their request regarding the loss of these units-63 to 100 units-in the City's findings. The process and criteria that the Lake Burien Neighborhood had to meet appears to be different and prejudicial as compared to the criteria that the Group Health request has to meet. The Group Health request is not being held to the same rules and rigid standard the Lake Burien Neighborhood was required to meet.

For that reason, the Lake Burien Neighborhood is requesting that the Group Health request be denied.

Sincerely,
Chestine Edgar and the Lake Burien Neighborhood

EXHIBIT "C"

FILE

Art Pederson

From: Carol Lumb [lumbcarol@hotmail.com]
Sent: Tuesday, October 11, 2011 12:10 AM
To: Art Pederson
Subject: Group Health Comprehensive Plan and Zoning Map Amendments

PLA 11-0883
CP 201-1

Dear Art:

I am unable to attend the October 11, 2011 public hearing on PLA 11-0883 and am writing to support Group Health's request to change the Comprehensive Plan designation on its property and five single family parcels from High Density Multi-family Neighborhood to Office and to change the zoning designation from multi-family to office.

I believe the proposed request is consistent with the City's comprehensive plan, compatible with surrounding land uses and will allow Group Health to continue providing needed health services to residents in the area by allowing expansion of the facility. It is a great benefit to Burien residents that this health care facility is located in the City.

Thank you for the opportunity to provide comments.

Sincerely,

Carol Lumb
1958 SW 164th Street
Burien, WA 98166

Burien Planning Commission
October 11, 2011

To the Burien Planning Commission:

In the City of Burien's application to amend the Comprehensive Plan, criteria J requires that:

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

Example 1

City Staff findings concluded:

"The proposed amendment would result in the loss of capacity to meet other needed land uses such as housing, as the applicant acknowledges in the application. Measures cited by the applicant, such as transfer of development rights, are not currently included in the Comprehensive Plan and could not be used to mitigate this impact. The shifting of responsibility for meeting housing capacity requirements cannot be accomplished through the proposed amendment."

Example 2

City Staff findings concluded:

"Therefore, whether one uses zoned density or achieved density, the City would still have adequate capacity to achieve its residential growth target and

would still have surplus multi-family capacity. Hence, no loss of capacity to meet our planned housing target would result from the proposed amendment.”

In the first example, the City finding was based on the potential loss of 40 housing units.

In the second example, the City finding is based on the potential loss 63 to 100 housing units.

In both examples, the City of Burien reported to the State that their Buildable Lands Report documented an excess of 600 housing units above their required Growth Management

Numbers. 1st ex: loss < 40 units → denied
2nd ex: loss 60-100 units → approved

Questions:

Why is the City not consistently applying their publically documented criteria?

Is there another set of criteria hidden from the public that the City chooses to use at their convenience?

How should Burien citizens to respond to apparent capricious decisions by the city?

Because of the City of Burien’s inconsistency in the application of documented criteria, I am requesting that the Group Health request be denied.

Bob Edgar
12674 Shorewood Dr SW
Burien, 98146

EXHIBIT "E"

RECEIVED 9/27/11
#2011-1

To the Burien Planning Commission
September 27, 2011

To the Burien Planning Commission;

During the last update of the Comprehensive Plan the Lake Burien Neighborhood was told that if even one housing was lost in a request for a change to the Comprehensive Plan or a rezone request, the request for the change to the Comprehensive Plan or the rezone request would not meet the criteria. The Group Health request involves the loss of 63 to 99 units from the Growth Management numbers.

Furthermore, the Lake Burien Neighborhood was told that another neighborhood had to agree to accept those units before any request could be considered. We see no documentation or commitments from other neighborhoods to take up these lost units from this Group Health Project.

The Lake Burien Neighborhood request met the criteria set out by the Growth Management Act as well as the PSRC 2040 Vision for why the change to the Plan Map and a rezone should be granted-critical areas protection and water quality protection. Since last year the Growth Management Numbers have not changed nor the number of extra units the City has for its Buildable Lands Report.

Therefore we are requesting to know why the Group Health Project is not being held to the same standard as the Lake Burien Neighborhood was held to in their request regarding the loss of these units-63 to 99 units- in the City's findings.

Sincerely,
Chestine Edgar *CE*
The Lake Burien Neighborhood

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

Adequate public facility capacity exists to support the existing comprehensive plan map designation as well as the requested amendment.

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

The proposed amendment will be compatible with the properties located on a small portion of the north boundary and a small portion of the west boundary of the subject area. The proposed amendment will not necessarily be compatible with properties located on a portion of the west boundary that are designated Multi-Family and Neighborhood Commercial and on a portion on the east boundary that are designated Special Planning Area 2 and Multi-Family.

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

The proposed amendment would result in the loss of capacity to meet other needed land uses such as housing, as the applicant acknowledges in the application. Measures cited by the applicant, such as transfer of development rights, are not currently included in the Comprehensive Plan and could not be used to mitigate this impact. The shifting of responsibility for meeting housing capacity requirements cannot be accomplished through the proposed amendment.

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

- i. Conditions have so markedly changed since the property was given its present Comprehensive Plan designation that the current designation is no longer appropriate; or,*
- ii. The map change will correct a Comprehensive Plan designation that was inappropriate when established.*

The applicant has not demonstrated that conditions have so markedly changed since the previous designation that the current designation is no longer appropriate or that the map change is required to correct a designation that was inappropriate when established. The existing designation as Moderate Density Residential Neighborhood was established as a result of a public planning process and has been in place since Burien's incorporation in 1993 (except for a short time in 1997).

REVIEW OF CRITERIA FOR REZONE

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

A. The rezone is consistent with the Comprehensive Plan.

Public Comment regarding CP/Z/ZC Amendments 2011-1, PLA 11-0883

Received October 21, 2011

From: Karin Kohler (formerly, Kerns), Burien 146 Condominiums, 212 SW 146th Street, Secretary/Treasurer, phone 206 246 6007

Please note: In the review of the packet, City of Burien, Comprehensive Plan, page 6, 1...."to the west and north abutting the site, an eight-unit multi family building...(if this is in reference to Burien 146 that building is a 10 unit building, two building make-up Burien 146); also Attachments 2a and 3 a - only 9 of 20 units of Burien 146 are listed. Not all owners received the public hearing notice. Copies were however distributed by the HOA to all.

As suggested by the City of Burien Planning Commissioners, communication between Group Health and neighbors has been initiated. The owners at Burien 146 do not have any further comments for the zoning amendment. We are satisfied with responses we have received.

Concerns that we have addressed and are awaiting answers from Group Health are not related to the zoning.

We look forward to working with Group Health throughout the phases.

Thank you to all for allowing us to address our concerns for our health and safety.

October 25, 2011
To the Burien Planning Commission
Re-Public Hearing Agenda Items

It is very hard to tell from the agenda which all of the items that are up for public hearing tonight

Comments on Transportation Master Plan-I sit on this committee and I don't recall as a member of the committee that I have seen, discussed or reviewed all of the changes that are shown in red as changes to the Comp Plan. It seems that the committee should have had time to discuss these and provide input.
2. The Proposed Plan that I have seen here has some sections that are confusing in that the maps are not shown in color or clearly display the multimodal transportation system that was discussed in the committee. Without that graphic it is had to figure out what is being discussed in this part of the Comp Plan-page 1
3. Pol MMxx-page 2, there was no discussion in the committee about setting target goals so I am wondering where the reduction numbers came from.
4. page 2-the committee never discussed colored level intersections treatment and as they as currently discussed in the document, they make no sense to the reader.
5. page 3 TRxxx New makes no sense.
6. Through out the document it is unclear what the City will do and what the City shall do. Without those terms it becomes unclear what the city will enforce and will not enforce in this plan
7. Maps were unclear and difficult to read and understand.
8. Major portions of the Comp Plan have been omitted-such as Parking and Transportation Finance. Does this mean that these items have been abandoned. If that is the case I am opposed to abandoning them. I do not recall discussing abandoning these areas of the Comp Plan in the committee. Chestine Edgar

Comments on the Group Health Comp Plan Amendment/Rezone/Map Change

The Lake Burien Neighborhood is oppose to this Comp Plan Amendment because it does not meet all of the Criteria set forth in the City Ordinance as explained by the City Staff in 2010-per the discussion on Criteria for changes to the Comp Plan.
It does not meet Criteria L, J and Kii. The conditions have not so markedly changed that it requires a map change. Additonally, if Group Health felt that it had been put on the Comp Plan Map in error in 1993 or 1999, it should have appealed that change within 60 days of the change for it to have been considered a valid error. As a result, the issue of a rezone should be denied also.- Chestine Edgar and the Lake Burien Neighborhood.

Comments on the Public Health Policies-Comp Plan language.

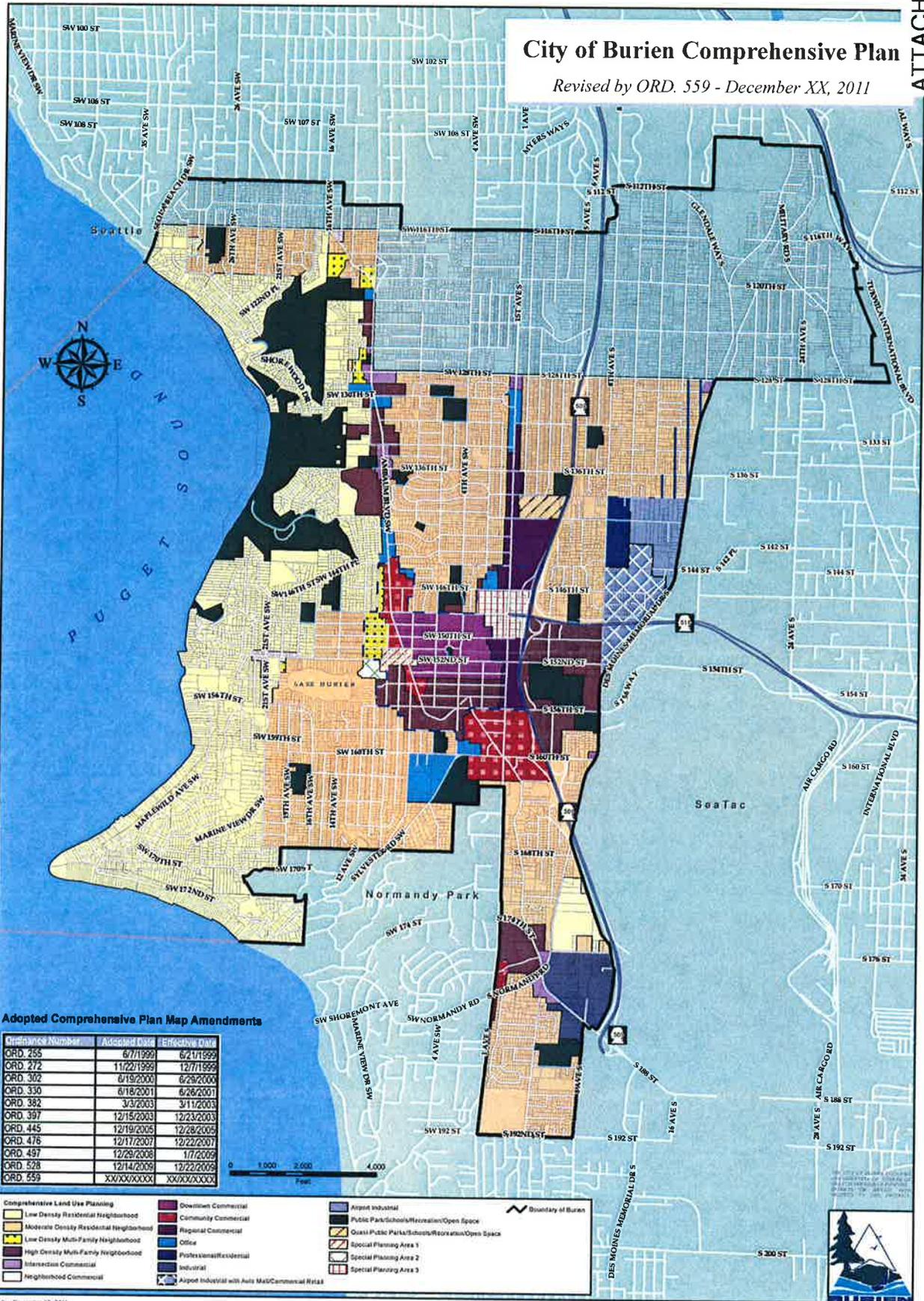
Again throughout the document it is unclear what the City will do and what the City shall do. There are a lot of fluff terms but no a lot of action items. What will the city enforce and provide funding for and what are only suggestions-this is not clear.

Overall Comment on meeting content

There were too many documents on too many topics-to thoroughly review them in one meeting and not enough time in advance to see the documents and thoroughly read them.
This is the Comp Plan and it needs to be studied in greater detail to have educated public comments and discourse on the documents and to produce a quality comp Plan. Chestine Edgar

City of Burien Comprehensive Plan

Revised by ORD. 559 - December XX, 2011



Adopted Comprehensive Plan Map Amendments

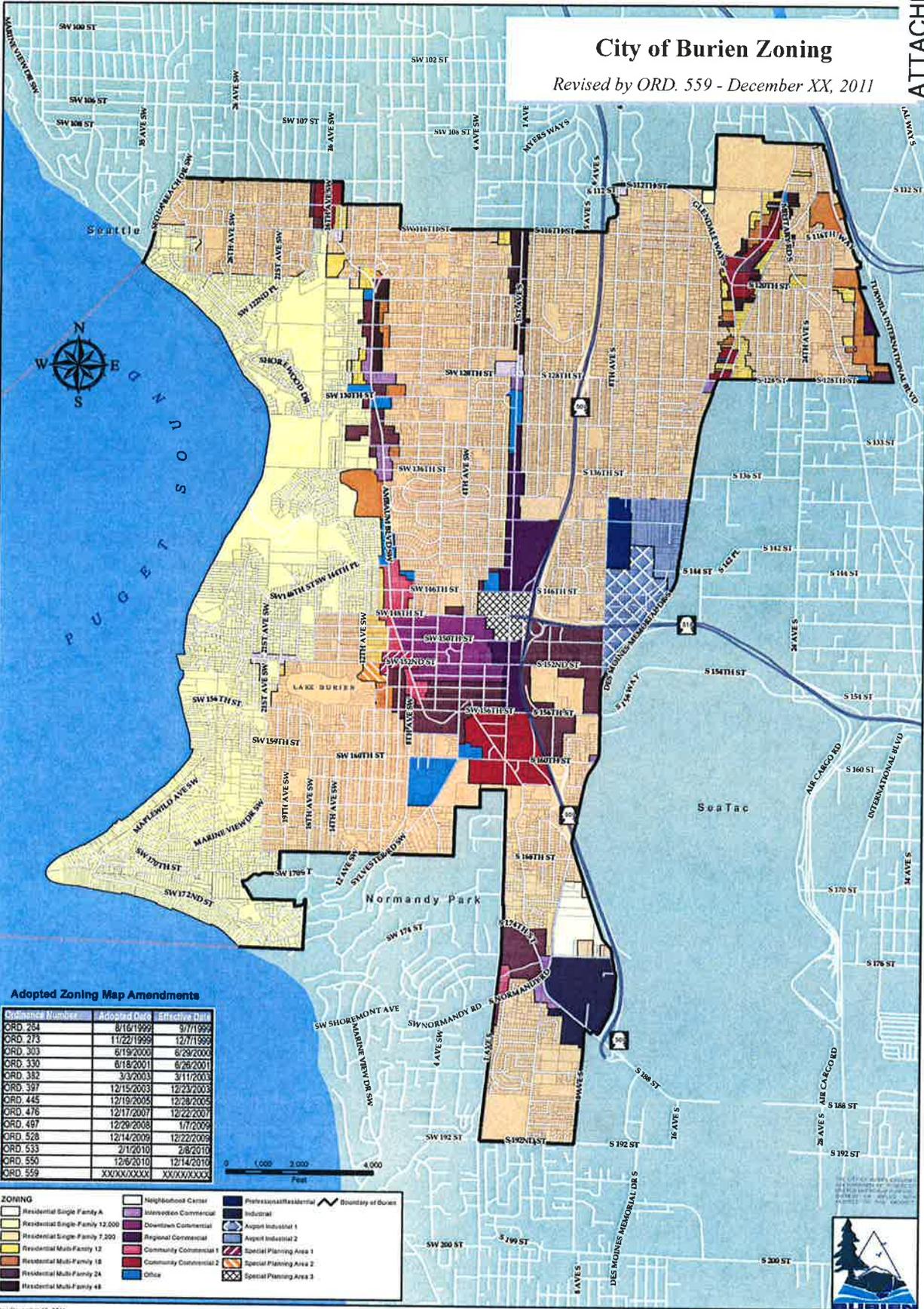
Ordinance Number	Adopted Date	Effective Date
ORD. 255	6/7/1999	6/21/1999
ORD. 272	11/22/1999	12/7/1999
ORD. 302	6/19/2000	6/29/2000
ORD. 330	6/18/2001	6/26/2001
ORD. 382	3/3/2003	3/11/2003
ORD. 397	12/15/2003	12/23/2003
ORD. 445	12/19/2005	12/28/2005
ORD. 476	12/17/2007	12/22/2007
ORD. 497	12/29/2008	1/7/2009
ORD. 528	12/14/2009	12/22/2009
ORD. 559	XX/XX/XXXX	XX/XX/XXXX

