



CITY COUNCIL MEETING AGENDA

May 7, 2012

**6:15 p.m. - Special Meeting: Executive Session to discuss
potential litigation and real estate acquisition**

7:00 p.m. – Regular Meeting

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. CORRESPONDENCE
FOR THE RECORD | <ul style="list-style-type: none"> a. Letter Dated March 20, 2012, from Sally J. Clark, Seattle City Council President, Regarding Annexation. b. Letter Dated March 28, 2012, from Roger DeLorm Regarding Animal Control. c. Letter Dated April 16, 2012, from C. Edgar Regarding Annexation. | <ul style="list-style-type: none"> 3. 5. 7. |
| 7. CONSENT AGENDA | <ul style="list-style-type: none"> a. Approval of Vouchers: Approval of Vouchers: Numbers 31429 - 31556 in the Amounts of \$828,114.75. b. Approval of Minutes: Council Meeting, April 16, 2012; Council Study Session, April 23, 2012. c. Motion to Approve the Submittal of the 2013 Community Development Block Grant (CDBG) Application. d. Motion to Adopt Resolution No. 333, Authorizing Submittal of Grant Proposals to the Recreation & Conservation Office for Future Phases of the Seahurst Park Project and for a New Restroom at Moshier Ball Fields. | <ul style="list-style-type: none"> 11. 31. 37. |

COUNCILMEMBERS

Brian Bennett, Mayor	Rose Clark, Deputy Mayor	Jack Block, Jr.	
Bob Edgar	Lucy Krakowiak	Joan McGilton	Gerald F. Robison

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

CITY COUNCIL MEETING AGENDA

May 7, 2012

Page 2

- | | | |
|---------------------------|---|-----|
| 8. BUSINESS AGENDA | a. Proclamation Honoring Mickey Kraut. | 39. |
| | b. Discussion on and Possible Motion to Approve Resolution No. 332, Adopting the Transportation Master Plan (TMP). | 41. |
| | c. Seahurst Park North Seawall & Beach Restoration Project - Staff Update. | 55. |
| | d. Adopt Contract with McBee Strategic, a Federal Lobbying Firm, to Advance Infrastructure Work in the North East Redevelopment Area. | 65. |
| | e. Motion to Formally Recognize the Highline Communities Coalition. | 71. |
| | f. City Business | 75. |
| 9. COUNCIL REPORTS | | |
| 10. ADJOURNMENT | | |



Sally J. Clark
Seattle City Councilmember

March 20, 2012

The Hon. Brian Bennett, Mayor
City of Burien, Washington
400 SW 152nd Street, Suite 300
Burien, WA 98166

Dear Mayor Bennett:

I am writing to inform you of a recent decision by the Seattle City Council's Economic Resiliency and Regional Relations Committee regarding Seattle's and Burien's overlapping Potential Annexation Area (PAA) in the North Highline area.

In 2011 the Seattle City Council adopted Resolution 31283 which stated our intent that Seattle will not object or stand in the way if Burien initiates an annexation election for the North Highline area. It also said that by the end of February 2012, the Council will make a final decision on whether to proceed with North Highline annexation and withdraw its PAA. On February 24, the Economic Resiliency and Regional Relations Committee considered these issues and decided to maintain current City policy. Our current policy of not standing in the way is appropriate given the Boundary Review Board's recent approval of Burien's application to annex North Highline Area Y. Although the Committee did not recommend removal of Seattle's PAA in Area Y this year, the PAA is expected to be removed after successful annexation of Area Y by Burien.

Please feel free to contact me if you wish to speak further about North Highline. We wish you well as Burien proceeds with its work.

Best regards,



Sally J. Clark

Seattle City Council President and
Chair, Economic Resiliency and Regional Relations Committee

RECEIVED

APR 17 2012

City of Burien

CC: Tom Rasmussen, Vice Chair, Economic Resiliency and Regional Relations Committee
Richard Conlin, Councilmember, Economic Resiliency and Regional Relations Committee

City Hall, 600 Fourth Avenue, Floor 2, PO Box 34025, Seattle, Washington 98124-4025
(206) 684-8802, Fax: (206) 684-8587, TTY: (206) 233-0025
E-mail Address: sally.clark@seattle.gov Web: <http://www.seattle.gov/council/clark>
An EEO employer. Accommodations for people with disabilities provided upon request.

Printed on Recycled Paper

CFTR : 05/07/12

cc: Scott Greenberg, Nhan Nguyen



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CITY OF BURIEN

To the Burien City Council

~~City Council~~

March 28, 2012

CITY OF BURIEN

Where is Burien's Animal Control?

When a citizen tries to stop by Burien's Animal Control, the door is locked and no one is allowed in. The story is that it is still not ready.

CARES, the Burien animal control model, has been in operation since July, 2011(9 months) but there is still no place that animal control is open to the public. Prior to CARES, the city ran an unsuccessful animal control program because the City Manager/Mike Martin decided that the City could not afford King County Animal Control. This is not a factual report of what really happened with KCAC. Mike Martin actually left the meeting with King County before the rate scale that cities would be charged was even determined. This information comes from a reliable inside source that was present at that meeting. Mike Martin simply wanted to make up his own rate for animal-nothing based on what was humane, research based and responsible animal control.

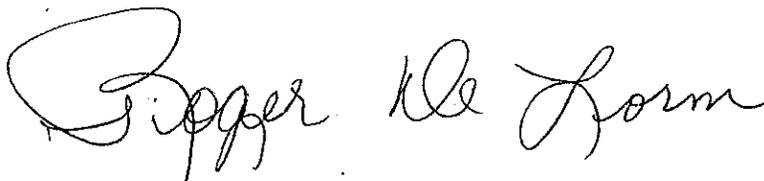
Currently, CARES appears to have no animals in it for adoption, etc. It does not appear to want take care of anything other than dogs. Cats and other domestic pets are generally not welcome. The rabbit that has been very seriously abused appears to be missing.

When citizens ask how the new pet care business and the still empty CARES site had gotten their zoning permits, the City Manager is unwilling to provide any answers. Clearly this appears to be cronyism for an ex-Burien City employee/ now animal control officer and a member of Discover Burien. No other business in the City of Burien could have gotten this kind of zoning code deal.

Even stranger, is that after some members of the CARES Board resigned and had provided testimony to the Burien City Council that CARES was out of compliance with its contract, the Council refused to look into the situation or challenge the contract. The City Council has refused to allow this topic to be put on the agenda or to even request a report on animal control. So what is going on here? How many and what kind of pets are really being served here at citizen expense? Are they being humanely treated? What does the budget really look like? Where are the adoption, education and neuter/spay programs? How many animals have been killed in the Burien program? Under King County the kill rate is 14%. Where are the trained professionals that Burien citizens were promised? Where are the trained animal control experts on the CARES Board that were promised when the contract was discussed before the Burien City Council?

If the City Council is unwilling to do its job to provide responsible animal control, it might be the time for citizens to speak with their purchasing habits-money talks. Stop supporting the merchants who are on the Board of CARES (2) until a complete and through accounting of what is going on there is made public. Also, let's have a factual presentation about the CARES services, not cutie stories by Ray Helms about how he took care of his sister's pets when they were kids and he now claims to be an expert on animal control-a job that people formally train many years for. How is the citizen-provided \$120,000 per year really being used by CARES for quality animal control?

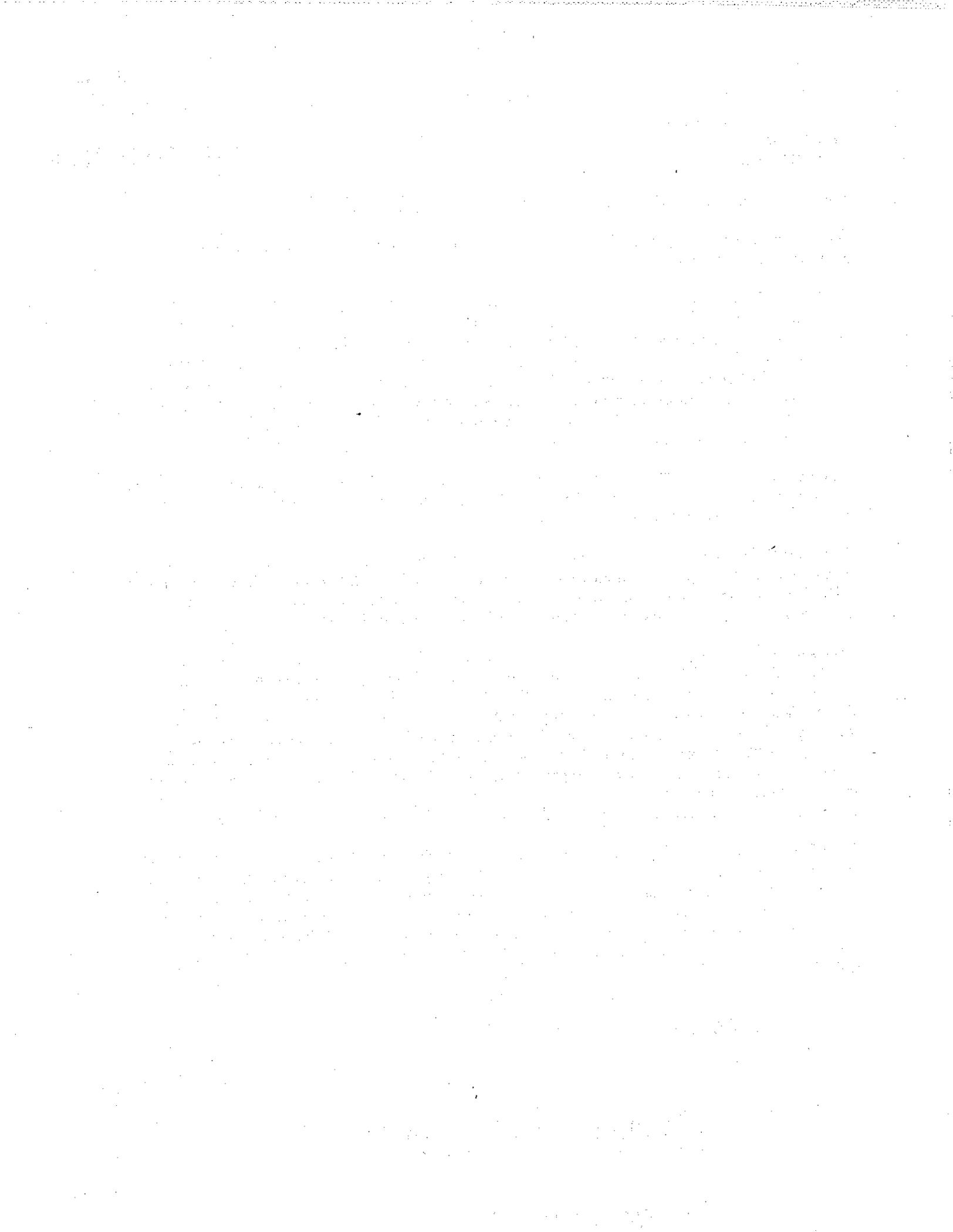
ROGER DELORM



CFTR:

05/07/2012

cc Nhan Nguyen



To The Burien City Council

April 16, 2012

Re-Jerry Robison recusal on further participation and voting on the annexation of Area Y

I am requesting that this letter and its attachment be part of the next Burien City Council Packet and part of the public record.

To the Burien City Council members;

Jerry Robison has been the acting attorney for the North Highline Unincorporated Area Council before being appointed to the Burien City Council and while serving on the Burien City Council. He has provide legal, economic and political advice to this group some of it which indirectly as well as directly relates to their pursuit of annexation to the City of Burien. While on the Burien City Council, his references to the NHUAC imply that he is still an affiliated member of their group-see quote below.

Source-White Center Now Blog-NHUAC meeting notes

***THE FUTURE OF NHUAC ITSELF:** NHUAC members voted unanimously to keep going as a group, regardless of their status or funding. This followed a vigorous discussion immediately after the "frustrating" discussion with the county reps. Its contract with the county runs two more months, through December, as Dobkin had noted. Price said that she believes that the council should continue as a community group which might even have "some freedom we don't have now." Dobkin said she had consulted lawyer **Jerry Robison** and that he didn't believe they would need to carry insurance - which was part of what the county funding expiring after December had paid for - "unless we're going to have wild parties ... We really have little exposure for what we are doing, and it's just not necessary for the type of volunteer group that we are." October 6, 2011.*

He has never disclosed his affiliation to the NHUAC at a Council meeting when the topic or vote on the annexation of Area Y has come up for discussion. For these reasons, I believe that he has not been honest as a Council member about his representation and bias on this issue and has a possible conflict of interest.

Jerry Robison should recuse himself from any further discussion and votes on the issue of the annexation of Area Y. Also, the vote that he participated in last week on the annexation of Area Y should be nullified.

Sincerely,
C. Edgar *CE*

RECEIVED

APR 17 2012

City of Burien

*Please provide a copy of this letter to City attorney,
also.*

CFTR: 05/07/12

cc: Scott Greenberg Nihan Nansen

LETTER: Concerns about Jerry Robison, Mike Martin and Area Y Annexation-April 16, 2012

[7 Comments](#)

 [Print This Post](#)



At the North Highline Unincorporated Area Council Meeting (NHUAC) in White Center on April 5, 2012, regular agenda presenter Mike Martin, Burien City Manager, launched a public attack against some of the citizens of both North Highline and Burien who have been opposed to the annexation of Area Y/ White Center ([White Center Blog 4/6](#)).

Martin stated, "That shifts the ball into the court of the local community" and that the city "stuck to the facts and on the high ground" unlike some foes of the proposed annexation." He also said the process had been contentious. A number of my friends, neighbors, myself and good citizens are the people that he attacked and I believe these comments, although shocking, are telling. I believe that we have always taken the high ground on this issue and stuck to the facts. In contrast, Mr. Martin, some of the staff members of Berk, Jerry Robison and some of the City Council members have failed to give the public all the information on many occasions.

The Burien City Council members that appointed Jerry Robison knew that he had a conflict of interest on the issue of the annexation of Area Y. Mr. Robison has been the attorney for the NHUAC and the head organizer for the White Center Jubilee Days. This could hardly have been missed as it is plastered all over Mr. Robison's law firm windows. Additionally, Mr. Martin had been a regular presenter at the NHUAC meetings for years and saw the agendas where Mr. Robison was listed as the NHUAC attorney and heard Mr. Robison give legal, financial and political advice to the NHUAC. When questioned about this close affiliation and apparent conflict of interest, the NHUAC denied in writing that Jerry Robison has ever served as their attorney. The question of Mr. Robison's recusal on his vote on annexation at the last council meeting should be raised.

Even more interesting is that the Burien City Council has always been extremely cautious about who they appoint to the Council or to Advisory Board positions. Anyone with too extreme of a

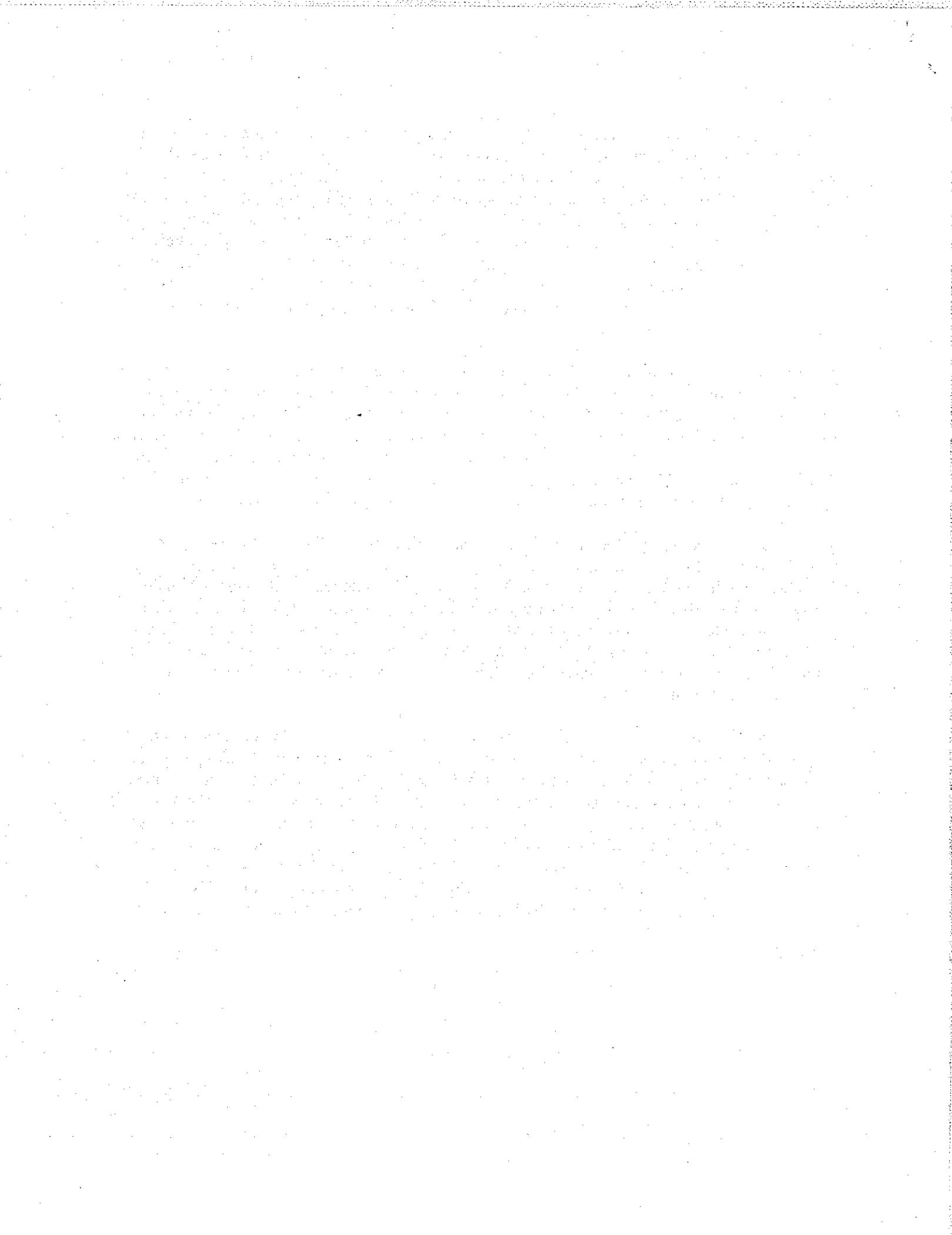
position historically has not been allowed an appointed position or has been removed from an Advisory Board Position as was the case with Doug Moreland being removed from the BEDP. In the past, anyone who has opposed annexation has not been allowed an appointment to any of the Council or Advisory Boards. So it is strange that Jerry Robison, who was the attorney of record for the NHUAC, head organizer for White Center Jubilee Days and an extreme political activist for the annexation of Area Y was appointed to the City Council. Jerry Robison has publicly stated that annexation of area Y is the legacy he wants to leave the city of Burien but he failed to disclose this and his close connections with the NHUAC during the election, at the forums, in his campaign materials, during Council meetings and at the testimony he gave before the Boundary Review Board.