Low Density Residential Neighborhood	Downtown Commercial	Airport Industrial
Moderate Density Residential Neighborhood	Community Commercial	Public Parks/Schools/Recreation/Open Space
Low Density Multi-Family Neighborhood	Regional Commercial	Quasi Public Parks/Schools/Recreation/Open Space
High Density Multi-Family Neighborhood	Office	Special Planning Area 1
Interoffice Commercial	Professional/Residential	Special Planning Area 2
Neighborhood Commercial	Industrial	Special Planning Area 3
Airport Industrial with Auto Max/Commercial Retail		Boundary of Burien

Friday, November 18, 2011
 I:\GIS\RECORDS\GIS\Master Map Projects\Czimg_CPLU_11417.mxd

City of Burien Zoning

Revised by ORD. 559 - December XX, 2011



Adopted Zoning Map Amendments

Ordinance Number	Adopted Date	Effective Date
ORD. 264	8/16/1999	9/7/1999
ORD. 273	11/22/1999	12/7/1999
ORD. 303	6/19/2000	6/29/2000
ORD. 330	6/18/2001	6/28/2001
ORD. 382	3/3/2003	3/11/2003
ORD. 397	12/15/2003	12/23/2003
ORD. 445	12/19/2005	12/28/2005
ORD. 476	12/17/2007	12/22/2007
ORD. 497	12/29/2008	1/7/2009
ORD. 528	12/14/2009	12/22/2009
ORD. 533	2/1/2010	2/8/2010
ORD. 550	12/6/2010	12/14/2010
ORD. 559	XXXX/XXXX	XX/XX/XXXX

ZONING

- Residential Single Family A
- Residential Single Family 12,000
- Residential Single Family 7,200
- Residential Multi-Family 12
- Residential Multi-Family 18
- Residential Multi-Family 24
- Residential Multi-Family 48
- Neighborhood Center
- Suburban Commercial
- Downtown Commercial
- Regional Commercial
- Community Commercial 1
- Community Commercial 2
- Office
- Professional Residential
- Industrial
- Airport Industrial 1
- Airport Industrial 2
- Special Planning Area 1
- Special Planning Area 2
- Special Planning Area 3
- Boundary of Gores

File: November 18, 2011
 \\fs1\RECORDS\GIS\Map Projects\Zoning_CPL\11117.mxd

City of Burien

BURIEN PLANNING COMMISSION
 February 8, 2011
 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 Jim Clingan called the February 8, 2011, meeting of the Burien Planning Commission to order at 7:05 p.m.

ROLL CALL

Present: Jim Clingan, chair; Greg Duff, Ray Helms, Rachel Pizarro, John Upthegrove

Absent: Nancy Tosta

Administrative staff present: Scott Greenberg, Community Development Department director; David Johanson, senior planner; Rocky Piro, Puget Sound Regional Council

AGENDA CONFIRMATIONDirection/Action

Motion was made by Commissioner Upthegrove, seconded by Commissioner Pizarro, and passed unanimously to approve the agenda for the February 8, 2011, meeting.

APPROVAL OF MINUTESDirection/Action

Commissioner Pizarro asked that the spelling of her name be corrected under the heading "Roll Call" in the November 9, 2010, minutes. **Motion** was made by Chair Clingan, seconded by Commissioner Helms, and passed unanimously to approve the minutes as corrected.

Commissioner Pizarro asked that the spelling of her name be corrected under the heading "Roll Call" in the November 16, 2010, minutes. **Motion** was made by Chair Clingan, seconded by Commissioner Duff, and passed unanimously to approve the minutes as corrected.

PUBLIC COMMENT

Robbie Howell, 15240 20th Ave SW

Ms. Howell presented the commissioners with a letter and asked that it be included in the file of last year's proposed Comprehensive Plan amendment 2010-2.

OLD BUSINESS

None.

**AGENDA BILL
 ATTACHMENT 2**

NEW BUSINESS

Scott Greenberg summarized the Planning Commission's work program for 2011, which includes a first phase of a state-mandated major review and update of the city's Comprehensive Plan. He then gave a brief explanation of the Growth Management Act; the City must comply with its 14 goals. Commissioner Helms asked questions about corridor plans and what constitutes a corridor. Commissioner Upthegrove asked if a member of the Planning Commission can suggest changes to the Comprehensive Plan and whether the member would have to go through the usual process including paying the required fee. He suggested waiving the fee for citizens to suggest changes to the Comprehensive Plan during the update period.

David Johanson gave a brief update of the status of the proposed Shoreline Master Program.

Rocky Piro, FAICP, program manager with the Puget Sound Regional Council, then gave the commissioners a presentation on local and regional planning, explaining the state planning goals, the role of the Puget Sound Regional Council and the Vision 2040 long-range regional strategy. He noted that the Vision 2040 document is available on the Puget Sound Regional Council website; there also is a series of 12 one-page summaries of key policy concepts available that are easier to read through than the entire document.

Direction/Action

Staff will provide the commissioners with three checklists – from the state, a list of changes to the Growth Management Act over the past 8 years; from PSRC, that it uses for its review of cities' comprehensive plans; and from the Countywide Planning Policies. The commissioners will assist staff in completing the checklists by reviewing the City's current Comprehensive Plan.

PLANNING COMMISSION COMMUNICATIONS

Commissioner Pizarro said she will be out of town Feb. 25 through March 12, so she will miss the March 8 meeting.

DIRECTOR'S REPORT

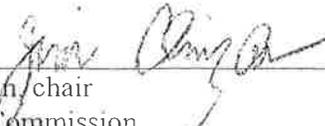
Mr. Greenberg reported that the City has hired a new planner, Art Pederson. Mr. Johanson is now concentrating on long-range planning; Chip Davis was promoted to senior planner focusing on current planning. Mr. Pederson is filling Mr. Davis' former position.

ADJOURNMENT

Direction/Action

MOTION to adjourn was made by Commissioner Helms. The meeting adjourned at 8:26 p.m.

APPROVED: Feb. 22, 2011



Jim Clingan, chair
Planning Commission

David Johanson summarized Burien's current Comprehensive Plan and then addressed scoping for the upcoming major Comprehensive Plan update. He reviewed the elements to be updated. One primary focus this year will be the land use element; the community character element also will be examined. Other elements, including transportation, storm water, and parks, recreation and open space, will be updated as well. He then reviewed the Comprehensive Plan checklists from the Department of Commerce and Vision 2040 and explained how they are used. He requested feedback from the commissioners on the completeness of each checklist.

Direction/Action

Commissioners were asked to send their suggestions/additions to the checklists to staff for inclusion. Staff will create and regularly maintain a webpage on the Comprehensive Plan update.

PLANNING COMMISSION COMMUNICATIONS

None.

DIRECTOR'S REPORT

None.

ADJOURNMENT

Direction/Action

MOTION to adjourn was made by Commissioner Tosta and seconded by Commissioner Upthegrove. The meeting adjourned at 8:17 p.m.

APPROVED: March 8, 2011

Tosta for Jim Clingan

Jim Clingan, chair
Planning Commission

City of Burien

BURIEN PLANNING COMMISSION
April 12, 2011
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 Jim Clingan called the April 12, 2011, meeting of the Burien Planning Commission to order at 7:04 p.m.

ROLL CALL

Present: Jim Clingan, Greg Duff, Ray Helms, Rachel Pizarro, Brooks Stanfield, Nancy Tosta, John Upthegrove

Absent: None

Administrative staff present: David Johanson, senior planner; Larry Blanchard, Public Works director; Dori Babcock, management analyst, HEAL grant administrator; Malissa Phok, right-of-way inspector; Brian Victor, capital projects manager/engineer.

AGENDA CONFIRMATION

Direction/Action

Motion was made by Commissioner Tosta, seconded by Commissioner Duff, and passed unanimously to approve the agenda for the April 12, 2011, meeting.

PUBLIC COMMENT

Bob Edgar, 12674 Shorewood Dr. SW, said the Lake Burien neighborhood is requesting to do a neighborhood plan during the current Comprehensive Plan update process.

APPROVAL OF MINUTES

Direction/Action

Motion was made by Commissioner Tosta, seconded by Commissioner Duff, and passed unanimously to approve the minutes of the March 8, 2011, meeting.

NEW BUSINESS

David Johanson, senior planner, showed a graphic explaining the interrelationships of the Vision, functional plans and Comprehensive Plan elements.

Dori Babcock, management analyst, explained the Healthy Eating Active Living (HEAL) grant. The Centers for Disease control awarded the King County area \$43 million, of which Burien received \$200,000. She said the focus of the grant is on preventing chronic illness through policies, systems and environments, shaping the environment to support healthy choices and restoring balance. She added that the life expectancy in south King County is seven years less than in other parts of King County.

Mr. Johanson noted that although a presentation on the Parks, Recreation and Open Space Plan was listed on the agenda, circumstances were preventing that this evening.

Public Works director Larry Blanchard gave a brief overview of the Transportation Master Plan process. Malissa Phok discussed the first step, the upcoming complete traffic count, and Mr. Blanchard described how the data gathered would be used in developing the master plan.

He then gave a summary of the Drainage Master Plan and the elements going into developing it. Mr. Blanchard also told the commissioners that the City received a Washington state Department of Natural Resources grant to perform a tree inventory within city right-of-way and on park property. He said he hopes to have the inventory completed by the end of June.

Direction/Action

None.

OLD BUSINESS

None.

PLANNING COMMISSION COMMUNICATIONS

None.

DIRECTOR'S REPORT

Mr. Johanson reminded the commissioners about the upcoming citywide visioning meetings and encouraged them to try to get people engaged in the visioning process. Since one of the visioning meetings falls on April 26, a regularly scheduled Planning Commission meeting night, that Planning Commission meeting probably will be canceled so the commissioners can participate in that visioning meeting, if they so desire.

Chair Clingan asked newly appointed commissioner Brooks Stanfield to introduce himself.

ADJOURNMENT

Direction/Action

MOTION to adjourn was made by Commissioner Tosta and seconded by Commissioner Duff. The meeting adjourned at 8:20 p.m.

APPROVED: *Jim Clingan*

 May 10, 2011

Jim Clingan, chair
Planning Commission

City of Burien

BURIEN PLANNING COMMISSION
May 10, 2011
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 Jim Clingan called the May 10, 2011, meeting of the Burien Planning Commission to order at 7:00 p.m.

ROLL CALL

Present: Jim Clingan, Ray Helms, Rachel Pizarro, Brooks Stanfield, Nancy Tosta, John Upthegrove

Absent: Greg Duff

Administrative staff present: David Johanson, senior planner; Scott Greenberg, Community Development director; Steve Roemer, parks manager/planner

AGENDA CONFIRMATION

Direction/Action

Motion was made by Commissioner Tosta, seconded by Commissioner Pizarro, and passed unanimously to approve the agenda for the May 10, 2011, meeting.

PUBLIC COMMENT

None.

APPROVAL OF MINUTES

Direction/Action

Motion was made by Commissioner Tosta, seconded by Commissioner Stanfield, and passed unanimously to approve the minutes of the April 12, 2011, meeting.

NEW BUSINESS

Steve Roemer, parks manager/planner, briefed the commissioners on the Parks, Recreation and Open Space Plan update process. The plan is updated every six years. Beckwith Consulting Group has been hired to assist in the update for 2011. The two reasons for the update are to reassess citizens' needs and desires for their parks and the City's ability to meet those needs and desires, and to meet requirements to apply for grants from the state Recreation and Conservation Funding Board to fund capital projects. As part of the update, a public outreach effort, including surveys and open houses, will continue through December.

David Johanson and Scott Greenberg introduced the commissioners to the data on the annexed portion of North Highline collected thus far in preparation for updating the land use planning for the annexed area. They noted that no conclusions have been reached about the data yet. Mr. Greenberg said the outcome will be a comprehensive land use map for the North Burien area. He showed the commissioners a series

of maps denoting historic King County Comprehensive Plan designations and zoning, existing zoning and land use, and a map from Southwest Suburban Sewer District to illustrate the connection between land use and utilities.

Commissioner Duff arrived at 8:13 p.m.

Regarding Comprehensive Plan formatting, Mr. Greenberg showed the commissioners a few pages of the Ventura, California, general (comprehensive) plan's format and the way it integrates the City's vision into the plan. The City created goals for their community's future based on the vision. He said in this model the Comprehensive Plan is organized around the values that are important to the community, not around organization from the Growth Management Act.

Direction/Action

Examples of Comprehensive Plan formats will be included in the next meeting packet.

OLD BUSINESS

None.

PLANNING COMMISSION COMMUNICATIONS

Commissioner Helms reminded commissioners about the Burien Wellness Fair on Saturday, May 14th.

DIRECTOR'S REPORT

None.

ADJOURNMENT

Direction/Action

The meeting was adjourned at 9:09 p.m.

APPROVED: _____

Jim Clingan

May 24, 2014

Jim Clingan, chair
Planning Commission

City of Burien

BURIEN PLANNING COMMISSION
September 13, 2011
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 Jim Clingan called the September 13, 2011, meeting of the Burien Planning Commission to order at 7 p.m.

ROLL CALL

Present: Jim Clingan, Greg Duff, Ray Helms, Brooks Stanfield

Absent: Rachel Pizarro, Nancy Tosta, John Upthegrove

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

AGENDA CONFIRMATION

Direction/Action

Motion was made by Commissioner Helms, seconded by Commissioner Duff, and passed 4-0 to approve the agenda for the September 13, 2011, meeting.

PUBLIC COMMENT

None.

APPROVAL OF MINUTES

Direction/Action

Motion was made by Commissioner Stanfield, seconded by Commissioner Helms, and passed 4-0 to approve the minutes of the August 9, 2011, meeting.

NEW BUSINESS

Presentation and Discussion on Transportation Master Plan Policies

Scott Greenberg, Community Development director, introduced Don Samdahl from Fehr and Peers, the City's lead consultant for the Transportation Master Plan (TMP). Mr. Samdahl briefed the commissioners on what's been done to date on the TMP and introduced them to a couple of new concepts related to the TMP that aren't in the current plan: layered networks, a series of layers of different modes serving autos, pedestrians, bicycles, transit, and trucks; and multi-modal levels of service, a rating system used to evaluate various transportation modes and impacts.

Commissioners asked a number of questions about bicycle safety on Burien streets, how much influence the City has in gaining transit services, and available grant funding.

Direction/Action

None.

Report and Discussion on North Burien Land Use Open House

David Johanson gave the commissioners a brief summary of the North Burien Land Use Open House on August 16. He directed their attention to the written summary of comments received at the open house that was included in their meeting packet. There was some discussion about the patchwork of zoning in some parts of North Burien; commissioners commented that there appears to be a difference of opinion on some land use topics.

Direction/Action

Staff will prepare a series of North Burien land use alternatives for the commissioners to discuss at their next meeting.

OLD BUSINESS

Mr. Greenberg suggested that the commissioners delay voting to reformat the Comprehensive Plan until Commissioner Tosta returns to the commission, as she has provided commissioners with a format for consideration that is an alternative to the format suggested by staff. He said he sent staff's suggested format to Puget Sound Regional Council staff and they indicated they really like the reformatting of the Comprehensive Plan around the City's vision. There was discussion about where the existing policies are fitted into chapters in the reformatted Table of Contents.

Direction/Action

None.

FUNCTIONAL PLANNING UPDATES

None.

PLANNING COMMISSION COMMUNICATIONS

None.

DIRECTOR'S REPORT

Mr. Greenberg reported that Burien is one of the first two jurisdictions in the area to go live with submitting plans through MyBuildingPermit.com. Right now it is a soft launch, with only particular types of plans being accepted, but eventually the City will be able to accept all types of plans electronically and will review them electronically, saving time and money for applicants and the City.

ADJOURNMENT

Direction/Action

The meeting was adjourned at 8:30 p.m.

APPROVED: Sept 27, 2011



Jim Chingan, chair
Planning Commission

City of Burien

BURIEN PLANNING COMMISSION
September 27, 2011
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 Jim Clingan called the September 27, 2011, meeting of the Burien Planning Commission to order at 7 p.m.

ROLL CALL

Present: Jim Clingan, Greg Duff, Ray Helms, Brooks Stanfield, Nancy Tosta, John Upthegrove

Absent: Rachel Pizarro

Administrative staff present: Scott Greenberg, Community Development director; David Johanson, senior planner; Art Pederson, planner

AGENDA CONFIRMATION

Direction/Action

Motion was made by Commissioner Duff, seconded by Commissioner Tosta, and passed 6-0 to approve the agenda for the September 27, 2011, meeting.