Mike Martin and Jerry Robison have attempted to conceal the facts on a number of issues about the annexation of Area Y such as the validity of the details and financial projections that were shown in the Berk Report Draft. Mr. Robison has stated that these details are unimportant and Mr. Martin refused to have the draft revised and finalized before it went to the Boundary Review Board (BRB) because he implied it was too expensive to correct. Vital information such as the letter from the fire district was missing from the packet delivered to BRB which Burien citizens uncovered. BRB has never approved an application with this type of condition before now.

This issue of annexation has never been about what the majority of citizens of Burien or North Highline want or think is best for them. It has been about the political maneuvering for power, more land and the economic gain of a few politicians, land developers, some seemingly deluded members of the NHUAC and Burien City Council members. Honesty, ethics, the moral high ground and the facts have never been the arena that they operate in-related to this issue. Every voter in both Burien and North Highline should be asking who has allowed this miscarriage of truth and justice on this issue to go on for so long. Someone needs to answer from the City of Burien and the Burien City Council.

Lastly, I do not take lightly the attack by Mike Martin at a NHUAC meeting in White Center that anyone who opposes the issue of the annexation of Area Y White Center is not taking the moral high road and distorting facts. I have never heard him say anything negative about the people of North Highline even though some annexation proponents and supporters of NHUAC have called Burien citizens liars, racists and have made inappropriate and insulting accusations. I believe this behavior shows his ongoing disrespect for the Burien citizens who pay his salary and that he is supposed to represent and the hard work many have done to read all the reports, analyze, comment and present at various meetings. And why is he regularly going up to the NHUAC meetings and acting like the de facto City Manager for Area Y on the Burien taxpayers' dime?

- Debi Wagner



COMPUTER CHECK REGISTER

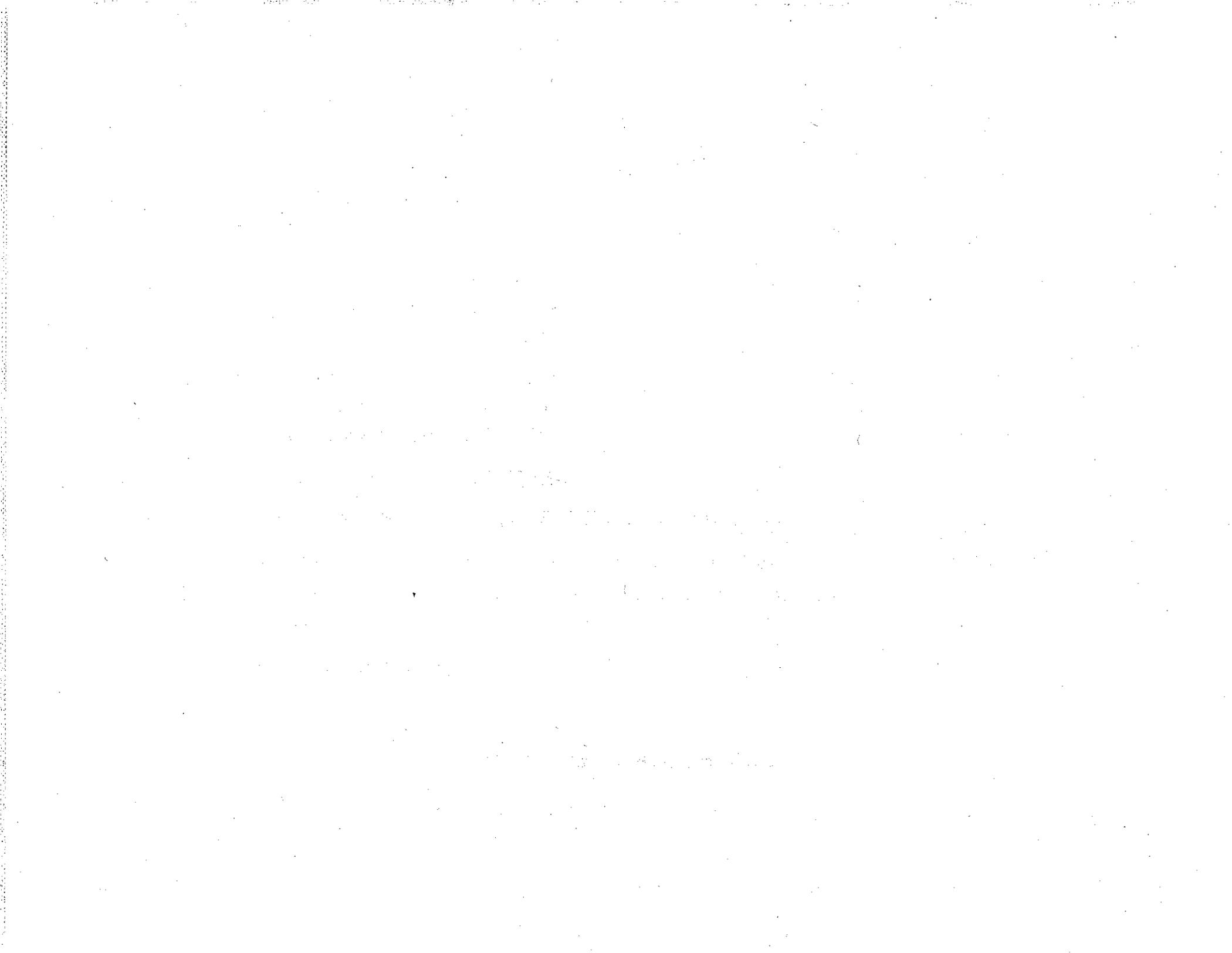
CHECK REGISTER APPROVAL

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 7th day of May 2012 the FOLLOWING:

CHECK NOS. 31429 - 31556

IN THE AMOUNTS OF \$828,114.75

WITH VOIDED CHECK NOS. 0



Accounts Payable
Checks for Approval



Burien
Washington, USA

User: CathyR
Printed: 05/03/2012 - 7:33 AM

Check Number	Check Date	Fund Name	Account Name	Vendor Name	Amount
31429	04/26/2012	General Fund	Office And Operating Supplies	Airgas Nor Pac Inc	25.46
Check Total:					25.46
31430	04/26/2012	General Fund	Telephone	AT&T Mobility	19.26
Check Total:					19.26
31431	04/26/2012	General Fund	Telephone	CenturyLink	44.92
31431	04/26/2012	General Fund	Telephone	CenturyLink	44.92
31431	04/26/2012	General Fund	Telephone	CenturyLink	43.76
31431	04/26/2012	General Fund	Telephone	CenturyLink	44.92
31431	04/26/2012	General Fund	Telephone	CenturyLink	100.64
31431	04/26/2012	General Fund	Telephone	CenturyLink	48.51
Check Total:					327.67
31432	04/26/2012	General Fund	Website	Cardmember Service	299.40
31432	04/26/2012	General Fund	Website	Cardmember Service	837.69
31432	04/26/2012	General Fund	Cops Technology Grant Exps	Cardmember Service	10.94
31432	04/26/2012	General Fund	Cops Technology Grant Exps	Cardmember Service	113.42
31432	04/26/2012	General Fund	Cops Technology Grant Exps	Cardmember Service	156.97
31432	04/26/2012	General Fund	Office and Operating Supplies	Cardmember Service	225.97
31432	04/26/2012	General Fund	Office and Operating Supplies	Cardmember Service	14.40
31432	04/26/2012	General Fund	Office and Operating Supplies	Cardmember Service	112.43
31432	04/26/2012	General Fund	Office and Operating Supplies	Cardmember Service	72.04
31432	04/26/2012	General Fund	Office and Operating Supplies	Cardmember Service	18.15
31432	04/26/2012	General Fund	Office and Operating Supplies	Cardmember Service	14.01
31432	04/26/2012	General Fund	Office and Operating Supplies	Cardmember Service	1.31
31432	04/26/2012	General Fund	Office and Operating Supplies	Cardmember Service	86.00
31432	04/26/2012	General Fund	Office and Operating Supplies	Cardmember Service	4.71
31432	04/26/2012	General Fund	Office and Operating Supplies	Cardmember Service	653.00
31432	04/26/2012	General Fund	Office and Operating Supplies	Cardmember Service	587.59