PUBLIC COMMENT

Chestine Edgar, 1811 SW 152nd St., commented on the proposed Group Health amendments to the Comprehensive Plan map, zoning map and Zoning Code.

Bob Edgar, 12674 Shorewood Dr. SW, commented on the reformatting of the Comprehensive Plan.

APPROVAL OF MINUTES

Direction/Action

Motion was made by Commissioner Stanfield, seconded by Commissioner Helms, and passed 6-0 to approve the minutes of the September 13, 2011, meeting.

NEW BUSINESS

Introduction and discussion on Group Health Comprehensive Plan map amendment, zoning map amendment and Zoning Code amendment

Planner Art Pederson introduced the Comprehensive Plan map amendment, zoning map amendment and Zoning Code amendment proposed by Group Health to allow it to expand its existing clinic on Southwest 146th Street. The applicant is requesting that seven parcels change from multi-family to office. The clinic was built in the mid-1960s and Group Health wants to modernize and expand it to meet its patients'

needs. Representatives of Group Health addressed the Planning Commission about their proposed amendments.

Direction/Action

The commission will conduct a public hearing on the application at its Oct. 11th meeting. Prior to the public hearing, the city attorney will provide clarity about the appearance of fairness in this quasi-judicial process.

Presentation of North Burien Land Use Alternatives

Senior Planner David Johanson presented the commissioners with a series of draft land use designation options for the newly annexed North Burien area. He told the commissioners the intent was to provide the commissioners with some tools to get them to start thinking about Comprehensive Plan land use designations for the area.

Direction/Action

The commissioners were asked by Mr. Greenberg to think in terms of what is appropriate for the community as a whole and encouraged them to spend some time in the area to get a feel for what level of density is appropriate for the area.

OLD BUSINESS

Comprehensive Plan Reformatting

The commissioners accepted the staff outline for the reformatting of the Comprehensive Plan. Commissioner Tosta asked to go on record as saying she did not find the staff outline to be logical in structure.

Direction/Action

None.

FUNCTIONAL PLANNING UPDATES

None.

PLANNING COMMISSION COMMUNICATIONS

None.

DIRECTOR'S REPORT

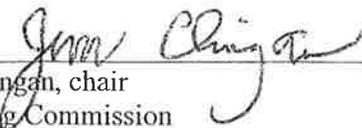
None.

ADJOURNMENT

Direction/Action

Commissioner Tosta moved for adjournment; the meeting was adjourned at 9:13 p.m.

APPROVED: October 11, 2011



Jim Clingan, chair
Planning Commission

City of Burien

BURIEN PLANNING COMMISSION
October 11, 2011
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 Jim Clingan called the October 11, 2011, meeting of the Burien Planning Commission to order at 7 p.m.

ROLL CALL

Present: Jim Clingan, Greg Duff, Rachel Pizarro, Brooks Stanfield, Nancy Tosta, John Upthegrove

Absent: Ray Helms

Administrative staff present: David Johanson, senior planner; Chip Davis, senior planner; Art Pederson, planner

AGENDA CONFIRMATION

Direction/Action

Motion was made by Commissioner Tosta, seconded by Commissioner Stanfield, and passed 6-0 to approve the agenda for the October 11, 2011, meeting.

PUBLIC COMMENT

None.

APPROVAL OF MINUTES

Direction/Action

Motion was made by Commissioner Duff, seconded by Commissioner Pizarro, and passed 6-0 to approve the minutes of the September 27, 2011, meeting.

PUBLIC HEARING

PLA 11-0883 Group Health Comprehensive Plan, Zoning map and Zoning Code amendments

Chair Clingan opened the hearing at 7:05 p.m. The following people testified:

Harold Moniz, Collins-Woerman, 710 Second Ave., Suite 1400, Seattle

Mr. Moniz, representing Group Health, asked the commissioners to approve the amendment and rezone to allow the Group Health facility to expand and modernize. He noted that Group Health is making a long-term commitment to be a part of the Burien community.

Karin Kohler, 212 SW 146th St., #107, 202 and 205, Burien

Ms. Kohler asked when neighbors will be able to see an actual plan and questioned why Group Health would buy the six residential properties before a decision was made on the rezoning of them.

Jean Gardner, 212 SW 146th St., #109, Burien

Ms. Gardner stated she is concerned about the effect of construction noise, sirens and 24-hour emergency activity on elderly residents of her condominium building, and about privacy when they look out of their bedroom windows.

Kris Fredrickson, 212 SW 146th St., #106, Burien

Ms. Fredrickson said she is concerned about the environmental impact of the construction, the loss of privacy when screening trees are removed, and security once the six residential properties are vacated.

Erica Barton, 212 SW 146th St., #106, Burien

Ms. Barton said she thinks there will be substantial impact to the adjacent residential properties if the Group Health expansion is allowed.

Tich Vinh, 14435 2nd Ave SW., Burien

Mr. Vinh asked questions about setbacks, allowed building height and if 2nd Avenue Southwest would be opened for construction access during demolition of the homes purchased by Group Health.

Chestine Edgar, 1811 SW 152nd St., Burien

Mrs. Edgar said her 2010 application for a Comprehensive Plan amendment for the Lake Burien area was held to a much higher standard than the Group Health application. She requested the commissioners to therefore recommend denial of Group Health's request.

Bob Edgar, 12674 Shorewood Dr. SW, Burien

Mr. Edgar requested denial of the Group Health request based on a perception of inconsistency in the way the City applies criteria for Comprehensive Plan amendments and rezones.

Larry Lee, 14417 2nd Ave SW, Burien

Mr. Lee asked what would happen if the amendment and rezone were granted and Group Health didn't go ahead with its expansion plans.

Jean Gardner, 212 SW 146th St., #109, Burien

Ms. Gardner restated that she strongly objects to the proposed amendment and rezone.

Karin Kohler, 212 SW 146th St., #107, 202 and 205, Burien

Ms. Kohler said she doesn't see how the Group Health construction could occur without 2nd Avenue SW being used for access to the site.

Commissioners asked questions of staff regarding the proposed amendment and rezone; staff and Mr. Moniz, representing Group Health, responded.

Chair Clingan left the hearing open for additional testimony at the commission's October 25th meeting.

NEW BUSINESS

None.

OLD BUSINESS

Discussion and Possible Recommendation on PLA 11-0883 Group Health Comprehensive Plan map amendment, zoning map amendment and Zoning Code amendment

Direction/Action

Possible recommendation postponed until the commission's October 25th meeting.

Draft Comprehensive Plan Transportation Policies

Chip Davis briefed the commissioners on the development of the proposed transportation policies. Kendra Breiland of consultant Fehr and Peers was present to answer questions.

Direction/Action

A public hearing on the proposed transportation policies will be conducted at the commission's October 25th meeting.

Discussion of North Burien Zoning

David Johanson reviewed the goal and the work done to date on the examination of current and future North Burien zoning. He introduced a series of questions for the commissioners to consider when looking at the three alternatives proposed for North Burien zoning.

Direction/Action

Discussion will be continued at the commission's October 25th meeting.

FUNCTIONAL PLANNING UPDATES

None.

PLANNING COMMISSION COMMUNICATIONS

None.

DIRECTOR'S REPORT

None.

ADJOURNMENT

Direction/Action

Commissioner Duff moved for adjournment; the meeting was adjourned at 8:55 p.m.

APPROVED: October 25, 2011



Jim Clingan, chair
Planning Commission

City of Burien

BURIEN PLANNING COMMISSION

October 25, 2011

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 Jim Clingan called the October 25, 2011, meeting of the Burien Planning Commission to order at 7 p.m.

ROLL CALL

Present: Jim Clingan, Ray Helms, Rachel Pizarro, Brooks Stanfield, Nancy Tosta, John Uptegrove

Absent: Greg Duff

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

AGENDA CONFIRMATION

Direction/Action

Motion was made by Commissioner Pizarro, seconded by Commissioner Tosta, to modify the agenda by adding the continuation of the Group Health proposed Comprehensive Plan and Zoning Code amendment hearing. Motion passed 6-0 to approve the agenda for the October 25, 2011, meeting.

PUBLIC COMMENT

None.

APPROVAL OF MINUTES

Direction/Action

Motion was made by Commissioner Helms, seconded by Commissioner Pizarro, and passed 6-0 to approve the minutes of the October 11, 2011, meeting.

PUBLIC HEARING

Comprehensive Plan Transportation and Public Health Policies

Chair Clingan opened the hearing at 7:06 p.m. The following people testified:

Chestine Edgar, 1811 SW 152nd St., Burien

Ms. Edgar stated she is a member of the Transportation Master Program advisory committee and does not recall reviewing all of the changes included in the proposed Comprehensive Plan Transportation Element language included in the meeting packet. She read comments on the proposed transportation and public health policies before submitting them into the record in written form.

Carol Jacobson, 3324 SW 172nd St., Burien

Ms. Jacobson said Southwest 172nd Street and Maplewild Avenue Southwest are incorrectly classified as collector arterials and she wants the designations changed to subcollector. She wants to see the draft Transportation Improvement Program to see if changes approved by the City Council last year are reflected in the current document.

Chair Clingan closed the hearing at 7:15 p.m.

PLA 11-0883 Group Health Comprehensive Plan, Zoning map and Zoning Code amendments

Chair Clingan resumed the October 11th hearing at 7:16 p.m. The following person testified:

Chestine Edgar, 1811 SW 152nd St., Burien

Mrs. Edgar said that if people providing testimony in a hearing are required to swear an oath before testifying, City staff should be required to as well. She stated that the Lake Burien neighborhood opposes the Group Health application because the neighborhood does not believe the proposed Comprehensive Plan amendment meets all of the criteria for approval nor does it qualify for a rezone. She requested the commissioners therefore recommend denial of Group Health's requests.

Art Pederson introduced written testimony from the **Burien 146 Condominiums, 212 SW 146th St.**, stating that they are satisfied with responses received to the concerns they voiced at the October 11th hearing.

Chair Clingan closed the hearing at 7:21p.m.

NEW BUSINESS

Commissioner Tosta asked that John Upthegrove be appointed as a Planning Commission representative to the committee of shoreline property owners and others being proposed to negotiate with the state Department of Ecology to resolve disputed issues in the Shoreline Master Program.

OLD BUSINESS

Discussion and Possible Recommendation on PLA 11-0883 Group Health Comprehensive Plan map amendment, zoning map amendment and Zoning Code amendment

Direction/Action

Motion to recommend to the City Council approval of the Comprehensive Plan map amendment request from high density multi-family neighborhood to office and zoning map amendment from RM to Office and adopt the findings and conclusions as presented in the staff report was made by Commissioner Stanfield, seconded by Commissioner Pizarro, and passed 6-0.

Motion to recommend to the City Council approval of the Zoning Code amendment to add a new subsection to BMC 19.15.045.1, Special Regulations, and adopt the findings and conclusions as presented in the staff report was made by Commissioner Stanfield, seconded by Commissioner Pizarro, and passed 6-0.

Draft Comprehensive Plan Communities Putting Prevention to Work, Healthy Eating Active Living language

Commissioner Tosta requested that Goal ED X.X be amended to read: "Create an environment that will strengthen the health of employees and the economic vitality of businesses within the City of Burien."

Direction/Action

Motion to recommend to the City Council approval of the Comprehensive Plan Communities Putting Prevention to Work, Healthy Eating Active Living language as amended was made by Commissioner Helms, seconded by Commissioner Tosta, and passed 6-0.

Draft Comprehensive Plan Transportation Policies

Direction/Action

Commissioner Tosta volunteered to go through the 16 pages of proposed Comprehensive Plan language and mark which items she identifies as goals, which are policies and which are objectives in preparation for a vote on the proposed policies at the November 8th commission meeting.

Discussion of North Burien Zoning

Direction/Action

The commission will focus on determining a preferred alternative for the First Avenue corridor, 128th Street to 116th Street, at the November 8th meeting.

FUNCTIONAL PLANNING UPDATES

None.

PLANNING COMMISSION COMMUNICATIONS

Commissioner Helms reminded commissioners about Boo in Burien on the following weekend.

DIRECTOR'S REPORT

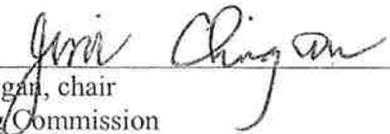
None.

ADJOURNMENT

Direction/Action

Commissioner Stanfield moved for adjournment; the meeting was adjourned at 8:51 p.m.

APPROVED: November 8, 2011



Jim Clingan, chair
Planning Commission

City of Burien

BURIEN PLANNING COMMISSION
November 8, 2011
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 Jim Clingan called the November 8, 2011, meeting of the Burien Planning Commission to order at 7 p.m.

ROLL CALL

Present: Jim Clingan, Ray Helms, Brooks Stanfield, Nancy Tosta, John Upthegrove

Absent: Greg Duff, Rachel Pizarro

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

AGENDA CONFIRMATION

Direction/Action

Motion was made by Commissioner Stanfield, seconded by Commissioner Tosta, to approve the agenda for the November 8, 2011, meeting. Motion passed 5-0.

PUBLIC COMMENT

Bob Edgar, 12674 Shorewood Dr. SW

Mr. Edgar, who said he was speaking for the Lake Burien neighborhood, read a list of comments about the proposed revised Comprehensive Plan transportation policies.

APPROVAL OF MINUTES

Direction/Action

Motion was made by Commissioner Helms, seconded by Commissioner Stanfield, and passed 5-0 to approve the minutes of the October 25, 2011, meeting.

NEW BUSINESS

None.

OLD BUSINESS

Discussion and Possible Recommendation on Comprehensive Plan Transportation Policies

Direction/Action

Motion to recommend to the City Council approval of the Comprehensive Plan Chapter 2.5 Transportation Element, with amendments, including revised transportation goals, objectives and policies was made by Commissioner Helms, seconded by Commissioner Stanfield, and passed 5-0.

Discussion of North Burien Zoning (1st Avenue South Corridor)

Direction/Action

The commissioners reached a general consensus that the land use concept for the 1st Avenue South corridor prepared by staff will be pursued as the preferred alternative.

FUNCTIONAL PLANNING UPDATES

None.

PLANNING COMMISSION COMMUNICATIONS

None.

DIRECTOR'S REPORT

None.

ADJOURNMENT

Direction/Action

Commissioner Helms moved for adjournment; the meeting was adjourned at 8:27 p.m.

APPROVED: _____

Jim Clingan; chair
Planning Commission

To the Burien Planning Commission
September 27, 2011

To the Burien Planning Commission;

During the last update of the Comprehensive Plan the Lake Burien Neighborhood was told that if even one housing was lost in a request for a change to the Comprehensive Plan or a rezone request, the request for the change to the Comprehensive Plan or the rezone request would not meet the criteria. The Group Health request involves the loss of 63 to 99 units from the Growth Management numbers.

Furthermore, the Lake Burien Neighborhood was told that another neighborhood had to agree to accept those units before any request could be considered. We see no documentation or commitments from other neighborhoods to take up these lost units from this Group Health Project.

The Lake Burien Neighborhood request met the criteria set out by the Growth Management Act as well as the PSRC 2040 Vision for why the change to the Plan Map and a rezone should be granted-critical areas protection and water quality protection. Since last year the Growth Management Numbers have not changed nor the number of extra units the City has for its Buildable Lands Report.

Therefore we are requesting to know why the Group Health Project is not being held to the same standard as the Lake Burien Neighborhood was held to in their request regarding the loss of these units-63 to 99 units- in the City's findings.

Sincerely,

Chestine Edgar 

The Lake Burien Neighborhood

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

Adequate public facility capacity exists to support the existing comprehensive plan map designation as well as the requested amendment.

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

The proposed amendment will be compatible with the properties located on a small portion of the north boundary and a small portion of the west boundary of the subject area. The proposed amendment will not necessarily be compatible with properties located on a portion of the west boundary that are designated Multi-Family and Neighborhood Commercial and on a portion on the east boundary that are designated Special Planning Area 2 and Multi-Family.

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

The proposed amendment would result in the loss of capacity to meet other needed land uses such as housing, as the applicant acknowledges in the application. Measures cited by the applicant, such as transfer of development rights, are not currently included in the Comprehensive Plan and could not be used to mitigate this impact. The shifting of responsibility for meeting housing capacity requirements cannot be accomplished through the proposed amendment.

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

- i. Conditions have so markedly changed since the property was given its present Comprehensive Plan designation that the current designation is no longer appropriate; or,*
- ii. The map change will correct a Comprehensive Plan designation that was inappropriate when established.*

The applicant has not demonstrated that conditions have so markedly changed since the previous designation that the current designation is no longer appropriate or that the map change is required to correct a designation that was inappropriate when established. The existing designation as Moderate Density Residential Neighborhood was established as a result of a public planning process and has been in place since Burien's incorporation in 1993 (except for a short time in 1997).

REVIEW OF CRITERIA FOR REZONE

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

A. The rezone is consistent with the Comprehensive Plan.

To: Burien Planning Commission
Subject: Comprehensive Plan Reformatting
September 27, 2011

RECEIVED
SEP 27 2011
CITY OF BURIEN

When the idea of reformatting the Comprehensive Plan came up, it was my understanding that initially the contents of the Plan would stay the same but the contents would be shifted to different chapters or positions in the Plan and that there would be an accuracy check to verify that everything that been moved to its new location. Only after the accuracy check was achieved, then any changes or redlining would occur to the Plan and be available for reading, discussions, questioning and public input.

So I am confused about the last meeting's discussion by the staff that they were working on redlining items in the Plan. To the best of my knowledge, I have not seen a hard copy draft version of everything in the Plan moved to its new location. I would like clarification on this issue.

Additionally, I am requesting that instead of providing multiple pages that show columns of current Comprehensive Plan policy titles and their new page number in the reformatted plan, that in the immediate near future a hard copy of the entire reformatted plan be made available to the public before the redline discussions begin.

Sincerely,
Bob Edgar

Art Pederson

From: Carol Lumb [lumbcarol@hotmail.com]
Sent: Tuesday, October 11, 2011 12:10 AM
To: Art Pederson
Subject: Group Health Comprehensive Plan and Zoning Map Amendments

Dear Art:

I am unable to attend the October 11, 2011 public hearing on PLA 11-0883 and am writing to support Group Health's request to change the Comprehensive Plan designation on its property and five single family parcels from High Density Multi-family Neighborhood to Office and to change the zoning designation from multi-family to office.

I believe the proposed request is consistent with the City's comprehensive plan, compatible with surrounding land uses and will allow Group Health to continue providing needed health services to residents in the area by allowing expansion of the facility. It is a great benefit to Burien residents that this health care facility is located in the City.

Thank you for the opportunity to provide comments.

Sincerely,

Carol Lumb
1958 SW 164th Street
Burien, WA 98166

Burien Planning Commission
October 11, 2011

To the Burien Planning Commission:

Tonight I am here to speak on behalf of the 137⁺ citizens that signed the petition for the change to the Comprehensive Land Use Map and Rezone for Lake Burien-the Lake Burien Neighborhood. My testimony at this hearing as the spokesperson for this group establishes this group and its petitioners as persons of standing at this Public Hearing on this issue at hand.

During the last update of the Comprehensive Plan, the Lake Burien Neighborhood was told that if even one potential housing unit-even though no units housing units were currently constructed on the vacant land-was lost in a request for a change to the Comprehensive Plan or a rezone request, the request for the change to the Comprehensive Plan or the rezone request would not meet the City's Amendment criteria. The Group Health request involves the loss of 63 to 100 units from the Growth Management numbers.

Furthermore, the Lake Burien Neighborhood was told that another neighborhood had to agree to accept those units before any request could be considered. We see no documentation or commitments from other neighborhoods to take up these lost units from this Group Health Project.

Additionally, the Lake Burien Neighborhood was told that with the loss of residential housing units and a rezone, as citizens we would have to wait until there was a major revision to the Comprehensive Plan to have such a request considered. City Staff is recommending in their findings that the Group Health Request be allowed without having to wait until a major revision to the land use component of the Comprehensive Plan has occurred.

The Lake Burien Neighborhood Amendment request met the criteria set out by the Growth Management Act as well as the PSRC 2040 Vision for why the change to the Plan Map and a rezone should be granted due to critical areas protection and water quality protection. Since last year, the Growth Management Numbers have not changed nor has the number of excess building units identified in the City's Buildable Lands Report.

Therefore we are requesting to know why the Group Health Project is not being held to the same standard as the Lake Burien Neighborhood was held to in their request regarding the loss of these units-63 to 100 units-in the City's findings. The process and criteria that the Lake Burien Neighborhood had to meet appears to be different and prejudicial as compared to the criteria that the Group Health request has to meet. The Group Health request is not being held to the same rules and rigid standard the Lake Burien Neighborhood was required to meet.

For that reason, the Lake Burien Neighborhood is requesting that the Group Health request be denied.

Sincerely,
Chestine Edgar and the Lake Burien Neighborhood

To the Burien Planning Commission:

In the City of Burien's application to amend the Comprehensive Plan, criteria J requires that:

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

Example 1

City Staff findings concluded:

"The proposed amendment would result in the loss of capacity to meet other needed land uses such as housing, as the applicant acknowledges in the application. Measures cited by the applicant, such as transfer of development rights, are not currently included in the Comprehensive Plan and could not be used to mitigate this impact. The shifting of responsibility for meeting housing capacity requirements cannot be accomplished through the proposed amendment."

Example 2

City Staff findings concluded:

"Therefore, whether one uses zoned density or achieved density, the City would still have adequate capacity to achieve its residential growth target and

would still have surplus multi-family capacity. Hence, no loss of capacity to meet our planned housing target would result from the proposed amendment.”

In the first example, the City finding was based on the potential loss of 40 housing units.

In the second example, the City finding is based on the potential loss 63 to 100 housing units.

In both examples, the City of Burien reported to the State that their Buildable Lands Report documented an excess of ⁵600 ^{over} housing units above their required Growth Management

Numbers. 1st ex: loss < 40 units → denied
2nd ex: loss 60-100 units → approved

Questions:

Why is the City not consistently applying their publically documented criteria?

Is there another set of criteria hidden from the public that the City chooses to use at their convenience?

How should Burien citizens to respond to apparent capricious decisions by the city?

Because of the City of Burien’s inconsistency in the application of documented criteria, I am requesting that the Group Health request be denied.

Bob Edgar
12674 Shorewood Dr SW
Burien, 98146

October 25, 2011
To the Burien Planning Commission
Re-Public Hearing Agenda Items

It is very hard to tell from the agenda which all of the items that are up for public hearing tonight

Comments on Transportation Master Plan-I sit on this committee and I don't recall as a member of the committee that I have seen, discussed or reviewed all of the changes that are shown in red as changes to the Comp Plan. It seems that the committee should have had time to discuss these and provide input.

2. The Proposed Plan that I have seen here has some sections that are confusing in that the maps are not shown in color or clearly display the multimodal transportation system that was discussed in the committee. Without that graphic it is had to figure out what is being discussed in this part of the Comp Plan-page 1

3. Pol MMxx-page 2, there was no discussion in the committee about setting target goals so I am wondering where the reduction numbers came from.

4. page 2-the committee never discussed colored level intersections treatment and as they as currently discussed in the document, they make no sense to the reader.

5. page 3 TRxxx New makes no sense.

6. Through out the document it is unclear what the City will do and what the City shall do.

Without those terms it becomes unclear what the city will enforce and will not enforce in this plan

7. Maps were unclear and difficult to read and understand.

8. Major portions of the Comp Plan have been omitted-such as Parking and Transportation Finance. Does this mean that these items have been abandoned. If that is the case I am opposed to abandoning them. I do not recall discussing abandoning these areas of the Comp Plan in the committee. Chestine Edgar

Comments on the Group Health Comp Plan Amendment/Rezone/Map Change

The Lake Burien Neighborhood is oppose to this Comp Plan Amendment because it does not meet all of the Criteria set forth in the City Ordinance as explained by the City Staff in 2010-per the discussion on Criteria for changes to the Comp Plan.

It does not meet Criteria L, J and Kii. The conditions have not so markedly changed that it requires a map change. Additionally, if Group Health felt that it had been put on the Comp Plan Map in error in 1993 or 1999, it should have appealed that change within 60 days of the change for it to have been considered a valid error. As a result, the issue of a rezone should be denied also.- Chestine Edgar and the Lake Burien Neighborhood.

Comments on the Public Health Policies-Comp Plan language.

Again throughout the document it is unclear what the City will do and what the City shall do. There are a lot of fluff terms but no a lot of action items. What will the city enforce and provide funding for and what are only suggestions-this is not clear.

Overall Comment on meeting content

There were too many documents on too many topics-to thoroughly review them in one meeting and not enough time in advance to see the documents and thoroughly read them.

This is the Comp Plan and it needs to be studied in greater detail to have educated public comments and discourse on the documents and to produce a quality comp Plan. Chestine Edgar

Public Comment regarding CP/Z/ZC Amendments 2011-1, PLA 11-0883

Received October 21, 2011

From: Karin Kohler (formerly, Kerns), Burien 146 Condominiums, 212 SW 146th Street,
Secretary/Treasurer, phone 206 246 6007

Please note: In the review of the packet, City of Burien, Comprehensive Plan, page 6, 1...."to the west and north abutting the site, an eight-unit multi family building...(if this is in reference to Burien 146 that building is a 10 unit building, two building make-up Burien 146); also Attachments 2a and 3 a - only 9 of 20 units of Burien 146 are listed. Not all owners received the public hearing notice. Copies were however distributed by the HOA to all.

As suggested by the City of Burien Planning Commissioners, communication between Group Health and neighbors has been initiated. The owners at Burien 146 do not have any further comments for the zoning amendment. We are satisfied with responses we have received.

Concerns that we have addressed and are awaiting answers from Group Health are not related to the zoning.

We look forward to working with Group Health throughout the phases.

Thank you to all for allowing us to address our concerns for our health and safety.

This comment was brought to the City Council last year (2010) both in writing and at a public hearing, and again to the Planning Commission last night (Oct. 25, 2011) at the public hearing.

SW 172nd St. is misclassified as a collector arterial (as is Maplewild).

According to the definition of collector arterial on page 20 in the City of Burien Road Design and Construction Standards: *Collector Arterials are intra-community roadways connecting residential neighborhoods with community centers and facilities. They accumulate traffic from local roadways and distribute that traffic to roadways that are higher in the hierarchy of classification. Access is partially restricted.*

- a. SW 172nd does not collect traffic from any roadways – especially that portion along the shoreline. It is merely a local road serving the residents who live there and along Maplewild.
- b. Access to the road is not restricted in any way. Every home has a driveway or parking area that connects directly to the roadway. In fact, many homes have a front door that opens directly on to the roadway.
- c. This street better fits the definition of a **Subcollector** which *provides circulation within neighborhoods and typically connects to neighborhood collectors*. They also typically allow direct driveway access.

I see that on the 2011-2017 TIP that SW 172nd St. and Maplewild are still misclassified as a collector arterial. I am again requesting that this classification be corrected so that any plans forthcoming from the TMP that involve arterials will not be applied inappropriately to SW 172nd St. or Maplewild.

Carol Jacobson
3324 SW 172nd St.
Burien, WA 98166
(206) 246-8700

To The Planning Commission
November 8, 2011
Re: Transportation Comp Plan

RECEIVED
NOV 08 2011
CITY OF BURIEN

To The Planning Commissioners;

I am submitting a handwritten comment version of the Transportation Comp Plan. There are still some areas of this Comp Plan that need revision. Those areas include;

1. plans, policies, documents that are referred to in this draft that are not cross referenced or defined in this draft version for the Comp Plan. A citizen should easily be able to find and/or locate a definition or document that is referred to in the Comp Plan.
2. the discussion of impact fees and who has to pay them is unclear in some sections of the document and appears unfair in other sections of the document.
3. under the Parking section there is no reference to adequate marking or parking for ADA individuals.
4. also under Parking, the plan for the downtown area appears to be inadequate or incomplete
5. under the Pedestrian and Bicycles section, there are some terms that create an unreal expectation for what the city is actually capable of affording with regard to these areas of service. Also, I don't recall the development of a separate pedestrian and bicycle plan-that is referenced in this document.
6. under Safety, there appears to be no mechanism for citizens to get issues of safety to the City Council for action or correction. Simply appearing before the City council about a safety issue in a given neighborhood brings no results. There should be a policy that discusses how known safety problems can be addressed in a reasonable and safe period of time.
7. under the Environment Section, there appears to be no effort to use the less environmentally invasive materials, paints and methods for transportation improvement. Storm water and surface water are not addressed as constant issues associated with transportation improvement.
8. Under Coordination, there is no mention of coordination of Transportation with the Storm Water Master Plan. These two need to function concurrently whenever transportation improvement occur.

I am requesting that the items that we have concerns about be considered before this portion of the Comp Plan is approved by the Planning commission.

Sincerely,
Bob Edgar
The Lake Burien Neighborhood

PROPOSED COMPREHENSIVE PLAN LANGUAGE

2.5 TRANSPORTATION ELEMENT

Transportation Vision:

Promote the development of the City of Burien as a community with a local and regional transportation system that integrates cars, pedestrians, bicycles and transit.

Goal 1 Multimodal Transportation System

Develop, maintain and operate a balanced, safe and efficient multimodal transportation system to serve all users.

Objective TR x.x Multimodal Layered Network Concept (New)

In planning roadway improvements, refer to the City's adopted layered network concept, which designates specific streets as serving different user types, including local vehicle trips, through trips, freight, transit vehicles, bicycles, and pedestrians. *(source for layered network concept)*

Pol. TR x.x (New) Use City's adopted layered network concept when selecting streetscape features on all future roads projects. To the extent feasible, the conceptual streetscapes and recommended features on each street type shall guide future improvement decisions.

Pol. TR x.x (New) Maintain the road system in a safe and usable form for all modes of travel (e.g., pavement maintenance). *— There is no adequate funding for this — So How will the priorities be...*

Objective TR 4.3

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

Pol. MM 3.2 The adequate provision of pedestrian and bicycle facilities shall be as important a consideration as adequate streets in the City's review of development projects for transportation system impacts

Pol. MM 3.3 Provide pedestrians and bicyclists with a system of facilities, incentives, and services that fully support trip-making connections between residential areas, employment centers, shopping, recreational facilities, schools, public transit and other public services within the City. The City should develop a safe and convenient environment for walking and bicycling by:

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

Note: Policy numbers may not be consecutive. Through the Comprehensive Plan amendment process, some policies have been deleted from this chapter while existing policy numbers have retained their original sequence. Information on past Comprehensive Plan amendments is available at the City of Burien Community Development Department.

- b. Encouraging separated internal pedestrian circulation systems in new or redeveloping commercial-retail districts;
- c. Providing Americans with Disabilities Act (ADA) approved wheelchair ramps and other aids to enhance safe mobility of the handicapped; and
- d. Giving special considerations to pedestrian and bicyclist opportunities in school, park, sports and commercial areas.

Is (d) new or old ←

This has not been discussed

Pol. MM x.x (New) Reduce the drive alone trips mode split for downtown Burien by 10% by 2030.

and no plan provided
Objective TR x.x Multi Modal Level of Service (New)

Establish Level of Service standards that encourage development of a multimodal transportation system.

Pol. TR 1.1.1 The City shall maintain and monitor transportation Level of Service (LOS) standards for Burien roadways, encompassing all modes of travel.

Pol. TR 1.1.2 The City adopts the following Level-of-Service standards for vehicles: LOS standard D for designated vehicle priority roadways; LOS standard E for downtown Burien streets; and LOS C for all other roadway facilities and services.

Reference where these documents can be found

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

The City will pursue the following actions within designated pedestrian priority areas: provide sidewalks and/or wide shoulders on both sides of all arterial and collector routes and provide adequate street crossings within 300 feet of identified activity areas. For other areas of the city, provide sidewalks and/or wide shoulders on all arterial routes and adequate crossings at existing or planned marked crosswalks.

The City will pursue the following actions for designated bicycle priority streets: provide green-level bicycle treatments on roadway segments considering traffic volumes and speeds, green-level intersection treatments, and undertake actions to minimize stop frequency for bicycles along these routes. For other streets with bikeways, provide green-level bicycle treatments considering traffic volumes and speeds on designated streets, and green-level intersection treatments.

I don't understand why this is being done for streets

Pol. TR 1.1.3

As mandated by state law, the City of Burien adopts an LOS of "D" for SR-509 and SR-518 (highways of statewide significance) and an LOS of

→ This is costly painting

maintenance fees and can be handled in painting & marking work. When this green paint wears off water

"E/mitigated" for the segment of SR-509 from 1st Avenue South to Burien City Limits (highway of regional significance), or whichever LOS is currently adopted by the Washington State Department of Transportation.

Pol. TR x.x.x (New) In evaluating street facilities' level of service, consider all the operations of all modes. *This is in Pol. TR. 1.1.1*

This is already

Cover

in the Mall model system

Pol. TR x.x.x (New) In determining whether or not a facility is operating acceptably, review LOS goals by mode for each street typology.

Reference - Where this document is

Objective TR x.x (New)

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

Pol. TR x.x.x (New) Require new development to mitigate transportation impacts:

New taxes or part of the transportation budget?

- For impacts to the broader citywide transportation network, these impacts should be mitigated through the payment of impact fees.
- For site-specific impacts, developments should pay the full cost of implementing transportation improvements that address these impacts.

What does this mean?