Check Number	Check Date	Fund Name	Account Name	Vendor Name	Amount
31432	04/26/2012	General Fund	Office and Operating Supplies	Cardmember Service	85.81
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31432	04/26/2012	General Fund	Office and Operating Supplies	Cardmember Service	31.13
31432	04/26/2012	General Fund	Office and Operating Supplies	Cardmember Service	60.68
31432	04/26/2012	General Fund	Professional Services	Cardmember Service	87.60
31432	04/26/2012	General Fund	Burien Marketing Strategy	Cardmember Service	184.40
31432	04/26/2012	General Fund	Office and Operating Supplies	Cardmember Service	19.44
31432	04/26/2012	General Fund	Office and Operating Supplies	Cardmember Service	47.48
31432	04/26/2012	General Fund	Office and Operating Supplies	Cardmember Service	165.03
31432	04/26/2012	General Fund	Office And Operating Supplies	Cardmember Service	28.98
31432	04/26/2012	General Fund	Office and Operating Supplies	Cardmember Service	410.72
31432	04/26/2012	General Fund	Registration - Trainng/workshp	Cardmember Service	500.00
31432	04/26/2012	General Fund	Cops Technology Grant Exps	Cardmember Service	3,025.26
31432	04/26/2012	General Fund	Cops Technology Grant Exps	Cardmember Service	777.62
31432	04/26/2012	General Fund	Subscriptions/publications	Cardmember Service	20.00
31432	04/26/2012	General Fund	Registration - Trainng/workshp	Cardmember Service	220.00
31432	04/26/2012	General Fund	Office And Operating Supplies	Cardmember Service	40.00
31432	04/26/2012	General Fund	Office And Operating Supplies	Cardmember Service	180.00
31432	04/26/2012	General Fund	Cops Technology Grant Exps	Cardmember Service	401.03
31432	04/26/2012	General Fund	Drug seizure proceeds KCSO	Cardmember Service	49.92
31432	04/26/2012	General Fund	Office/operating Supplies	Cardmember Service	121.50
31432	04/26/2012	General Fund	Office And Operating Supplies	Cardmember Service	197.59
31432	04/26/2012	General Fund	Office and Operating Supplies	Cardmember Service	3.72
31432	04/26/2012	General Fund	Office and Operating Supplies	Cardmember Service	28.45
31432	04/26/2012	General Fund	Strawberry Festival	Cardmember Service	9.99
31432	04/26/2012	General Fund	Software Subscription Fees	Cardmember Service	59.95
31432	04/26/2012	General Fund	P/H Heal Grant Exps	Cardmember Service	379.60
Check Total:					10,412.54
31433	04/26/2012	General Fund	Online Video Streaming	COMCAST	57.73
31433	04/26/2012	General Fund	Utilities	COMCAST	71.90
31433	04/26/2012	General Fund	Utilities	COMCAST	71.90
31433	04/26/2012	Street Fund	Telephone	COMCAST	35.95
31433	04/26/2012	Surface Water Management Fund	Telephone	COMCAST	35.95
Check Total:					273.43
31434	04/26/2012	General Fund	Office And Operating Supplies	Crystal Springs	95.18
Check Total:					95.18
31435	04/26/2012	Street Fund	Utilities-street Lighting	City of Seattle	16.52
31435	04/26/2012	General Fund	Utilities	City of Seattle	271.73

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31435	04/26/2012	Street Fund	Utilities - Traffic Signals	City of Seattle	48.42
31435	04/26/2012	Street Fund	Utilities - Traffic Signals	City of Seattle	127.66
31435	04/26/2012	Street Fund	Utilities - Traffic Signals	City of Seattle	33.02
31435	04/26/2012	General Fund	Utilities	City of Seattle	400.38
31435	04/26/2012	Street Fund	Utilities	City of Seattle	85.24
31435	04/26/2012	Street Fund	Utilities - Traffic Signals	City of Seattle	479.05
31435	04/26/2012	Street Fund	Utilities - Traffic Signals	City of Seattle	136.17
31435	04/26/2012	Street Fund	Utilities-street Lighting	City of Seattle	12.00
31435	04/26/2012	Street Fund	Utilities-street Lighting	City of Seattle	24.99
31435	04/26/2012	Street Fund	Utilities-street Lighting	City of Seattle	3,996.14
Check Total:					5,631.32
31436	04/26/2012	Surface Water Management Fund	Office And Operating Supplies	Culligan Seattle	16.42
31436	04/26/2012	Street Fund	Office And Operating Supplies	Culligan Seattle	16.43
Check Total:					32.85
31437	04/26/2012	General Fund	Operating Rentals And Leases	IKON Office Solutions	668.10
31437	04/26/2012	General Fund	Operating Rentals And Leases	IKON Office Solutions	679.30
Check Total:					1,347.40
31438	04/26/2012	General Fund	Miscellaneous	Iron Mountain Rec. Management	425.74
Check Total:					425.74
31439	04/26/2012	General Fund	Telephone	Integra Telecom	1,329.20
31439	04/26/2012	General Fund	Telephone	Integra Telecom	119.50
31439	04/26/2012	General Fund	Telephone	Integra Telecom	179.26
31439	04/26/2012	General Fund	Telephone	Integra Telecom	149.38
31439	04/26/2012	General Fund	Telephone	Integra Telecom	59.75
31439	04/26/2012	General Fund	Telephone	Integra Telecom	298.76
31439	04/26/2012	General Fund	Telephone	Integra Telecom	149.38
31439	04/26/2012	General Fund	Telephone	Integra Telecom	179.26
31439	04/26/2012	General Fund	Telephone	Integra Telecom	358.51
Check Total:					2,823.00
31440	04/26/2012	General Fund	Repair and Maintenance	KING COUNTY FINANCE	36.88
31440	04/26/2012	General Fund	Repair and Maintenance	KING COUNTY FINANCE	42.53
31440	04/26/2012	General Fund	Repair and Maintenance	KING COUNTY FINANCE	141.39

Check Number	Check Date	Fund Name	Account Name	Vendor Name	Amount
Check Total:					220.80
31441	04/26/2012	General Fund	Building Maintenance	Protection One Alarm Monitorin	47.38
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31442	04/26/2012	Street Fund	Telephone	Verizon Wireless	107.53
31442	04/26/2012	Surface Water Management Fund	Telephone	Verizon Wireless	64.51
31442	04/26/2012	General Fund	Telephone	Verizon Wireless	43.05
31442	04/26/2012	General Fund	Telephone	Verizon Wireless	43.05
31442	04/26/2012	General Fund	Office And Operating Supplies	Verizon Wireless	48.22
Check Total:					306.36
31443	04/26/2012	General Fund	Office And Operating Supplies	Washington Workwear Stores, In	10.95
Check Total:					10.95
31444	05/07/2012	General Fund	Office And Operating Supplies	ACE Hardware	13.76
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31444	05/07/2012	General Fund	Office and Operating Supplies	ACE Hardware	22.96
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31444	05/07/2012	General Fund	Office And Operating Supplies	ACE Hardware	28.44
31444	05/07/2012	Street Fund	Office And Operating Supplies	ACE Hardware	54.13
31444	05/07/2012	Surface Water Management Fund	Office And Operating Supplies	ACE Hardware	50.34
31444	05/07/2012	Surface Water Management Fund	Office And Operating Supplies	ACE Hardware	67.87
31444	05/07/2012	Surface Water Management Fund	Minor Tools & Equipment	ACE Hardware	98.54
31444	05/07/2012	Street Fund	Office And Operating Supplies	ACE Hardware	99.01

Check Number	Check Date	Fund Name	Account Name	Vendor Name	Amount	
31444	05/07/2012	Surface Water Management Fund	Office And Operating Supplies	ACE Hardware	99.02	
31444	05/07/2012	Street Fund	Office And Operating Supplies	ACE Hardware	10.95	
31444	05/07/2012	Surface Water Management Fund	Office And Operating Supplies	ACE Hardware	10.94	
31444	05/07/2012	Surface Water Management Fund	Office And Operating Supplies	ACE Hardware	54.70	
31444	05/07/2012	General Fund	Cops Technology Grant Exps	ACE Hardware	8.53	
31444	05/07/2012	General Fund	Cops Technology Grant Exps	ACE Hardware	4.34	
					Check Total:	964.24
31445	05/07/2012	General Fund	Repairs And Maintenance	ADT Security Services	93.77	
					Check Total:	93.77
31446	05/07/2012	General Fund	Office and Operating Supplies	Al Books Custom Welding	202.57	
					Check Total:	202.57
31447	05/07/2012	Street Fund	Repairs And Maintenance	Alpine Products Inc	673.43	
31447	05/07/2012	Street Fund	Repairs And Maintenance	Alpine Products Inc	716.68	
					Check Total:	1,390.11
31448	05/07/2012	General Fund	Office and Operating Supplies	Atlantis Designs	125.00	
					Check Total:	125.00
31449	05/07/2012	Debt Service Fund	Miscellaneous Bond Costs	Bank of New York Mellon	375.41	
					Check Total:	375.41
31450	05/07/2012	Parks & Gen Gov't CIP	Puget Sound Pk Improvements	Builders Exchange of WA, Inc.	45.00	
31450	05/07/2012	Transportation CIP	Project Development	Builders Exchange of WA, Inc.	155.00	
					Check Total:	200.00
31451	05/07/2012	General Fund	Telephone	JACK BLOCK, JR.	55.48	
					Check Total:	55.48
31452	05/07/2012	General Fund	Strawberry Festival	Kristen Mayer/Blue Beagle Design	500.00	
					Check Total:	500.00