Pol. TR 1.1.5

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

Refer to state, county or local Ac

Pol. TR 1.1.6

If transportation improvements needed to maintain adopted LOS standards are not able to be funded:

- Phase development consistent with the land use plan until such time that adequate resources can be identified to provide adequate transportation improvements; or
- Reassess the City's land use plan to reduce the travel demand placed on the system to the degree necessary to meet adopted transportation LOS standards; or
- Reassess the City's adopted LOS standards to reflect service levels that can be maintained given known financial resources.

Pol. TR 1.1.7

Consider funded pursuant to Policy TR 1.1.6 only when:

- Incorporated into the adopted City budget, or
- Upon grant agreement, or
- Upon developer agreement, or
- Upon a legally enforceable mechanism, such as a local improvement district, or
- Some combination of the above.

Pol. TR 1.1.8

Encourage employers to establish and maintain a commute trip reduction program that supports and promotes reducing the number of single-occupant vehicle commute trips by encouraging alternative modes of transportation such as riding the bus, vanpool and carpool, biking to work, working from home, or a compressed workweek. (Amended, Ord. 497, 2008)

Objective TR 1.2

Ensure that new development mitigates its impacts on the transportation system.

Pol. TR 1.2.1

Implement a concurrency ordinance.

Does this always require a new ordinance?

Pol. TR 1.2.2

The City shall require that new development shall be allowed only if (1) all transportation facilities are adequate at the time of development and transportation impacts will not negatively impact or reduce LOS elsewhere or (2) a financial commitment is in place to complete the necessary improvements or strategies to accommodate transportation impacts within six years, in order to protect investment in and the efficiency of existing transportation facilities and services and promote compact growth.

Pol. TR 1.2.3

Require developers to conduct traffic studies or analyses to determine development impacts on the transportation system.

Pol. TR 1.2.4

Require developers to mitigate development impacts through improvements or strategies such as nonmotorized transportation modes, transit, ridesharing or transportation demand management.

Why was shall removed?

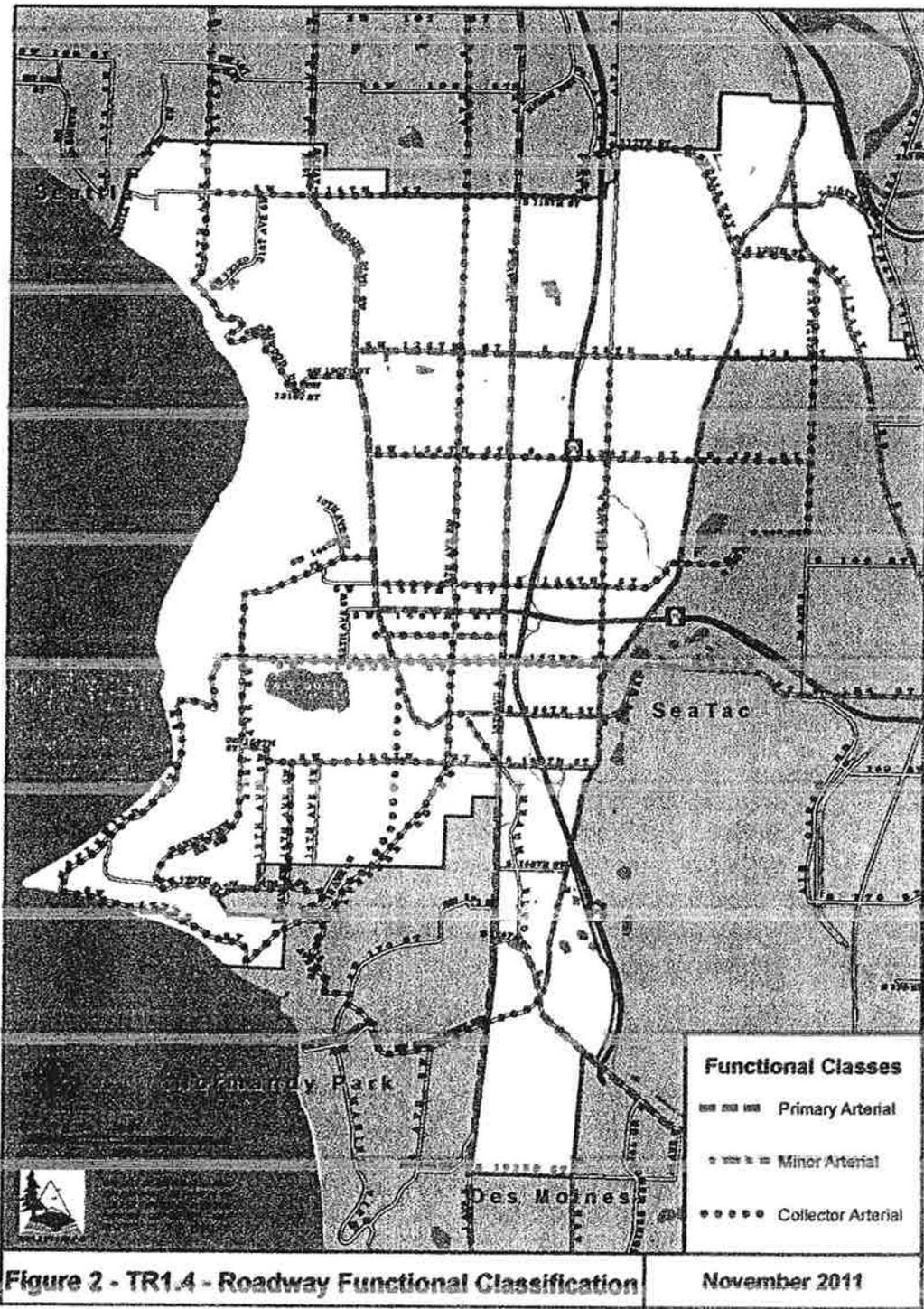
Pol. TR 1.2.5

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

Pol. TR 1.2.6

Why shall removed?

Assess a transportation impact fee for all new development which is related to and proportionate to the impact caused by new development and is applied to growth related transportation system improvements as articulated in the project list. The City shall provide an annual report for the impact fee account outlining monies collected, earned or received and system improvements that were financed by impact fees. (Amended; Ord. 497, 2008)



*Key
 why removed
 - Freeway
 missing
 - Local
 street
 missing*

Figure 2 - TR1.4 - Roadway Functional Classification

November 2011

NGIS01\GIS\Share\Fernando\LR\Requests\PL\TKT2658\CompPlan\MapUpdates_TKT2658.mxd
 Last updated: 11/1/2011
 By: Fernando

Objective TR 4.4

Explore the feasibility of a downtown shuttle bus.

Objective TR 4.5

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

Objective TR 4.6

Coordinate with the Washington Department of Transportation regarding the development of an integrated system of High-Occupancy Vehicle (HOV) improvements on SR-509, SR-518, and I-5.

Objective TR 4.7

Work with state, regional and local jurisdictions to develop land use strategies that will support public transportation.

Goal 4 Pedestrian and Bicycle Facilities

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

Pol. MM 3.1

Implement the Pedestrian and Bicycle Facilities Plan as identified in the Transportation Master Plan.

Separate Plan?

→ Has this plan been completed yet? As a

Pol. MM 3.4

Encourage pedestrian walk lights and bicycle activated signal detection at traffic control signals.

Commit member: have not seen

Pol. MM 3.5

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

- a. Provide pedestrian pathways on streets connecting to, or within, the school zone, and pedestrian facilities that are physically separated from vehicle and bicycle traffic;
- b. Locate appropriate signs to alert motorists entering school zones;
- c. Install adequate lighting along roadways and pathways;
- d. Use appropriate traffic-calming devices in school zones;
- e. Establish crosswalks in areas of good sign visibility, lighting and proximity to connecting modes; and
- f. Promote safe and convenient pedestrian and non-motorized access to bus transportation. (Amended, Ord. 445, 2005)

Pol. MM 3.6

Encourage bicycle and pedestrian travel within the City by:

- a. Providing and promoting the development of pedestrian and bicycle paths between neighborhoods and other activity centers, such as schools, parks, transit and downtown;
- b. Encouraging the location of bicycle racks at appropriate destination points, such as outside of commercial businesses, City Hall, parks, schools, and transit facilities;
- c. Minimizing potential conflicts between pedestrian, bicycle and automobile traffic by providing signage at intersections of trails and paths with roadways; and
- d. Accommodating bicycles and pedestrians safely in the management and design of the City street network.

Pol. MM 3.7

Require new development and redevelopment to incorporate pedestrian supportive measures such as:

- a. Providing secure and attractive pedestrian spaces;
- b. Providing adequate sidewalks, bikeways, pathways and crosswalks;
- c. Minimizing walking distances between buildings and street, sidewalks and transit stops;
- d. Clustering building near each other, near streets, sidewalks and transit stops;
- e. Preserving the connectivity of the pedestrian, bicycle and street system;
- f. Reducing vehicle speeds, walkway crossing distances and improving visual character of neighborhood streets (through measures such as reduced street widths); and
- g. Designing transit access into large developments, considering bus lanes, stops and shelters as part of the project.

*What does this mean? →
Multifamily
business,
commercial?*

How many years can a developer request to delay improvements?

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

Pol. MM 3.8

(Deleted, Ordinance No. 445, December 2005)

Pol. MM 3.9

Prioritize the development and maintenance of a pedestrian oriented commercial area corresponding to Old Burien and the downtown area. The goals and policies of the land use and community character elements establish the character of development in these areas. (Amended, Ord. 272, 1999, Ord. 445, 2005)

Pol. MM 3.10

(Deleted, Ordinance No. 445, December 2005)

Pol. MM 3.11

Design and manage the street network to improve the attractiveness of existing street corridors to pedestrians, and shall incorporate high

standards of design when developing new streets, including sidewalk construction where appropriate. Implement landscaping measures to enhance the walking experience. To the extent feasible without impairing street capacity, safety, or structural integrity, preserve existing trees along street rights-of-way.

Pol. MM 3.12

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

- a. Required along principal and minor arterials, where there is a need for enhanced pedestrian safety because of the larger traffic volumes and higher densities of development;
- b. Encouraged along neighborhood arterials, where appropriate and feasible;
- c. Required along roadways serving multifamily areas, and encouraged to link these areas to other activity centers and pedestrian oriented areas within the City;
- d. Encouraged along roadways within a one-half mile radius of schools, to provide safe pedestrian connections to residential areas for children; and
- e. Encouraged along collector streets in higher density single family neighborhoods.

What does that term mean?
The city is not capable of doing this financially!

Pol. MM 3.13

Whenever the City contemplates reconstruction or major maintenance work on a City street not having sidewalks, fully explore the ability to provide sidewalks and implement if consistent with the plan. This may include the identification of potential funding sources; aggressive promotion of a LID to finance the sidewalk portion of the work; and the consideration of sidewalks as an "alternate" in construction bid documents. Install sidewalks on both sides abutting multifamily and commercial development and where planned single-family residential densities are greater than five units per acre. (Amended, Ord. 445, 2005)
look at resident (in area) improvement fee

should be included in the total project cost

Pol. MM x.xx (New)

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

No
We have far more important issues in this city that we are not pursuing by aggressive promotion - ie stormwater

Reference this Policy Ordinance

Goal 5 Parking

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

Objective TR 9.1

Provide a balanced source of parking in Burien, including both on-street and off-street (on-site) parking that together meets parking requirements.

Pol. TR 9.1.1

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

Pol. TR 9.1.2

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

Objective TR 9.2

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

Pol. TR 9.2.1

Continue to implement and maintain short-term on-street parking limitations in the downtown area to allow access to businesses (e.g. 2-hour limits) as well as reduce traffic speed and provide a buffer between traffic and pedestrians.

Pol. TR 9.2.2

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

Pol. TR 9.2.3

Implement parking strategies that maximize the ability for the greatest number of people to use the downtown and accommodate "person trips" as opposed to "vehicle trips". So we park cars on top of each other or only allow carpool cars to park downtown?

Pol. TR 9.2.4

Protect on-street parking in residential neighborhoods near downtown first for residents and secondarily for customers and visitors.

Pol. TR 9.2.5

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

* Missing Policy for adequate ADA parking Downtown commercial area
* Adequate marking of ADA parking facilities
+ at City sponsored events

No We voted against this as a committee

Pol. TR 9.2.6

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

Pol. TR 9.2.7

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

Pol. TR 9.2.8

Consider a residential parking permit program for areas adjacent the downtown to avoid and minimize spill-over parking demand generated by nearby commercial land uses.

Pol. TR 9.2.9

Consider the use of parking meters as a parking management tool in high-demand locations.

Pol. TR 9.2.10

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

Goal 6 Safety

Provide a transportation system that maintains adequate levels of safety for all users and all modes of transportation.

Objective TR 2.1

Address safety issues in an organized, prioritized manner.

Pol. TR 2.1.1

Conduct an annual review of accidents and accident locations in Burien, and place high priority on those locations with relatively higher numbers of vehicle or pedestrian/bicycle accidents.

Objective TR 2.2

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

Objective TR 2.3

Coordinate transportation improvements and plans with the Burien Fire Department and Burien Police Services.

Policy for citizens to follow to get safety concerns to be addressed in a formal manner

Goal 7 Parks and Open Spaces

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

Pol. TL 3.1

Recognize the important recreational and transportation roles played by local and regional trail systems.

Pol. TL 3.2

Support the development of a system of community paths and neighborhood trails that promote pedestrian movement and link the City's

major activity center, such as parks, schools, open spaces, recreation facilities, neighborhoods and the downtown.

Pol. TL 3.3 (Rev) The vacation or sale of street ends, other public right of ways and tax title properties that abut shoreline areas shall be prohibited except as provided for in RCW 35.79.035 (Streets-Vacation). The City should protect these areas for public access and public viewpoints.

Goal 8 Environment

Provide a transportation system that balances transportation services and needs with environmental considerations and the protection of distinct natural features.

Objective TR 7.1

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

Pol. TR 7.1.1 Promote transit, bicycle and pedestrian travel.

Pol. TR 7.1.2 Support current federal, state and regional policies aimed at reducing vehicle-related air pollution, including transportation demand strategies.

Pol. TR 7.1.3 Coordinate with the Puget Sound Regional Council, Puget Sound Clean Air Agency, Washington State Department of Transportation, transit agencies and other jurisdictions to develop transportation control measures and air quality programs when warranted.

Objective TR 7.2

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

Pol. TR 7.2.1 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.

Objective TR 7.3

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

* *Promote the use of road construction & marking materials/paints that have the lowest impact*

to the environment.

* *Maintain landscaped areas by using the least invasive landscaping method, materials*

and fertilizers.

* *Promote a transportation facilities that improve*

- Pol. TR 3.1.1** Continue to coordinate with the State regarding the SR 518 Route Development Plan, the SR 509 extension to Interstate 5, and level of service on state routes.
- Pol. TR 3.1.2** Coordinate with local jurisdictions, King County and the State to program and construct improvements that will maintain LOS standards on Burien roadways and state routes within Burien.
- Pol. TR 3.1.3** Continue to coordinate with local jurisdictions, King County and the State regarding pedestrian and bicycle route linkages. (Amended, Ord. 445, 2005)
- Pol. TR 3.1.4** Coordinate with the City of SeaTac and the Port of Seattle regarding roadway improvements related to land use changes in the Northeast Redevelopment Area (NERA) including Des Moines Memorial Drive and 8th Avenue South.

Goal 11 Coordination

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

Objective TR 6.1

Coordinate with transit service providers to ensure accessibility to all transit facilities and services.

Objective TR 3.2

Coordinate transportation plans, goals, policies, implementation strategies and facilities with other City plans, policies, goals and objectives.

* Coordinate with stormwater master plan, goals, policies - - - -

**CITY OF BURIEN
AGENDA BILL**

Agenda Subject: Discussion regarding forming a working group for the Burien Shoreline Master Program		Meeting Date: November 28, 2011
Department: Community Development	Attachments: None	Fund Source: N/A Activity Cost: N/A Amount Budgeted: N/A Unencumbered Budget Authority: N/A
Contact: Scott Greenberg, AICP Community Development Director		
Telephone: (206) 248-5519		
Adopted Initiative: Yes <input checked="" type="checkbox"/> No	Initiative Description: Shoreline Master Program	
<p>PURPOSE/REQUIRED ACTION: The purpose of this agenda item is for Council to discuss and establish a working group to advise the Council on negotiations related to Burien’s Shoreline Master Program.</p> <p>BACKGROUND (Include prior Council action & discussion): On September 27, 2010, the City Council passed Resolution 317 approving Burien’s Shoreline Master Program. The SMP was then submitted to the Department of Ecology for review. Ecology held a public hearing on the SMP on December 8, 2010. Ecology approved the SMP with required and optional changes on April 22, 2011 (letter mailed to the City on April 27, 2011). On May 23, 2011, the City Council authorized the Mayor to submit an alternative proposal to Ecology, accepting all but 4 of the required changes and accepting most of the optional changes. Ecology has not formally responded to the Mayor’s letter.</p> <p>On October 24, 2011, Council was presented with a proposal from the Burien Marine Homeowners Association and Councilmember Shaw reported that Ecology would be willing to negotiate with the City on the 4 outstanding required changes. Council discussed the idea of forming a small working group comprised of a member from each of the organizations below. On November 14, 2011, Council directed staff to contact each of these groups to invite them to propose a member for the working group. The following names were proposed by each group:</p> <ul style="list-style-type: none"> • Burien Marine Homeowners Association: Michael Noakes • Lake Burien Shore Club--Don Warren • City Council: Councilmember Robison (Council selection November 14, 2011) • At-large member--Lee Moyer <p>The Environmental Science Center was contacted and is unable to provide a member for the working group. The next steps would be for Council to finalize the members of the working group, define expectations and establish a deadline for the group.</p> <p>OPTIONS (Including fiscal impacts): N/A</p>		
Administrative Recommendation: Discuss working group. Provide direction to staff as needed.		
Committee Recommendation: N/A		
Advisory Board Recommendation: N/A		
Suggested Motion: None required.		
Submitted by: Scott Greenberg Administration _____		Mike Martin City Manager _____
Today’s Date: November 22, 2011		File Code: R:\CC\Agenda Bill 2011\112811cd-2 Shoreline Master Program.docx

**CITY OF BURIEN
AGENDA BILL**

Agenda Subject: Letter to the King County Library System Board of Trustees		Meeting Date: November 28, 2011
Department: City Manager	Attachments: <u>May 27, 2011 letter to the Board</u>	Fund Source: N/A Activity Cost: N/A Amount Budgeted: N/A Unencumbered Budget Authority: N/A
Contact: Mike Martin		
Telephone: 206/248-5503		
Adopted Initiative: Yes No X	Initiative Description:	
<p>PURPOSE/REQUIRED ACTION: Motion directing staff to draft a letter to the King County Library System Board of Trustees expressing the Council's wish that the Board delay considering the consolidation of the White Center and Boulevard Park Libraries.</p> <p>BACKGROUND (Include prior Council action & discussion): The King County Library Board in May began considering the possibility of consolidating the White Center and the Boulevard Park libraries. The Burien Council sent a letter encouraging the Board to delay taking any action until the question of whether Burien would annex the North Highline Area was resolved. Specifically, the council asked that KCLS "table the question until after the residents of North Highline have a chance to vote on whether to join Burien." That letter is attached.</p> <p>On June 28th the Library Board agreed to delay its decision regarding consolidation. The KCLS staff recently resurrected the proposal have asked the Board to reconsider it at their November 29 meeting.</p> <p>Assuming Council's position remains the same as it was in May, it would be appropriate for the council to direct staff to draft a letter for the Mayor's signature, reiterating the City's wish that the Board to delay its decision to consolidate the libraries until the question of annexation is resolved.</p> <p>OPTIONS (Including fiscal impacts):</p> <ol style="list-style-type: none"> 1) Direct Staff to draft a letter to the Library Board urging it to delay consideration of consolidating the two libraries at this time. 2) Do nothing. 		
Administrative Recommendation Direct staff to draft a letter for the Mayor's signature.		
Committee Recommendation: N/A		
Advisory Board Recommendation: N/A		
Suggested Motion: I move that council direct staff to draft a letter to the Library Board urging it to delay consideration of consolidating the White Center and Boulevard Park libraries until after the question of annexation is resolved.		
Submitted by: Administration		
		City Manager 
Today's Date: November 9, 2011	File Code: R:\CC\Agenda Bill 2011\112811cm-1 letter to King County Library	



Burien

Washington, USA

400 SW 152nd Street • Suite 300 • Burien, WA 98166

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

www.burienwa.gov

May 27, 2011

The Honorable Richard Eadie
President, Board of Trustees
King County Library System
960 Newport Way NW
Issaquah, WA 98027

Dear Judge Eadie:

Thank you and Board member Spitzer for meeting with City Councilmembers Rose Clark, Jack Block and Gerald Robison on Tuesday. I understand the meeting was frank and productive. This letter is a follow-up intended to bring clarity to Burien's request that you coordinate your decision regarding library improvements with Burien's decision regarding annexation.

It is my understanding that you and Mr. Spitzer pointed out that uncertainty over annexation of the North Highline area has made it difficult for the library to plan improvements in our community. You said that uncertainty has, in part, caused the Board of Trustees to advance the issue now. The annexation question has clouded our own planning efforts, so we understand the difficulty.

In part to bring resolution to this question, for you, for us and for all of our residents, the Burien City Council on Monday agreed to consider the question of annexation within sixty (60) days. I cannot obligate the Council, but I believe it is highly likely the Council will resolve this question by the end of July. We ask your board to delay any action regarding library improvements in our community until that decision is made. As for timing, there are two possibilities:

- 1) The Council does not pursue annexation. In that case, we will work with you to find an acceptable option to move ahead immediately, beginning no later than August 1 this year. Or;
- 2) The Council decides to advance annexation. In this case, we would ask you table the question until after the residents of North Highline have a chance to vote on whether to join Burien.

The Honorable Richard Eadie
May 27, 2011
Page 2

I mentioned in a previous correspondence that Burien views library improvements as a very positive development in the community and we are anxious to help. Please accept this letter in that spirit and please let us know what we can do to resolve this in a constructive fashion.

Sincerely,



Joan McGilton
Mayor

Enclosure

cc: Burien City Council
King County Library System Board of Trustees
King County Executive Dow Constantine
Metropolitan King County Councilmember Joe McDermott
North Highline Unincorporated Area Council President Christine Waldman
King County Library System Director Bill Ptacek

**CITY OF BURIEN
AGENDA BILL**

Agenda Subject: Review of Council Proposed Agenda Schedule		Meeting Date: November 28, 2011
Department: City Manager	Attachments: Proposed Meeting 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 <input checked="" type="checkbox"/> X	Initiative Description: N/A	
PURPOSE/REQUIRED ACTION:		
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.		
 BACKGROUND (Include prior Council action & discussion):		
According to City Council policies, the proposed meeting schedule is reviewed during the last meeting of each month.		
 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.		
Committee Recommendation: N/A		
Advisory Board Recommendation: N/A		
Suggested Motion: None required.		
Submitted by: Monica Lusk Administration _____	Mike Martin City Manager _____	
Today's Date: November 21, 2011	File Code: R:/CC/AgendaBill2011/112811cm-2 proposedagendareview.doc	

CITY OF BURIEN
PROPOSED COUNCIL AGENDA SCHEDULE
2011/2012

December/January

1. December 12, 6:30 p.m. Reception for Outgoing Councilmember Gordon Shaw
2. Presentation and Discussion of Final Draft Parks and Recreation Open Space (PROS) Plan.
(Parks)
3. Motion to Adopt Ordinance No. 559, Relating to 2011 Comprehensive Plan Text and Map Amendments.
(Community Development)
4. **Motion to Adopt Resolution No. xxx, Amending the Council Policies and Procedures Regarding Citizen Acknowledgement Policy.**
(City Manager/Legal)
5. January 9, 6:15 p.m. Council Pictures, 6:30 p.m. Reception for Incumbent(s).
6. Swearing in - City Council Position Nos. 2, 4, and 6.
7. Election of Mayor and Deputy Mayor.
(City Manager)
8. Update on the Proposed Parks and Recreation Open Space (PROS) Plan.
(Parks)
9. Motion to Approve Ordinance No. xxx, Adopting the Parks and Recreation Open Space (PROS) Plan.
(Parks)
10. Discussion on Business Development.
(City Manager – Council direction on 5/23; Rescheduled from 10/28)



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: Mike Martin, City Manager
DATE: November 28, 2011
SUBJECT: City Manager's Report

I. INTERNAL CITY INFORMATION

A. North Highline Annexation Update

The King County Boundary Review Board has set January 9, 2012 (and January 10, 2012 if needed) as their hearing date on Burien's proposed annexation. The hearing will be held at Cascade Middle School, 11212 - 10th Avenue SW. For more information, please see the Boundary Review Board's website at <http://www.kingcounty.gov/property/annexations.aspx> or contact the Board at (206) 296-6800.

B. Youth Health Center Closing (Pg. 309)

The City received notice that the Youth Health Center of the Highline Medical Group will be closing effective December 31, 2011, due to cost issues. The City of Burien has provided approximately \$10,000 annually in human services funding to the Youth Health Center since 2002.

C. Burien's Vision on Billboard

Burien's Vision Statement is being displayed during the month of November on a billboard on S 152nd St., just east of the intersection with 1st Ave. S. Look just behind the Pizza Hut restaurant on the northeast corner of the intersection. As part of its franchise agreement with the City of Burien, Clear Channel posts four billboards annually for the City at no charge.

D. City Sponsored Blood Drive

The City-sponsored blood drive on November 16th was very successful. 25 donors were registered, of which six were new donors. These donations will benefit up to 63 patients. The next City-sponsored blood drive will be held March 16, 2012.

E. Wellness Committee Changes

On October 24th, the City of Burien Wellness Committee welcomed Rochelle Flynn and Kathy Wetherbee to their Board. These individuals join existing Committee members David Johanson, Dean Tatham, Brian Victor and Angie Chaufty in their efforts to provide a comprehensive worksite wellness program to target specific employee/dependent health risks, offer programs that encourage healthy behavioral change, and reduce employee health care costs. In Washington State, city employees with strong wellness programs average \$300 per year less in health care claims than those without wellness programs. A special thanks is also extended to outgoing committee members Sangeyah Badu and Amanda Morales for their service to this effort.

F. Revised Personnel Policies Adopted

On November 9th, a major project from the Human Resources Work Plan was completed with the adoption of the revised City of Burien Personnel Policies. The goals of the project were to:

- Incorporate current federal, state, and local laws into the policies;
- Describe employee work policies, benefits, and rules;
- Set forth clear standards of workplace conduct; and
- Consolidate the manual to a useable (and readable) size.

Our organizational values of *collaboration* and *communication* were modeled throughout the revision process as each policy and its proposed revisions were reviewed by the City Manager, the Leadership Team, and the employees. The final draft was then submitted to Personnel Law Attorney Kristin Anger (courtesy of Washington Cities Insurance Authority) to confirm legal compliance. The result is a clear, thought-out, and user-friendly manual that meets the project's goals. In addition, the employees have become re-acquainted with the expectations and policies of the City.

G. Art Corps Program Update

In 2011 Arts Corps provided artists-in-residence at three Burien Elementary Schools – Cedarhurst, Hilltop and Hazel Valley. The City provided matching funds for Arts Corps to coordinate and pay for artists and art materials so children at these schools could have the opportunity to experience the arts and interact with professional teaching artists. Arts Corps, the largest nonprofit arts educator in the Seattle area, has been working with Burien for many years to bring arts access to local children.

H. New Futures Program at Moshier

Moshier staff have been working with staff at New Futures to offer arts experiences to children at The Heights apartment complex. Each month during the school year, approximately 35 kids visit Moshier and work with Mexican-American artist Amaranta Sandys. The kids are preschool-12 grade and do different projects each month ranging from clay to drawing, painting and collage.

II. COUNCIL UPDATES/REPORTS

A. King County Council Committee Hearing on June 2012 Proposed Transit Changes (Pg. 311)

On Wednesday, December 7, 2011, the King County Council's Transportation, Economy and Environment Committee will hold a special committee meeting, including an initial presentation on the proposed ordinance implementing Metro Transit's recommended service changes that would go into effect next June. The committee meeting will start at 9:30 a.m. in the King County Council Chamber on the 10th floor of the King County Courthouse (516 Third Avenue in Seattle). Members of the public are welcome to attend the meeting and to testify concerning the proposed service changes. More information on the proposed changes can be found at www.kingcounty.gov/metro/HaveASay.

The new Strategic Plan for Public Transportation 2011-2021, adopted this past summer, directs Metro Transit ("Metro") to reallocate bus service hours from less-productive routes to more-productive ones to improve the overall effectiveness of the Metro system. The proposed service changes, to go into effect this next June, are intended to implement the strategic plan policies. The December 7 briefing will explain how Metro Transit proposes to implement these policy directions. Several proposed changes would affect Burien routes:

- Route 139: Nighttime reduction in service after 8:15 pm. This is the Gregory Heights/Transit Center loop that also serves Highline Medical Center. The times that would be eliminated are: 8:19, 8:48 and 9:16.
- Route 180: Expanded nighttime service after 7:45 pm. This is the Burien/Kent route that also serves SeaTac Airport. Service would be added between 7:45 pm and 12:45 am, running every 30 min.

The attached document provides a full list of the Metro routes planned for changes in June 2012.

B. Cities Confront State Budget Challenges (Pg. 317)

Burien's Government Relations staff and the City's legislative advocate have recently spent extensive time with staff from other Association of Washington Cities (AWC) member cities and AWC staff, to strategize cities' responses to the Governor's budget proposals. They also attended the AWC Legislative Committee's five-hour meeting on November 17; at that meeting the Committee provided input to the Chair of the House Local Government Committee and the Governor's Legislative Director. The Committee received the "AWC State Budget Principles" (attached) and prioritized the Association's legislative issues for 2012, which primarily included maintaining state-shared funds, securing local transportation funding, and other financial issues.

Burien, other affected cities and King County submitted the attached letter and information sheet to the Governor on November 17, concerning her initial proposal to eliminate the state sales tax credit for cities that have annexed (or plan to annex) unincorporated urban areas such as North Highline.

On November 21 the Governor unveiled her proposed budget, which calls for a 10% reduction in the annexation sales tax credit rather than a total elimination. Governor Gregoire is also recommending a cut in the state-shared liquor revenues that currently go to cities. The special legislative session begins on November 28.

C. City's Membership Dues Increase Due to Annexation (Pg. 323)

Burien joined dozens of other cities around King County at the annual meeting of the Suburban Cities Association (SCA) on November 16, approving the SCA budget and assessment of dues for 2102 (see attached). The City's assessment has increased due to the approximately 14,000 residents added through the 2010 annexation of the southern portion of the North Highline unincorporated area. The SCA's 2011 Annual Report was distributed at the meeting and is also attached.

D. Notices (Pg. 329)

The following (attached) notice was published:

- The City of Burien will hold a public hearing on Monday, November 28, 2011, at approximately 7 p.m. for the purpose of: Receiving the publics' comments on the 2011-2012 Mid-Biennial Budget review and amendments.

HIGHLINE MEDICAL GROUP

November 4, 2011

City of Burien
Lori Fleming
400 SW 152nd St Suite 300
Burien, WA 98166

RE: Youth Health Center Grant

Dear Lori:

Highline Medical Group will be closing the Youth Health Center effective December 31, 2011.

This was a difficult business decision for our organization. We will continue to serve our patients through December 30, 2011 and will provide resource information in regards to options for continued care.

We will not be reapplying for grant dollars for 2012.

Sincerely,



Susan Pursell
Administrator

June 2012 transit reinvestments

Metro has used its service guidelines to determine how to reallocate resources to make much needed improvements in service quality—alleviating crowding and enhancing on-time operation, as well as increase use/ridership of the transit system.

Metro is making changes. We are moving toward our new vision for public transportation, striving to build a highly productive transit system that takes people where they want to go and gets the most value out of every dollar spent on transit. The proposed June 2012 service changes detailed below will be presented to King County Council for consideration in early December and adoption by January

Why is Metro considering these changes?

When the King County Council approved a \$20 congestion reduction charge to help Metro maintain the current level of bus service in 2012-2013, it also directed Metro to make the transit system more cost-effective during the two years the charge is in effect, by using the newly adopted Strategic Plan and Service Guidelines to improve the current system.

The Council directed Metro to reduce at least 100,000 annual service hours during the 2012-2013 biennium from poorly performing routes and reinvest those hours in corridors that have a low quality of service or that are currently under-served. Reinvestments should relieve overcrowding or improve on-time performance on heavily used routes, or satisfy unmet transit needs. These June changes would reduce and reinvest approximately 40,000 annual service hours.

To determine where service should be reduced or added, Metro followed service guidelines that were approved by the County Council in July 2011 along with Metro's Strategic Plan for Public Transportation 2011-2021. The use of clear, objective service guidelines had been recommended by the county's Regional Transit Task Force.

Proposed service reductions

Services may be reduced or canceled if they are determined to have relatively low productivity. Low productivity is measured in two ways. One measure shows that in comparison to all other routes that serve similar markets, the service carries relatively few riders per hour the bus is operating. The other indicates that in comparison to all other routes that serve similar markets, the combined miles of all passengers traveling on a route per mile the bus is traveling on that route is low. Routes falling in the bottom 25% on either or both of these measures are considered poorly performing routes. Metro has determined that the routes in the following table should be deleted or reduced because they have low productivity in one or both of the measures described above. The service hours currently used to operate these routes would be reinvested in other services.