Check Number	Check Date	Fund Name	Account Name	Vendor Name	Amount
31453	05/07/2012	General Fund	Printing/binding/copying	Brim Press, LLC	43.80
31453	05/07/2012	General Fund	Printing	Brim Press, LLC	109.50
					Check Total:
					153.30
31454	05/07/2012	Surface Water Management Fund	Office And Operating Supplies	Bryant's Tractor & Mower Inc	38.28
					Check Total:
					38.28
31455	05/07/2012	Surface Water Management Fund	Repairs And Maintenance	Burien Bark L.L.C.	220.75
31455	05/07/2012	Street Fund	Repairs And Maintenance	Burien Bark L.L.C.	220.75
31455	05/07/2012	Surface Water Management Fund	Repairs And Maintenance	Burien Bark L.L.C.	65.69
					Check Total:
					507.19
31456	05/07/2012	General Fund	Animal Control Services	C.A.R.E.S.	10,000.00
					Check Total:
					10,000.00
31457	05/07/2012	Equipment Reserve Fund	Machinery And Equipment	CDW-G	1,324.95
31457	05/07/2012	Equipment Reserve Fund	Machinery/eqpt - Noncapitalize	CDW-G	286.19
31457	05/07/2012	General Fund	IT Office/operating Supplies	CDW-G	131.27
31457	05/07/2012	General Fund	MIS Plan Implementation	CDW-G	312.09
					Check Total:
					2,054.50
31458	05/07/2012	General Fund	Telephone	ROSE CLARK	53.62
					Check Total:
					53.62
31459	05/07/2012	General Fund	Utilities	COMCAST	66.95
					Check Total:
					66.95
31460	05/07/2012	General Fund	Professional Services	Comforce CTS Staffing Services	500.00
31460	05/07/2012	General Fund	Professional Services	Comforce CTS Staffing Services	250.00
31460	05/07/2012	General Fund	Professional Services	Comforce CTS Staffing Services	468.75
					Check Total:
					1,218.75
31461	05/07/2012	General Fund	Human Svc-family/youth	Consejo Counseling & Referral	2,375.00

Check Number	Check Date	Fund Name	Account Name	Vendor Name	Amount
				Check Total:	2,375.00
31462	05/07/2012	General Fund	Miscellaneous	Danilo Cruz	65.15
				Check Total:	65.15
31463	05/07/2012	General Fund	Registration - Trainng/workshp	City of Bellevue	192.50
				Check Total:	192.50
31464	05/07/2012	Surface Water Management Fund	Utilities	City of Seattle	53.81
31464	05/07/2012	General Fund	Utilities	City of Seattle	74.15
31464	05/07/2012	Surface Water Management Fund	Utilities	City of Seattle	40.45
31464	05/07/2012	Street Fund	Utilities - Traffic Signals	City of Seattle	90.09
31464	05/07/2012	Street Fund	Utilities - Traffic Signals	City of Seattle	74.61
31464	05/07/2012	Street Fund	Utilities - Traffic Signals	City of Seattle	53.81
31464	05/07/2012	Street Fund	Utilities - Traffic Signals	City of Seattle	219.60
31464	05/07/2012	General Fund	Utilities	City of Seattle	920.40
31464	05/07/2012	General Fund	Utilities	City of Seattle	385.58
31464	05/07/2012	General Fund	Utilities	City of Seattle	1,415.46
31464	05/07/2012	General Fund	Utilities	City of Seattle	697.98
31464	05/07/2012	General Fund	Utilities	City of Seattle	31.87
31464	05/07/2012	Street Fund	Utilities - Traffic Signals	City of Seattle	154.84
				Check Total:	4,212.65
31465	05/07/2012	Street Fund	Operating Rentals And Leases	City of SeaTac	287.50
31465	05/07/2012	Surface Water Management Fund	Operating Rentals And Leases	City of SeaTac	287.50
				Check Total:	575.00
31466	05/07/2012	General Fund	Senior Trips	City of Tukwila	561.00
				Check Total:	561.00
31467	05/07/2012	General Fund	Human Svc-family/youth	Domestic Abuse Women's Network	500.00
				Check Total:	500.00
31468	05/07/2012	Equipment Reserve Fund	Machinery/eqpt - Noncapitalize	Dell Computer Corporation	13,686.63

Check Number	Check Date	Fund Name	Account Name	Vendor Name	Amount
				Check Total:	13,686.63
31469	05/07/2012	Transportation CIP	construction	DPK Inc.	328,962.94
31469	05/07/2012	Transportation CIP	construction	DPK Inc.	118,442.35
				Check Total:	447,405.29
31470	05/07/2012	General Fund	Repair/maint-vehicle	Elidrew, LLC	11.83
31470	05/07/2012	General Fund	Repair/maint-vehicle	Elidrew, LLC	11.83
31470	05/07/2012	General Fund	Professional Services	Elidrew, LLC	11.83
				Check Total:	35.49
31471	05/07/2012	General Fund	Telephone	Robert Edgar	69.95
				Check Total:	69.95
31472	05/07/2012	General Fund	Operating Rentals And Leases	Emerald City Water, LLC	147.83
				Check Total:	147.83
31473	05/07/2012	General Fund	P/H Heal Grant Exps	FedEx	5.05
				Check Total:	5.05
31474	05/07/2012	General Fund	Office and Operating Supplies	PAM FREDBACK	54.31
				Check Total:	54.31
31475	05/07/2012	General Fund	Rental & Lease	FunRent	530.00
				Check Total:	530.00
31476	05/07/2012	General Fund	Professional Services	Goodbye Graffiti	1,761.86
				Check Total:	1,761.86
31477	05/07/2012	General Fund	Utilities	Glendale Heating	2,256.50
				Check Total:	2,256.50

Check Number	Check Date	Fund Name	Account Name	Vendor Name	Amount
31478	05/07/2012	Street Fund	Operating Rentals And Leases	Greenbaum Burien-Phillips R Es	522.00
31478	05/07/2012	Surface Water Management Fund	Operating Rentals And Leases	Greenbaum Burien-Phillips R Es	522.00
Check Total:					1,044.00
31479	05/07/2012	General Fund	Human Svc-family/youth	Highline Area Food Bank	2,500.00
Check Total:					2,500.00
31480	05/07/2012	Street Fund	Small Tools & Minor Equipments	H.D. Fowler Company	190.25
Check Total:					190.25
31481	05/07/2012	General Fund	Human Svc-family/youth	Hospitality House	1,875.00
Check Total:					1,875.00
31482	05/07/2012	General Fund	Repair and Maintenance	Highline School District #401	3,128.29
Check Total:					3,128.29
31483	05/07/2012	Street Fund	Repairs And Maintenance	ICON Materials	319.91
31483	05/07/2012	Surface Water Management Fund	Repairs And Maintenance	ICON Materials	319.90
31483	05/07/2012	Street Fund	Repairs And Maintenance	ICON Materials	386.81
31483	05/07/2012	Surface Water Management Fund	Repairs And Maintenance	ICON Materials	386.81
31483	05/07/2012	Street Fund	Repairs And Maintenance	ICON Materials	257.88
31483	05/07/2012	Surface Water Management Fund	Repairs And Maintenance	ICON Materials	257.87
31483	05/07/2012	Street Fund	Repairs And Maintenance	ICON Materials	42.98
31483	05/07/2012	Surface Water Management Fund	Repairs And Maintenance	ICON Materials	42.98
Check Total:					2,015.14
31484	05/07/2012	General Fund	Citizens Patrol/ Crime Prevent	Interstate Tire & Automotive	64.86
Check Total:					64.86
31485	05/07/2012	General Fund	Telephone	LUCY KRAKOWIAK	54.99
Check Total:					54.99
31486	05/07/2012	General Fund	Miscellaneous Contingencies	KING COUNTY FINANCE	395.58

Check Number	Check Date	Fund Name	Account Name	Vendor Name	Amount
				Check Total:	395.58
31487	05/07/2012	General Fund	Plan Review Fee Fire Dist 2	King County Fire District #2	4,497.15
				Check Total:	4,497.15
31488	05/07/2012	General Fund	King Co Pet License Trust Acct	King County Pet License	985.00
				Check Total:	985.00
31489	05/07/2012	General Fund	Drug seizure proceeds KCSO	DAVE KELLER	189.00
31489	05/07/2012	General Fund	Drug seizure proceeds KCSO	DAVE KELLER	132.00
				Check Total:	321.00
31490	05/07/2012	Street Fund	Repairs & Maint. - Fleet	Kenworth Northwest Inc.	241.49
31490	05/07/2012	Surface Water Management Fund	Repairs & Maint. - Fleet	Kenworth Northwest Inc.	241.50
				Check Total:	482.99
31491	05/07/2012	General Fund	Prof. Svcs-instructors	Kim Klose	48.00
31491	05/07/2012	General Fund	Prof. Svcs-instructors	Kim Klose	351.60
31491	05/07/2012	General Fund	Prof. Svcs-instructors	Kim Klose	180.00
				Check Total:	579.60
31492	05/07/2012	General Fund	Mileage	KIM KRAUSE	209.79
31492	05/07/2012	General Fund	Meals	KIM KRAUSE	13.75
				Check Total:	223.54
31493	05/07/2012	General Fund	Instructors Prof Svcs	Olivia Maiorani	100.00
				Check Total:	100.00
31494	05/07/2012	Street Fund	Office And Operating Supplies	McLendon Hardware Inc	15.17
31494	05/07/2012	Surface Water Management Fund	Repairs & Maint. - Fleet	McLendon Hardware Inc	69.40
31494	05/07/2012	Surface Water Management Fund	Repairs And Maintenance	McLendon Hardware Inc	54.14
31494	05/07/2012	Street Fund	Office And Operating Supplies	McLendon Hardware Inc	34.58
31494	05/07/2012	Surface Water Management Fund	Office And Operating Supplies	McLendon Hardware Inc	86.77
31494	05/07/2012	Surface Water Management Fund	Office And Operating Supplies	McLendon Hardware Inc	51.53
31494	05/07/2012	Street Fund	Office And Operating Supplies	McLendon Hardware Inc	51.53