Route Deletions: Rts 38, 42, 79, 129, 162, 219, 600, 912, 925

Route	Between	Alternatives
38	Beacon Hill and Mount Baker	Walking less than 1/2 mile Link Light Rail stations
42	Pioneer Square and Columbia City	Link Light Rail, Routes 7, 7Ex, 8 or 39
79EX	Lake City and Seattle CBD	Routes 66, 70, 71, 72, 73, 306, 312 or 522
129	Riverton Heights and Tukwila	Routes 128 and 132
162	Kent and Seattle CBD	Sounder Train, Routes 150, 158, 159 or revised 192
175	W Federal Way and Seattle CBD	Alternative service provided by routes, A Line, 177, 179, 190, DART 901, 577 or 578
196	S Federal Way and Seattle CBD	Alternative service provided by revised route 177
219	Newcastle and Factoria	Routes 114 or 240
600EX	Group Health Tukwila and Seattle CBD	Route 124
912	Enumclaw and Covington	Routes 168 or DART 907 (formerly 149)
925	Newcastle and Factoria	Route 114 or 240

Service Reductions: Rts 25, 99, 119, 139, 935

Route	Between	Reduction description
25	Laurelhurst and Seattle CBD	Reduce frequency from 30 to 60 min. in the peak period
99	International District and Waterfront	Delete mid-day, night and weekend service
119	Vashon Island	Delete service after 7PM
139	Burien and Highline Community Hospital	Delete service after 8:15PM
935	Kenmore and Totem Lake	Delete mid-day service

Service Revisions: Rt 177

Route	Between	Restructure Description
177	Federal Way and Seattle CBD	Extend 6 trips in the AM and PM to serve South Federal Way P&R.

Proposed investment in crowding relief

Reducing the number of people passed up or standing due to crowding on buses is Metro's first investment priority. The service guidelines set standards for passenger loads which vary based on the frequency of service and the duration of the trip. The table below shows routes with trips that do not meet the standards and have too many passengers standing for too long. Investments will be made to these routes in June 2012 to provide more capacity for passengers.

Route	Day	Between
1	Weekday	Queen Anne Hill and Seattle CBD
8	Weekday	Rainier Beach and Queen Anne
9EX	Weekday	Rainier Beach and Capitol Hill
41	Weekday	Northgate and Seattle CBD
44	Weekday	Ballard and University District
128	Weekday	South Center and Admiral District
169	Weekday	Renton and Kent
218	Weekday	Issaquah Highlands P&R and Seattle CBD
372EX	Weekday	U District and Woodinville
36	Sunday	Othello station and Seattle CBD
73	Sunday	Jackson Park and Seattle CBD

Proposed investment into on-time performance/schedule calibration: Improving on-time performance is Metro's second investment priority. Guidelines establish "lateness" thresholds for making investments. Metro estimates that it would take approximately 30,000 annual service hours to improve on-time performance on routes that currently qualify for investment. Metro is planning to reinvest 15,000 hours in June 2012, and proposing to invest 5,000 added hours and make additional schedule improvements through the September 2012 process of restructuring Seattle-area transit networks. The table below lists the routes that are candidates for investment based on their past year's performance. Investments may occur on weekdays or weekends.

Please note that the results of the September 2012 restructure process may influence which routes receive investments in June 2012.

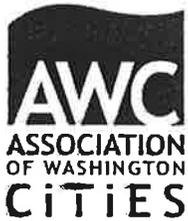
Route	Between
2N & 2S	Queen Anne Hill and Madrona via Seattle CBD
5	Greenwood and Seattle CBD
7	Rainier Beach and Seattle CBD
8	Rainier Beach and Queen Anne
15	Blue Ridge and Seattle CBD
16	Northgate and Seattle CBD
17	Loyal Heights and Seattle CBD
18	N Beach and Seattle CBD
21EX	Arbor Heights and Seattle CBD
21	Arbor Heights and Seattle CBD
22	White Center and Seattle CBD
23	White Center and Seattle CBD
24	Magnolia and Seattle CBD
26	Wallingford and Seattle CBD
27	Colman Park and Seattle CBD
28	Broadview and Seattle CBD
30	Sand Point and Queen Anne
31	Magnolia and U District
33	Magnolia and Seattle CBD
37	Alaska Junction and Seattle CBD

Route	Between
39	Rainier Beach and Seattle CBD
43	University District and Seattle CBD
48N & 48S	Loyal Heights and Mount Baker via U District
49	University District and Seattle CBD
54EX	Fauntleroy and Seattle CBD
54	White Center and Seattle CBD
55	Admiral District and Seattle CBD
57	Alaska Junction and Seattle CBD
60	Broadway and White Center
66EX	Northgate and Seattle CBD
68	Northgate and U District
71	Wedgwood and U District
72	Lake City and Seattle CBD
81	Owl: Seattle CBD and Loyal Heights
105	Renton Highlands and Renton Transit Center
106	Renton and Seattle CBD
113	Shorewood and Seattle CBD
119EX	Seattle CBD and Vashon Heights and Dockton
120	Burien and Seattle CBD
121	Des Moines and Seattle CBD
122	Highline Community College and Seattle CBD
124	SeaTac and Seattle CBD
125	Shorewood and Seattle CBD
128	South Center and Admiral District
131	Midway/Des Moines and Seattle CBD
132	Burien and Seattle CBD
150	Kent and Seattle CBD
166	Des Moines and Kent
169	Renton and Kent
181	Federal Way and Auburn
182	Federal Way and Twin Lakes
187	Twin Lakes and Federal Way
205EX	Mercer Island and U District
209	North Bend and Issaquah
224	Redmond and Fall City
240	Bellevue and Renton
251 (931)	Bothell and Redmond
255	Brickyard P&R and Seattle CBD
280	Owl: Seattle CBD and Renton
309	Kenmore to First Hill via Lake City
311	Duvall and Seattle CBD
330	Shoreline and Lake City
358EX	Aurora Village and Seattle CBD
373EX	Aurora Village Transit Center and U District

Proposed investment into underserved corridors: Auburn-Burien via Kent and SeaTac

Underserved corridors are Metro's third investment priority. The service guidelines identify transit corridors that are not receiving enough service as determined by their land use (the number of households and jobs near bus stops), demographics (the percentage of passengers from areas with low-income and minority populations), connections with centers of employment and other activities, and ridership. Metro will invest in these underserved corridors as resources become available. Metro will invest additional service hours in Route 180 in June 2012 to increase the route's service level recommended by the guidelines.

Corridor	Major Route	Current Night Service	Target Level of Night Service	Improvement
Auburn and Burien Via Kent and SeaTac	180	None between Kent and Burien after 7:45 PM	30 Min	Extend 30 Min night service to Burien until 12:45 am



1076 Franklin St. SE • Olympia, WA 98501-1346
(360) 753-4137 • Toll Free: 1-800-562-8981 • Fax: (360) 753-0149

www.awcnet.org

AWC State Budget Principles

AWC recognizes the difficult budget situation facing the state and understands the difficulty of prioritizing resources that are universally important. Cities face similar difficulties and have made cuts and prioritized services since 2008 and, in some cases, before then.

Unilateral elimination or significant reduction of state funding is not acceptable. When deciding where state budget cuts are made, cities ask that the following be considered:

- State revenues distributed to cities and towns are driven by decades of past decisions to deliver vital services to our citizens.
- Cities rely on these funds and without those past decisions, other local authorities would have been granted.
- If state support to cities is curtailed, the cuts in revenue should be in tandem with measures that provide cost relief to local jurisdictions - either through reduced mandates or responsibilities or expanded home rule authorities. There should be no cuts in revenue distributions without cost relief.
- Given state and local fiscal conditions, new mandates (legislative, agency rules, or permits) that add costs and responsibilities are unacceptable unless new and sufficient resources accompany such mandates.
- Cities in King and Snohomish counties already made annexation and service delivery decisions for our state's citizens based upon state support. Eliminating or reducing annexation support is breaking a commitment between our citizens, the state, and cities.
- Do not cut funds to programs that help maintain economic vitality across the state – in particular programs that create jobs, like the Public Works Trust Fund.
- Continue providing funding support to the Municipal Research and Services Center (MRSC) – a critical, effective and decades-old source of information and ideas for cities and counties throughout the state.



November 16, 2011

The Honorable Christine Gregoire
Governor of the State of Washington
P.O. Box 40002
Olympia, WA 98504-0002

RE: Annexation Sales Tax Credit Program

Dear Governor Gregoire:

As you finalize your 2012 Supplemental Operating Budget proposal, we respectfully request that you take into account all of the policy reasons that make the annexation sales tax credit program a critical tool to protect and preserve.

We are enclosing a two-page document that we jointly worked upon, laying out how this temporary program supports social justice, restores fairness to disenfranchised areas, assists the urban counties in Puget Sound, and helps fulfill the state Growth Management Act. The jurisdictions impacted by this program have moved forward with annexations that will cost hundreds of millions of dollars in operating and capital costs, and we would not have done so without the credit mechanism.

We know you face excruciatingly difficult choices, as do we. We moved ahead with annexations even in a financially difficult time period because we felt it was the right thing to do for vulnerable populations, **for providing people the services they deserve, and for carrying out the "urban services" provisions of the state Growth Management Act.** We ask that you keep the faith and the commitment that came with this program.

Thank you for your time and your consideration.

Sincerely,

Pete Lewis, Mayor of Auburn

Joan McGlinton, Mayor of Burien

Joan McBride, Mayor of Kirkland

Vern Little, Mayor of Lake Stevens

Denis Law, Mayor of Renton

Mark Lamb, Mayor of Bothell

Suzette Cooke, Mayor of Kent

Dow Constantine, King County Executive

Jon Nehring, Mayor of Marysville

Councilmember Richard Conlin, City of Seattle



Annexation Sales Tax Credit Program: *Why it is critical and must be preserved*

Background

- The State Legislature established the Annexation Sales Tax Credit program through **SSB 6686, Laws of 2006**, to help cities become the “providers of urban services” with some of the largest, most difficult, and most expensive annexation areas in the State’s most-populated region. Lawmakers expanded and extended the program though **ESSB 5321, Laws of 2009** – after the recession began.
- Based on the financial commitment established through **6686** and **5321**, several cities moved ahead with annexations they never would have implemented otherwise.
- On October 27, Governor Gregoire proposed eliminating this program as of May 1, 2012, as one of her “Budget Reduction Alternatives.” Such an action would eliminate credit funds not just for annexations “commenced” (*the term used in state law for formally beginning an annexation process*) in some manner or soon to be – but also for annexations already taken to voters, approved by voters, and implemented by cities.

Eliminating the Annexation Sales Tax Credit program would break faith with cities

- The Annexation Sales Tax Credit program represented a strong commitment by the Legislature to have the State be a financial partner in the largest, most challenging, and most expensive annexations in the Central Puget Sound by providing a temporary (10-year) bridge to cities to help carry out a critical tenet of the state Growth Management Act (GMA): having cities absorb all unincorporated areas within Urban Growth Areas, which have urban service needs.
- To eliminate this state sales tax credit would break a commitment that has led numerous cities to proceed with annexations that will cost them hundreds of millions of dollars in operating and capital costs. Cities would not have moved ahead with these annexations without the credit.

The Sales Tax Credit supports social justice and restores fairness to highly disenfranchised areas

- The areas poised for annexation under this program are often extremely disenfranchised, dealing with public safety, scholastic, and economic challenges of the highest order. The Annexation Sales Tax Credit program helps support “social justice” for these areas by helping to fund urban services that residents of incorporated areas already receive.

- Residents in urban unincorporated areas are already paying many of the taxes that provide urban services, though they do not benefit from many of them. Annexing these areas provides fairness to those residents in giving them the services they are in fact already supporting.

This program is only temporary, only for operating costs, and only for the largest annexations

- It is important to remember that this program provides bridge funds only to assist with operating and maintenance costs, only for a 10-year period, and only for annexations of 10,000 people or more.
- This program does not provide any funding for capital, even though the areas in question are very “infrastructure deficient” when it comes to drainage, parks, streets, sidewalks, etc.

Counties which have limited fiscal tools, regional service obligations, and limited or no funds to properly serve growing urban unincorporated areas, see this tool as critical to achieving annexations

- Counties are in a difficult squeeze. The most urban counties – King, Pierce, and Snohomish – have very limited and outdated fiscal tools, have major regional service obligations such as jails, public health and mental health, and therefore are increasingly unable to provide urban levels of service to their growing urban unincorporated areas.
- The Annexation Sales Tax Credit program serves as a critical component to helping residents of the urban unincorporated areas of Central Puget Sound counties receive the same levels of vital public services as those already living within cities.

Elimination of the Annexation Sales Tax Credit program would have major fiscal & service impacts

- **Kent:** \$3.7 million per year
- **Renton:** \$2.1 million per year – and would lead the City to halt the annexation of the West Hill/Skyway area
- **Kirkland:** \$3.4 million per year
- **Auburn:** \$1.4 million per year
- **Marysville:** \$1.4 million per year
- **Bothell:** Potential \$2.26 million per year (*pending vote*). City would not have spent the last two years pursuing the annexation of its entire Municipal Urban Growth area in Snohomish and Planned Annexation Areas in King County, without the commitment of the current legislation.
- **Burien:** \$518,000 per year (*for the first North Highline annexation only*); and would lead the City to halt the annexation of the North Highline/White Center area.
- **Lake Stevens:** Would lead the City to halt any future large annexation efforts

2012 Proposed Budget and Assessment

Board approval: October 19, 2011
 Submit for Membership approval: November 16, 2011

Background for the SCA Proposed 2012 Budget

One of the goals in building the SCA budget for 2012 was to maintain the per capita assessment for 2012 for SCA member cities at the 2009 level. We are proud to inform you that we have been able to do so.

Proposed 2012 SCA Budget

	2011 Budget	2012 Recommended Budget
Revenue		
1 Annual Dues	455,333	466,382
2 Program Revenue	44,207	44,310
3 Miscellaneous Income	2,000	2,500
	501,540	513,192
Expense		
1 Office Related	25,378	26,522
2 Personnel	390,013	398,177
3 Misc. Business	22,305	22,992
4 Hospitality/Prof Fees	35,553	50,345
5 Technology	20,290	15,150
	493,539	513,186
Assessment	.5598 per capita	.5598 per capita

Key:

Revenue:

1. Member Assessment, including Regional Associate Memberships
2. Anticipated Dinner meeting revenue, sponsorships etc.
3. Anticipated interest income

Expenses:

1. Office related: Rent, insurance, phones, supplies
2. Personnel: Wages, taxes, benefits, payroll processing, professional development
3. Misc. Business: Bank charges, licenses, subscriptions, water, postage, printing, contingency
4. Hospitality/Professional Fees: Dinner meeting expense, professional fees, travel, accountant, legal, audit, awards, business meals etc.
5. Technology: Server/PC and laptop related expenses, technicians, software, web hosting

(Expense groupings have been adjusted to reflect the SCA financial statements.)

Proposed SCA 2012 Assessment

Municipality	2011 OFM Pop	2011 OFM Pop w/70K cap	\$461,381.56
			0.5598
Skykomish	195	195	109.16
Beaux Arts Village	300	300	167.94
Hunts Point	390	390	218.32
Milton (part)	835	835	467.43
Clyde Hill	2,985	2,985	1,671.00
Algona	3,055	3,055	1,710.19
Black Diamond	4,160	4,160	2,328.77
North Bend	5,830	5,830	3,263.63
Normandy Park	6,345	6,345	3,551.93
Pacific (part)	6,520	6,520	3,649.90
Duvall	6,715	6,715	3,759.06
Newcastle	10,410	10,410	5,827.52
Enumclaw (Part)	10,920	10,920	6,113.02
Woodinville	10,940	10,940	6,124.21
Snoqualmie	10,950	10,950	6,129.81
Lake Forest Park	12,610	12,610	7,059.08
Bothell (part)	17,150	17,150	9,600.57
Covington	17,640	17,640	9,874.87
Tukwila	19,050	19,050	10,664.19
Kenmore	20,780	20,780	11,632.64
Maple Valley	22,930	22,930	12,836.21
SeaTac	27,110	27,110	15,176.18
Des Moines	29,680	29,680	16,614.86
Issaquah	30,690	30,690	17,180.26
Sammamish	46,940	46,940	26,277.01
Burien	47,660	47,660	26,680.07
Shoreline	53,200	53,200	29,781.36
Redmond	55,150	55,150	30,872.97
Auburn (part)	63,050	63,050	35,295.39
Kirkland	80,378	70,000	39,186.00
Federal Way	89,370	70,000	39,186.00
Renton	92,590	70,000	39,186.00
Kent	118,200	70,000	39,186.00
TOTAL	924,728	824,190	\$461,382

Suburban Cities Association

2011

Annual Meeting

November 16, 2011
Embassy Suites, Tukwila

Agenda

SCA 2011 Annual Meeting and Dinner

5:30 Social Hour

6:30 Welcome and Opening

6:45 Dinner

7:15 Entertainment

7:45 Annual Meeting

Approval of 2010 Minutes

SCA Updates

2011 SCA Budget/Assessments

Recognitions

For the good of the order

8:45 Adjourn

Vision

To be the most dynamic, respected, influential, and effective organization representing the interest of the suburban cities of King County.

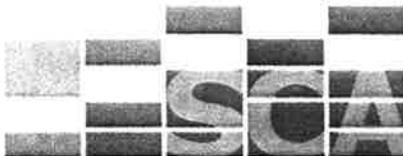
Values

SCA aspires to create an environment that fosters mutual support, respect, trust, fairness and integrity for the greater good of the association and its membership.

SCA operates in a consistent, inclusive, and transparent manner that respects the diversity of our members and encourages open discussion and risk-taking.

Mission

To provide leadership through advocacy, education, mutual support and networking to suburban cities in King County as they act locally and partner regionally to create livable vital communities.



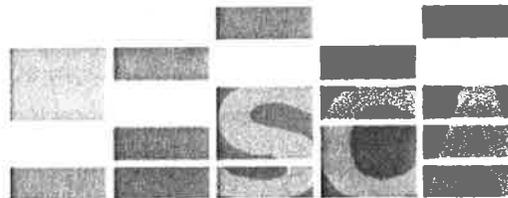
Suburban Cities Association

6300 Southcenter Blvd Suite 206
Tukwila Washington 98188
Phone 206 433 7168
Fax 206 242 8031
Email sca@suburbancities.org

SUBURBAN CITIES ASSOCIATION

2011 ANNUAL REPORT

Suburban Cities Association
6300 Southcenter Blvd #206
Tukwila WA 98188



www.suburbancities.org
sca@suburbancities.org
206.433.7168

Vision

To be the most dynamic, respected, influential, and effective organization representing the interest of the suburban cities of King County.

Values

SCA aspires to create an environment that fosters mutual support, respect, trust, fairness and integrity for the greater good of the association and its membership.

SCA operates in a consistent, inclusive, and transparent manner that respects the diversity of our members and encourages open discussion and risk-taking.

Mission

To provide leadership through advocacy, education, mutual support and networking to suburban cities in King County as they act locally and partner regionally to create livable vital communities.

2011 Board of Directors

President

Dave Hutchinson, Lake Forest Park

Vice President

Denis Law, Renton

Treasurer

Don Gerend, Sammamish

Secretary

Karen Goroski/Deanna Dawson

Immediate Past President

Ken Hearing, North Bend

Member-at-large, Executive Committee

Lucy Krakowiak, Burien

PIC Chair

Sonny Putter, Newcastle

CM/CA Ex-Officio

Tony Piasecki, Des Moines

Board Members

David Baker, Kenmore

Margaret Harto, Covington

Dave Hill, Algona

Matt Larson, Snoqualmie

Jamie Perry, Kent

Bob Sternoff, Kirkland

Long Range Goals ~ 2015

Regional Organization & Governance

To be a Puget Sound regional organization that successfully promotes the SCA vision throughout the region.

To operate under a governance structure that effectively recognizes the special interests of small cities, rural cities, and urban cities within a regional framework.

Education

To be a center for professional development of local electeds on regional issues.

Public Policy Leadership

To provide leadership for citizens and business to thrive in any jurisdiction through growth management, transportation, and jobs.

To provide leadership in restructuring regional governance.

Public Benefit

To provide analysis and solutions on regional issues while educating the public on issues that affect their quality of life.

2011 Financial Report

SCA is expected to end the fiscal year on December 31, 2011 with revenues of \$496,152 and expenses of \$493,549. The 2011 budget was adopted by the SCA Membership on November 17, 2010.

A copy of the current financial statement is available from SCA upon request.

Deanna Dawson, Executive Director
Kristy Burwell, Administrative Services Manager
Monica Whitman, Senior Policy Analyst
Doreen Booth, Policy Analyst

2011 Committees of the Board of Directors

CONGRATULATIONS to the hard working committee members who contributed precious time and energy to develop and implement SCA policy positions.

Public Issues Committee (PIC) – Sonny Putter
NEWCASTLE, Chair, Mia Gregerson SEATAC, Vice Chair

Member City Attendees: ALGONA - Dave Hill, Lynda Osborn; AUBURN - Pete Lewis, Bill Pelozza; BLACK DIAMOND - Rebecca Olness, Craig Goodwin; BOTHELL - Tom Agnew, Bill Evans; BURIEN - Brian Bennett, Jerry Robison; CLYDE HILL - Barre Seibert; COVINGTON - Marlla Mhoon; DES MOINES - Matt Pina; DUVALL - Amy Ockerlander; ENUMCLAW - Liz Reynolds; FEDERAL WAY - Linda Kochmar, Jeanne Burbidge; ISSAQUAH - Tola Marts; KENMORE - David Baker, Allan Van Ness; KENT - Dennis Higgins; KIRKLAND - Amy Walen, Bob Sternoff; LAKE FOREST PARK - Sandy Koppenol, Dave Hutchinson, Catherine Stanford; MAPLE VALLEY - Layne Barnes; MILTON - Debra Perry; NEWCASTLE - Sonny Putter, Lisa Jensen; NORMANDY PARK - Shawn McEvoy; NORTH BEND - Ross Loudenback; PACIFIC - Leanne Guier; REDMOND - Hank Margeson; RENTON - King Parker; SAMMAMISH - Tom Odell, Don Gerend; SEATAC - Mia Gregerson; SHORELINE - Chris Eggen, Shari Winstead, Will Hall; SKYKOMISH - Henry Sladek; SNOQUALMIE - Kingston Wall, Matt Larson; TUKWILA - Jim Haggerton; WOODINVILLE - Bernie Talmas, Susan Boundy-Sanders.

ADDITIONAL MEMBER CITY PRESENTERS — AUBURN - LYNN NORMAN; BURIEN - JOAN MCGILTON; DUVALL - GERARD CATTIN; FEDERAL WAY - JACK DOVEY; ISSAQUAH - AVA FRISINGER; KENMORE - BOB HENSEL; KIRKLAND - DAVE ASHER, JESSICA GREENWAY; LAKE FOREST PARK - ROBERT LEE, JOHN WRIGHT; RENTON - GREG TAYLOR; SAMMAMISH - MARK CROSS.

Public Issues Committee (PIC) Accomplishments:

33 Member Cities attended monthly PIC meetings with an average attendance of 26 cities. SCA representatives serving on regional boards and committees provided reports and recommendations. Some issues required action while other issues were informational. Two study sessions before PIC provided detailed information on the Brightwater Treatment Plant and Metro Strategic Plan. As a committee of the Board of Directors, the PIC made recommendations to and were adopted by the SCA Board of Directors.

The PIC also recommended individuals for appointment to 133 seats on 28 regional committees and boards for 2011.

Detailed descriptions of the policy positions can be found at: http://www.suburbancities.org/public_policy/index.shtml

2011 Successes for SCA's Public Policy Positions. SCA successfully promoted the following policy positions recommended by the SCA Public Issues Committee to the SCA Board of Directors including:

SCA's positions prevailed in the adoption of King County Metro Transit Strategic Plan for Public transportation 2011-2021. This massive effort included more than 45 hours of meetings for the SCA-RTC Caucus in 2011, alone.

SCA's support for partial funding (up to \$24.5 million) for the Seattle Seawall replacement was instrumental in funding for the seawall and demonstrated a collaborative effort to fund projects that have region wide impacts.

SCA's adopted Guiding Principles for the South Central Action Area Caucus Group emphasized collaboration with local governments as well as preventing policies that will force cities to adopt more stringent regulations. The principles will help guide the near-term actions which will address the Puget Sound Partnership agenda.

SCA successfully supported an update of the Regional Growth Centers criteria at PSRC to ensure that new Regional Growth Centers will have regional significance and can accommodate activity units that support high-capacity transit.

Consistent with Guiding Principles adopted by SCA in 2010, SCA successfully supported the 2011 update of the Countywide Planning Policies, approved by the GMPC in September, 2011, with two issues set aside for further study.

SCA supported the 2012 Local Hazardous Waste Management Rate Increase, a rate that was approved by Metropolitan King County Council in 2011.

SCA successfully pursued amendments to the King County Emergency Management Ordinance to clarify responsibility during events of regional significance. The amendments were approved by the Metropolitan King County Council in 2011.

SCA initiated amendments the King County Emergency Management Ordinance to allow for one alternate to be appointed for each member of the Emergency Management Advisory Committee, with the amendment approved by the Metropolitan King County Council in 2011.

SCA was successful in its efforts to secure one additional seat and one alternate on the PSRC Transportation Policy Board, the PSRC Growth Management Policy Board, and the PSRC Project Evaluation Committee.

SCA successfully supported the use of domestic violence protection order checklists. Such checklists have been developed and training on the availability and use of such checklists is occurring across King County in 2011.

Public Issues Committee - Small Cities Subcommittee
Chair Barre Seibert, CLYDE HILL

The subcommittee addressed topics which included property taxes, assessments and levy suppression; labor negotiations; International Building Code basics and challenges; audit issues and challenges; and resources available for emergency management for small cities.

SCA Leadership Meetings

Monthly leadership meetings were held with the King County Executive, President of the SCA Board of Directors, Chair of the SCA Public Issues Committee and the SCA Executive Director. Similar leadership meetings were held on a regular basis with the Chair of the County Council, the Chair of the King County Council Budget Committee, and the Executive Director of PSRC.

SCA Finance Committee

Chair Don Gerend, SAMMAMISH; Dave Hill, ALGONA; Duncan Wilson, NORTH BEND; Jay Covington, RENTON; Ralph Shape, SEATAC; Tami Schackman, BOTHELL; Lisa Jensen, NEWCASTLE.

Finance Committee Accomplishments:

The Finance Committee developed a brochure and strategy for recruitment of Regional Associate Members and identified a list of potential members. The Committee developed and recommended an investment policy for SCA investment of funds to the SCA Board of Directors.

SCA Education Committee

Chair Matt Larson, SNOQUALMIE; Michele Petitti, SAMMAMISH; Rebecca Olness, BLACK DIAMOND; Carol Simpson, NEWCASTLE; Dennis Higgins, KENT.

Education Committee Accomplishments:

The Education Committee identified speakers for the 2011 Networking Dinners which averaged 115 registrations per dinner with the highest registration being 150. Speakers included King County Executive Dow Constantine, Congressman Jay Inslee, a panel of State Legislators, Marty Loesch (substituting for Governor Gregoire) and nationally recognized comedian Brad Upton.

The Education Committee also laid the groundwork for the 2012 SCA Networking Dinner speaker schedule.

SCA thanks its 2011 Regional Associate Members & Friends of SCA for their support.

Allied Waste (Friend)

Auburn Area Chamber of
Commerce

Association of Washington Cities

CleanScapes (Friend)

Comcast

Gray & Osborne, Inc.

Jurassic Parliament

King Conservation District

Local Hazardous Waste

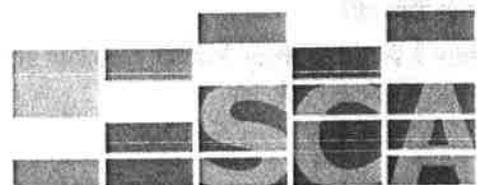
Parametrix

Puget Sound Energy

The Regence Group

Waste Management (Friend)

Thank you!



2011 Regional Appointments

133 Individuals to 28 regional boards and committees!

SCA appointed or recommended for appointment, 133 individuals to 28 regional boards and committees in 2011. These individuals worked hard to carry the message of the Association and have earned the gratitude of its members.

METROPOLITAN KING COUNTY REGIONAL COMMITTEES

Regional Policy Committee: Pete Lewis, Dini Duclos, Dwight Thompson, Matt Larson, Denis Law, Will Hall (4M, 2A with staff support from Nina Rivkin, REDMOND)

Regional Transit Committee: Joan McGilton, Bob Sternoff, Fred Butler, Marcie Palmer, Jeanne Burbidge, David Baker, Kimberly Allen, Dave Hill, Conrad Lee, Chris Eggen, Noel Gerken, Dennis Higgins (8M, 4A with staff support from Lisa Clausen, BURIEN; Cathy Mooney, KENT; Nina Rivkin, REDMOND; Terry Marpert, REDMOND; Jim Seitz, RENTON; and Alicia McIntire, SHORELINE)

Regional Water Quality Committee: Bill Pelozo, Rich Zwicker, Doris McConnell, Don Davidson, Craig Goodwin, John Wright (4M, 2A with staff support from Dave Christensen, RENTON)

OTHER KING COUNTY COMMITTEES

Growth Management Planning Council: Bob Sternoff, Lucy Krakowiak, Mark Cross, Terri Briere, Layne Barnes, Kimberly Allen, Chris Eggen, Lynn Norman, Rebecca Olness, Amy Ockerlander (6M, 4A with staff support from Rob Odle, REDMOND; Eric Shields, KIRKLAND; Chip Vincent, RENTON)

Regional Law Safety & Justice: Dave Asher, John Partridge, Ron Harmon, Mike Park, Ed Sterner, Hank Margeson (6M)

King County Consortium Joint Recommendations Committee for CDBG: Ava Frisinger, David Baker, Margaret Harto, Jerry Robison (4M)

Local Hazardous Waste Management Plan: David Baker (1M)

Board of Health: David Hutchinson, Ava Frisinger, Dan Sherman (2M, 1A)

Committee to End Homelessness Governing Board: Mike Cero, Greg Taylor (2M)

King County Disability Board LEOFF 1: Verna Seal (1M)

Interagency Advisory Council to End Homelessness: Colleen Kelly, Michael Hursh, Marty Wine (3M)

Mental Illness & Drug Dependency Oversight Committee (MIDD): Dwight Thompson, Dennis Higgins (1M, 1A)

OTHER KING COUNTY COMMITTEES (continued)

Radio Executive Policy Committee: Allan Van Ness, Jack Dovey (2M)

Domestic Violence Initiative: Greg Taylor, Doris McConnell, Verna Seal, Joan McBride (4M)

Solid Waste Advisory Committee: Joan McGilton, David Baker (2M)

South Central Area Caucus Group: Bob Hensel, Craig Goodwin (2M)

Emergency Management Advisory Committee: Gail Harris, Gerard Cattin, Karen Ferreira, Greg Taylor (3M, 3A)

King County Flood Control Zone District Advisory Committee: Robert Lee, Joan McBride, Mike Park, Bill Allison, Glenn Rogers, Mike Cero, Marlla Mhoon, Bill Thomas (4M, 4A)

King County Emergency Medical Services Advisory Task Force (2013 Levy): Ken Hearing, Tom Agnew, Jim Haggerton, Craig Goodwin (4M)

King County Regional AFIS Advisory Committee: David Cline (1M)

enterpriseSeattle: Bob Sternoff, Allan Van Ness, Jack Dovey, King Parker, Will Hall, John James (6M)

Jail Agreement Administration Group (JAG): Marilynne Beard, Penny Bartley, Steve Cozart, Jim Kelly, Dennis Peterson, Julie Underwood, Jennifer Henson (4M, 3A)

PUGET SOUND REGIONAL COUNCIL

PSRC Executive Board: Pete Lewis, Sonny Putter, Wayne Snoey, Richard Cole, Dwight Thompson, Mia Gregerson, Bob Sternoff, Dave Hill

PSRC Operations Committee: Richard Cole, Pete Lewis (1M, 1A)

PSRC Growth Management Policy Board: Lynn Norman, Bob Sternoff, Layne Barnes, Paul Mallary, Bernie Talmas (3M, 3A)

PSRC Transportation Policy Board: Don Gerend, Jeanne Burbidge, Chris Eggen, Noel Gerken, Dave Hill, Amy Walen (2M, 2A)

PSRC Economic Development District Policy Board: Catherine Stanford, Sue Singer, Linda Kochmar, John Marchione (2M, 2A)

PSRC Regional Project Evaluation Committee: Kirk McKinley, Don Cairns, Larry Blanchard, Gary Costa, Ray Steiger, Steve Clark (3M, 3A)



Burien

Washington, USA

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

DATE: November 10, 2011
FOR RELEASE: November 13 and November 20, 2011
CONTACT: Finance Department
Telephone: (206) 439-3150

2011-2012 MID-BIENNIAL BUDGET REVIEW PUBLIC HEARING NOTICE

The City of Burien will hold a public hearing on Monday, November 28, 2011, for the purpose of:

Receiving the publics' comments on revenue sources, including a possible up to a 1% increase in property tax revenue, and expenditures for the 2011-2012 Mid-Biennial Budget review and amendments.

The hearing will be in the Burien Council Chambers at 400 SW 152nd St., at approximately 7:00 p.m. Copies of the 2011-2012 Mid-Biennial Budget Review are available and can be obtained by calling the Finance Department at (206) 439-3150.

Sign language and communication in alternate format can be arranged given sufficient notice. Please contact the City Clerk's office at (206) 248-5517.

###

Published in The Seattle Times: November 13, 2011 and November 20, 2011
The Highline Times: November 18, 2011

cc: Burien City Council
Burien Staff
Discover Burien
B-Town Blog
Burien Daily
Highline Times
King County/Burien Public Library
Seahurst Post Office
Web site: www.burienwa.gov
White Center Now