Check Number	Check Date	Fund Name	Account Name	Vendor Name	Amount
31494	05/07/2012	Surface Water Management Fund	Office And Operating Supplies	McLendon Hardware Inc	30.36
31494	05/07/2012	Street Fund	Office And Operating Supplies	McLendon Hardware Inc	30.36
Check Total:					423.84
31495	05/07/2012	Street Fund	Repairs And Maintenance	Miller Paint Co.	38.41
31495	05/07/2012	General Fund	Nuisance Abatement Costs	Miller Paint Co.	22.73
31495	05/07/2012	General Fund	Nuisance Abatement Costs	Miller Paint Co.	6.84
Check Total:					67.98
31496	05/07/2012	General Fund	Human Svc-family/youth	Multi-Service Center	4,782.75
Check Total:					4,782.75
31497	05/07/2012	General Fund	Human Svc-family/youth	NAVOS	1,500.00
Check Total:					1,500.00
31498	05/07/2012	Street Fund	Repairs & Maint. - Fleet	NC Machinery Co.	229.57
31498	05/07/2012	Street Fund	Repairs & Maint. - Fleet	NC Machinery Co.	229.57
Check Total:					459.14
31499	05/07/2012	General Fund	Human Svc-family/youth	New Futures	8,000.00
Check Total:					8,000.00
31500	05/07/2012	General Fund	City Hall Custodial	National Maintenance Cont.	1,032.29
Check Total:					1,032.29
31501	05/07/2012	General Fund	Recreation Guide	Northwest Publishing Center	12,142.99
Check Total:					12,142.99
31502	05/07/2012	Street Fund	Office And Operating Supplies	O'Reilly Auto Parts	3.16
31502	05/07/2012	Surface Water Management Fund	Office And Operating Supplies	O'Reilly Auto Parts	3.17
Check Total:					6.33
31503	05/07/2012	General Fund	Operating Rentals And Leases	Park Place Professional Bldg.	490.00

Check Number	Check Date	Fund Name	Account Name	Vendor Name	Amount	
					Check Total:	490.00
31504	05/07/2012	General Fund	Human Svc-family/youth	Pregnancy Aid of So. King Coun	500.00	
					Check Total:	500.00
31505	05/07/2012	Transportation CIP	construction inspection	Perteet Inc.	49,406.71	
					Check Total:	49,406.71
31506	05/07/2012	General Fund	Mileage	Petty Cash Custodian	5.55	
31506	05/07/2012	General Fund	Mileage	Petty Cash Custodian	18.31	
31506	05/07/2012	General Fund	IT Office/operating Supplies	Petty Cash Custodian	17.99	
31506	05/07/2012	General Fund	Other Travel	Petty Cash Custodian	6.00	
31506	05/07/2012	Transportation CIP	design engineering	Petty Cash Custodian	9.50	
31506	05/07/2012	General Fund	Miscellaneous	Petty Cash Custodian	5.73	
31506	05/07/2012	General Fund	Other Travel	Petty Cash Custodian	18.00	
31506	05/07/2012	General Fund	Mileage	Petty Cash Custodian	24.54	
31506	05/07/2012	General Fund	IT Office/operating Supplies	Petty Cash Custodian	13.12	
31506	05/07/2012	General Fund	Printing/binding/copying	Petty Cash Custodian	2.73	
31506	05/07/2012	General Fund	Other Travel	Petty Cash Custodian	12.00	
31506	05/07/2012	General Fund	Other Travel	Petty Cash Custodian	12.00	
31506	05/07/2012	General Fund	Office/operating Supplies	Petty Cash Custodian	2.00	
31506	05/07/2012	Surface Water Management Fund	Repairs And Maintenance	Petty Cash Custodian	9.75	
31506	05/07/2012	Street Fund	Repairs And Maintenance	Petty Cash Custodian	9.75	
31506	05/07/2012	General Fund	Office And Operating Supplies	Petty Cash Custodian	17.83	
31506	05/07/2012	General Fund	Miscellaneous	Petty Cash Custodian	6.99	
31506	05/07/2012	General Fund	Cops Technology Grant Exps	Petty Cash Custodian	54.70	
					Check Total:	246.49
31507	05/07/2012	General Fund	Office and Operating Supplies	Petty Cash Custodian	17.12	
31507	05/07/2012	General Fund	Office and Operating Supplies	Petty Cash Custodian	21.86	
31507	05/07/2012	General Fund	Office and Operating Supplies	Petty Cash Custodian	5.68	
31507	05/07/2012	General Fund	Office And Operating Supplies	Petty Cash Custodian	17.55	
31507	05/07/2012	General Fund	Office And Operating Supplies	Petty Cash Custodian	14.18	
31507	05/07/2012	General Fund	Admission and Entrance Fees	Petty Cash Custodian	30.00	
31507	05/07/2012	General Fund	Office And Operating Supplies	Petty Cash Custodian	4.27	
31507	05/07/2012	General Fund	Office and Operating Supplies	Petty Cash Custodian	5.48	
31507	05/07/2012	General Fund	Other Travel	Petty Cash Custodian	9.00	
31507	05/07/2012	General Fund	Other Travel	Petty Cash Custodian	8.33	
31507	05/07/2012	General Fund	Office And Operating Supplies	Petty Cash Custodian	5.56	
31507	05/07/2012	General Fund	Postage	Petty Cash Custodian	3.87	

Check Number	Check Date	Fund Name	Account Name	Vendor Name	Amount
31507	05/07/2012	General Fund	Office and Operating Supplies	Petty Cash Custodian	19.72
31507	05/07/2012	General Fund	Office and Operating Supplies	Petty Cash Custodian	22.94
31507	05/07/2012	General Fund	Other Travel	Petty Cash Custodian	16.65
31507	05/07/2012	General Fund	Other Travel	Petty Cash Custodian	27.42
31507	05/07/2012	General Fund	Other Travel	Petty Cash Custodian	2.69
31507	05/07/2012	General Fund	Office and Operating Supplies	Petty Cash Custodian	2.69
Check Total:					235.01
31508	05/07/2012	Street Fund	Office And Operating Supplies	Pacific Industrial Supply	114.81
31508	05/07/2012	Surface Water Management Fund	Office And Operating Supplies	Pacific Industrial Supply	114.81
Check Total:					229.62
31509	05/07/2012	General Fund	City Hall Bldg Maintenance	PRG Investment Company, LLC	2,000.00
Check Total:					2,000.00
31510	05/07/2012	General Fund	DEA drug seizure proceeds	Proforce Law Enforcement Train	125.00
Check Total:					125.00
31511	05/07/2012	Surface Water Management Fund	Surface Water Mgmt Inventory	Pipeline Video&Cleaning North	1,107.40
31511	05/07/2012	Surface Water Management Fund	Surface Water Mgmt Inventory	Pipeline Video&Cleaning North	3,759.83
Check Total:					4,867.23
31512	05/07/2012	Street Fund	Office And Operating Supplies	Michael Ramirez	40.00
31512	05/07/2012	Surface Water Management Fund	Office And Operating Supplies	Michael Ramirez	40.00
Check Total:					80.00
31513	05/07/2012	General Fund	Office And Operating Supplies	Ramlyn Engraving & Sign Co.	16.43
31513	05/07/2012	General Fund	Printing	Ramlyn Engraving & Sign Co.	8.21
Check Total:					24.64
31514	05/07/2012	General Fund	Business & Occupation Tax	Christion Clark	45.82
Check Total:					45.82
31515	05/07/2012	General Fund	Planning & Devel Fees/charges	Alcatel Lucent	2,072.00

Check Number	Check Date	Fund Name	Account Name	Vendor Name	Amount
				Check Total:	2,072.00
31516	05/07/2012	General Fund	False Alarm Fine	Corinne Cato	150.00
				Check Total:	150.00
31517	05/07/2012	General Fund	Refund Clearing Account -Parks	Carmen Williams	48.00
				Check Total:	48.00
31518	05/07/2012	General Fund	Pet Licenses	Justin Mayer	10.00
				Check Total:	10.00
31519	05/07/2012	Surface Water Management Fund	Repairs And Maintenance	Renton Concrete Recyclers LLC	196.88
31519	05/07/2012	Surface Water Management Fund	Repairs And Maintenance	Renton Concrete Recyclers LLC	39.38
				Check Total:	236.26
31520	05/07/2012	General Fund	Office and Operating Supplies	Rosso Gardens, LLC	175.20
				Check Total:	175.20
31521	05/07/2012	General Fund	Office and Operating Supplies	School Specialty Inc.	167.62
				Check Total:	167.62
31522	05/07/2012	General Fund	Jail contracts	SCORE	29,668.34
31522	05/07/2012	Debt Service Fund	Score Bond Interest	SCORE	69,612.86
				Check Total:	99,281.20
31523	05/07/2012	General Fund	Office and Operating Supplies	Seatown Locksmith	27.33
				Check Total:	27.33
31524	05/07/2012	General Fund	Professional Services	Nancy Shattuck	1,775.00
				Check Total:	1,775.00
31525	05/07/2012	Street Fund	Office And Operating Supplies	Aitu Siufanua	40.00

Check Number	Check Date	Fund Name	Account Name	Vendor Name	Amount
31525	05/07/2012	Surface Water Management Fund	Office And Operating Supplies	Aitu Siufanua	40.00
				Check Total:	80.00
31526	05/07/2012	Surface Water Management Fund	Repairs & Maint. - Fleet	Six Robblees' Inc.	5.66
31526	05/07/2012	Street Fund	Repairs & Maint. - Fleet	Six Robblees' Inc.	5.65
31526	05/07/2012	Street Fund	Repairs & Maint. - Fleet	Six Robblees' Inc.	60.42
31526	05/07/2012	Surface Water Management Fund	Repairs & Maint. - Fleet	Six Robblees' Inc.	60.42
				Check Total:	132.15
31527	05/07/2012	Transportation CIP	professional services	Shiels Obletz Johnsen	8,259.40
				Check Total:	8,259.40
31528	05/07/2012	General Fund	Miscellaneous	Spacesaver Northwest, LLC	111.34
				Check Total:	111.34
31529	05/07/2012	General Fund	Human Svc-family/youth	Society of St. Vincent de Paul	2,007.04
				Check Total:	2,007.04
31530	05/07/2012	Surface Water Management Fund	Office And Operating Supplies	STAPLES- Credit Plan	9.63
				Check Total:	9.63
31531	05/07/2012	Surface Water Management Fund	Mileage	VALERIE STUART	14.38
31531	05/07/2012	Street Fund	Mileage	VALERIE STUART	14.37
				Check Total:	28.75
31532	05/07/2012	General Fund	Registration & Training	SWKC Chamber of Commerce	20.00
				Check Total:	20.00
31533	05/07/2012	General Fund	Professional Services	Tax Recovery Services, LLC	7,503.76
				Check Total:	7,503.76
31534	05/07/2012	General Fund	Parks Maintenance	Trugreen-landcare/NW Region	36,463.47

Check Number	Check Date	Fund Name	Account Name	Vendor Name	Amount	
					Check Total:	36,463.47
31535	05/07/2012	Street Fund	Traffic Signal/control.mainten	Michael Sorensen	11,136.52	
31535	05/07/2012	Transportation CIP	Construction	Michael Sorensen	2,604.28	
31535	05/07/2012	Transportation CIP	professional services	Michael Sorensen	541.26	
31535	05/07/2012	General Fund	Professional Services	Michael Sorensen	360.00	
					Check Total:	14,642.06
31536	05/07/2012	General Fund	Human Svc-family/youth	Tukwila Pantry	1,250.00	
					Check Total:	1,250.00
31537	05/07/2012	General Fund	Comprehensive Plan Costs	The Watershed Company	1,491.30	
31537	05/07/2012	General Fund	Comprehensive Plan Costs	The Watershed Company	5,586.20	
					Check Total:	7,077.50
31538	05/07/2012	General Fund	Operating Rentals and Leases	United Site Services	155.00	
					Check Total:	155.00
31539	05/07/2012	General Fund	Postage	U.S. POSTAL SERVICE	3,900.00	
					Check Total:	3,900.00
31540	05/07/2012	General Fund	Operating Rentals & Leases	Valley View Sewer District	1,000.00	
					Check Total:	1,000.00
31541	05/07/2012	General Fund	Jail contracts	WASPC-Regional Cities EHM	1,376.00	
					Check Total:	1,376.00
31542	05/07/2012	General Fund	Dues/memberships	WCA Membership	25.00	
					Check Total:	25.00
31543	05/07/2012	General Fund	Human Svc-family/youth	White Center Food Bank	2,500.00	

Check Number	Check Date	Fund Name	Account Name	Vendor Name	Amount	
					Check Total:	2,500.00
31544	05/07/2012	General Fund	Utilities	Water District No. 49	35.30	
31544	05/07/2012	General Fund	Utilities	Water District No. 49	217.25	
31544	05/07/2012	General Fund	Utilities	Water District No. 49	578.95	
31544	05/07/2012	General Fund	Utilities	Water District No. 49	65.00	
31544	05/07/2012	General Fund	Utilities	Water District No. 49	63.40	
31544	05/07/2012	General Fund	Utilities	Water District No. 49	618.00	
					Check Total:	1,577.90
31545	05/07/2012	General Fund	Probatn/public Defndr Screenng	Tammy Weigel	440.00	
31545	05/07/2012	General Fund	Probatn/public Defndr Screenng	Tammy Weigel	460.00	
					Check Total:	900.00
31546	05/07/2012	Street Fund	Operating Rentals And Leases	Wilken Properties, LLC	2,783.16	
31546	05/07/2012	Surface Water Management Fund	Operating Rentals And Leases	Wilken Properties, LLC	2,783.17	
					Check Total:	5,566.33
31547	05/07/2012	General Fund	Jury & Witness Fees	Daniela Contreras	15.10	
					Check Total:	15.10
31548	05/07/2012	General Fund	Jury & Witness Fees	Marisol Contreras Ortiz	10.00	
					Check Total:	10.00
31549	05/07/2012	General Fund	Jury & Witness Fees	Dany Hang	12.55	
					Check Total:	12.55
31550	05/07/2012	General Fund	Jury & Witness Fees	Ngoc Pham Hung	10.00	
					Check Total:	10.00
31551	05/07/2012	General Fund	Jury & Witness Fees	Maribel Sandoval Mendoza	12.04	
					Check Total:	12.04
31552	05/07/2012	General Fund	Jury & Witness Fees	Rodolfo Martinez Acosta	10.00	

Check Number	Check Date	Fund Name	Account Name	Vendor Name	Amount
				Check Total:	10.00
31553	05/07/2012	General Fund	Office And Operating Supplies	Walter E Nelson Co	408.59
31553	05/07/2012	General Fund	Office and Operating Supplies	Walter E Nelson Co	163.43
31553	05/07/2012	General Fund	Office Supplies	Walter E Nelson Co	245.15
				Check Total:	817.17
31554	05/07/2012	General Fund	Dues/memberships	W.R.P.A.	988.00
				Check Total:	988.00
31555	05/07/2012	General Fund	State Surcharge	STATE TREASURER	200.00
				Check Total:	200.00
31556	05/07/2012	General Fund	Human Svc-family/youth	YWCA	7,956.00
				Check Total:	7,956.00
				Report Total:	828,114.75



CITY COUNCIL MEETING MINUTES

April 16, 2012

**6:00 p.m. - Special Meeting: Executive Session to discuss
potential litigation and real estate acquisition**

7:00 p.m. – Regular Meeting

SPECIAL MEETING

Mayor Bennett called the Special Meeting of the Burien City Council to order at 6:11 p.m. for the purpose holding an Executive Session to discuss litigation per RCW 42.30.110(1)(i) and real estate acquisition per RCW 42.30.110(1)(b).

Present: Mayor Brian Bennett, Councilmembers Bob Edgar, Lucy Krakowiak, and Gerald F. Robison. Deputy Mayor Rose Clark, Councilmembers Jack Block, Jr., Joan McGilton were excused.

Administrative staff present: Mike Martin, City Manager, Craig Knutson, City Attorney, and Dan Trimble, Economic Development Manager.

No action was taken.

The Special Meeting adjourned to the Regular Meeting at 6:48 p.m.

CALL TO ORDER

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

PLEDGE OF ALLEGIANCE

Mayor Bennett led the Pledge of Allegiance.

ROLL CALL

Present: Mayor Brian Bennett, Councilmembers Bob Edgar, Lucy Krakowiak, and Gerald F. Robison. Deputy Mayor Rose Clark, Councilmembers Jack Block, Jr., Joan McGilton were excused

Administrative staff present: Mike Martin, City Manager; Craig Knutson, City Attorney; Kim Krause, Finance Director; Lori Fleming, Management Analyst, Steve Roemer Parks Development & Operations Manager; Chip Davis, Senior Planner; Maiya Andrews, Public Works Director; Kathy Wetherbee, Department Assistant; and Monica Lusk, City Clerk.

AGENDA CONFIRMATION

Direction/Action

Motion was made by Councilmember Krakowiak, seconded by Councilmember Gerald F. Robison and passed unanimously to affirm the April 16, 2012, Agenda as amended to reschedule Business Agenda Item "d" Seahurst Park North Seawall & Beach Restoration Project - Staff Update to a future meeting.

PUBLIC COMMENT

Goodspaceguy, 10219 Ninth Avenue South, Seattle
Mr. Goodspaceguy stated that the English language should be designated the official language for the City of Burien, and how the minimum wage law is destroying jobs.

Quinton Thompson, 179 S. 182nd Street, Burien
Mr. Thompson spoke to Metro Access buses, and to the passing of Mickey Kraut.

Bob Price, 10950A Glenn Acres Dr. Seattle
Mr. Price spoke to Gerry Robison and Mike Martin's involvement at the NHUAC meetings, and to the issue of money being misused, which he felt is not the case.

CORRESPONDENCE FOR THE RECORD

- a. Email Dated March 28, 2012, from Marv Jahnke Regarding Taxation.
- b. Response from Bill Harm, Fire Marshal, to Email Dated March 29, 2012, from Jerry Stafford Regarding IFC Enforcement.
- c. Email Dated March 31, 2012, from John Rizzardi Regarding Annexation.
- d. Email Dated March 31, 2012, from Linda Plein Regarding Vote on Monday April 2.
- e. Email Dated April 2, 2012, from John Poitras Regarding Nesbitt Study on Annexation Costs.
- f. Email Dated April 21, 2012, from Marga NewComb Regarding Annexation

CONSENT AGENDA

- a. Approval of Vouchers: Numbers 31292 - 31428 in the Amounts of \$220,826.
- b. Approval of Minutes: Council Meeting, April 2, 2012.

Direction/Action

Motion was made by Councilmember Krakowiak, seconded by Councilmember Gerald F. Robison and passed unanimously to approve the April 16, 2012, Consent Agenda as amended to correct the April 2, 2012, Council Meeting Minutes to reflect Deputy Mayor Rose Clark as leading the Pledge of Allegiance.

BUSINESS AGENDA

Adopt proposed Ordinance 561, Updating and Consolidating Code Enforcement Regulations

Direction/Action

Motion was made by Councilmember Krakowiak, seconded by Councilmember Gerald F. Robison and passed unanimously to adopt Ordinance 561, updating and consolidating the City's code enforcement regulations.

Discussion on the Motion to Approve the Submittal of the 2013 Community Development Block Grant (CDBG)

Direction/Action 1006

Councilmembers requested placing Submittal of the 2013 Community Development Block Grant (CDBG.) on the May 7, 2012, Consent Agenda for approval.

Presentation of the Draft Transportation Master Plan (TMP)

Direction/Action

Councilmembers requested placing the Draft Transportation Master Plan (TMP) on the May 7, 2012, Council agenda for further discussion.

Seahurst Park North Seawall & Beach Restoration Project - Staff Update

(This item was rescheduled under Agenda Confirmation).

Review of Proposed Council Agenda Schedule

Follow-up

Staff will provide the six month review date for the Burien Animal Control report.

City Business

Follow-up

Staff will provide a report on the City's neighborhood traffic calming program in a future City Manager's Report and provide information on public participation during the updating of the the City's Best Available Science (BAS) document related to critical areas.

Councilmember Edgar announced that the Environmental Science Center will be holding a "Rain Barrels to Rain Gardens" Workshop on May 15.

COUNCIL REPORTS

Follow-up

Staff will schedule a proclamation honoring Mickey Kraut, and provide information on when the next Drainage Master Plan Open House will occur and when the Plan will be ready.

Councilmember Edgar reported on the Suburban Cities Association Public Issues Committee (PIC) meeting he attended.

ADJOURNMENT

Direction/Action

MOTION was made by Councilmember Krakowiak, seconded by Councilmember Gerald F. Robison and passed unanimously to adjourn the meeting at 8:18 p.m.

Brian Bennett, Mayor

Kathy Wetherbee, Department Assistant



CITY COUNCIL STUDY SESSION MINUTES

April 23, 2012

**6:15 pm - Special Meeting: Executive Session to discuss
potential litigation**

7:00 pm - Study Session

SPECIAL MEETING

Mayor Bennett called the Special Meeting of the Burien City Council to order at 6:20 p.m. for the purpose holding an Executive Session to discuss litigation per RCW 42.30.110(1)(i).

Present: Mayor Brian Bennett, Councilmembers Bob Edgar, Lucy Krakowiak, Joan McGilton and Gerald F. Robison. Deputy Mayor Rose Clark and Councilmember Jack Block, Jr. were excused.

Administrative staff present: Mike Martin, City Manager, Craig Knutson, City Attorney.

No action was taken.

The Special Meeting adjourned to the Study Session at 6:48 p.m.

CALL TO ORDER

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

PLEDGE OF ALLEGIANCE

Mayor Bennett led the Pledge of Allegiance.

ROLL CALL

Present: Mayor Brian Bennett, Councilmembers Bob Edgar, Lucy Krakowiak, Joan McGilton and Gerald F. Robison. Deputy Mayor Rose Clark and Councilmember Jack Block, Jr. were excused.

Administrative staff present: Mike Martin, City Manager; Craig Knutson, City Attorney; Kim Krause, Finance Director; Nhan Nguyen, Management Analyst; Kathy Wetherbee, Department Assistant; and Monica Lusk, City Clerk.

State Representative Tina Orwell spoke to the Commercial Sex (child trafficking) and Suicide Prevention bills that may impact this area.

DISCUSSION ITEMS

Discussion on Results of Public Opinion Survey Related to Kids and Cops Initiative

Follow-up

Staff will provide a different version of the presentation that will have all the graphs in a different style, consider separating the issues on the ballot, specify the sunset clause, options for the schools to start before the cops portion; consult with the Highline School District; bring a proposal to Council in May; and, provide the date when the initiatives are due at King County Council and King County Elections.

Responding to Greg Anderson in the audience, Rebecca Ball, Associate with DHM Research, stated their best prediction for an all voter sample in the community was to survey about 20 percent in the 18 – 34 years of age category, 40 percent in the 35 – 54 category, 20 percent in the 55 – 64 category, and 20 percent in the 65 or older category.

Goodspaceguy, 10219 Ninth Avenue South, Seattle
Mr. Goodspaceguy suggested that the bar charts be clearer.

Discussion on Liquor and B&O Taxes

Discussion ensued regarding how the change in the liquor law will affect revenues and how the City can offset the decrease; if the State Legislature would allow the City to impose a B&O tax on liquor sales; eliminating B&O for small businesses and possibly increasing for large businesses; modifying the rates for different business types; streamlining the costs of processing B&O taxes for those businesses that do not pay said taxes; raising the minimum level of revenue to \$200,000 at the current tax rate; and informing prospective businesses that the City's B&O tax rate is lower than other cities.

Goodspaceguy, 10219 Ninth Avenue South, Seattle
Mr. Goodspaceguy stated his big concern is employment. He felt it would make the City more attractive to businesses if the B&O tax was abolished.

Discussion on 2012 Council Retreat Notes

Direction/Action

Councilmembers reached consensus to not schedule a Study Session in May and to select the future Study Session topic when the Council Proposed Agenda Schedule is reviewed.

Follow-up

Staff will provide an updated list of topics at each Study Session.

ADJOURNMENT

Direction/Action

MOTION was made by Councilmember McGilton, seconded by Councilmember Krakowiak and passed unanimously to adjourn the meeting at 8:27 p.m.

Brian Bennett, Mayor

Monica Lusk, City Clerk

CITY OF BURIEN, WASHINGTON

RESOLUTION NO. 333

A RESOLUTION OF THE CITY OF BURIEN, WASHINGTON, AUTHORIZING APPLICATION FOR STATE FUNDING ASSISTANCE FOR A WASHINGTON WILDLIFE AND RECREATION PROGRAM (WWRP) PROJECT, TO THE WASHINGTON STATE RECREATION AND CONSERVATION OFFICE (RCO) AS PROVIDED IN CHAPTER 79A.15 RCW, ACQUISITION OF HABITAT CONSERVATION AND OUTDOOR RECREATION LANDS, WAC 286 AND SUBSEQUENT LEGISLATIVE ACTION.

WHEREAS, the City of Burien has approved a Parks, Recreation and Open Space plan that includes the Seahurst Park Recreational Improvements and Moshier Park Restroom renovations; and

WHEREAS, under the provisions of the WWRP, state funding assistance is requested to aid in financing the cost of facility development; and

WHEREAS, the City of Burien considers it in the best public interest to complete the land acquisition and/or development project described in the application.

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

Section 1. The Parks, Recreation and Cultural Services Director is authorized to make formal application to the Recreation and Conservation Office for funding assistance.

Section 2. Any funding assistance received from the RCO shall be used for implementation of the Seahurst Park Recreational Improvements and/or the Moshier Park Restroom Renovation Projects.

Section 3. The City of Burien hereby certifies that its share of project funding will be derived from City funds and other grant sources.

Section 4. The City acknowledges that it is responsible for supporting all non-cash commitments to the sponsor share.

Section 5. The City is aware that the grant, if approved, will be paid on a reimbursement basis. This means the City may only request payment after eligible and allowable costs have already been paid and remitted to its vendors.

Section 6. The City acknowledges that any property acquired or facility developed with financial aid from the Recreation and Conservation Funding Board (RCFB) must be placed in use for the funded purpose and be retained in such use in perpetuity unless otherwise provided and agreed to by the City of Burien and the RCFB.

Section 7. This resolution will become part of a formal application to the Recreation and Conservation Office.

Section 8. The City has provided appropriate opportunity for public comment on this application.

Section 9. The City acknowledges that WWRP grants are state funds and, as such, the City of Burien must comply with all applicable state laws.

ADOPTED BY THE CITY COUNCIL OF THE CITY OF BURIEN, WASHINGTON, AT A REGULAR MEETING THEREOF THIS ____ DAY OF ____, 2012.

CITY OF BURIEN

Brian Bennett, 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. 333



PROCLAMATION
OF THE CITY OF BURIEN
Washington

A PROCLAMATION OF THE BURIEN CITY COUNCIL OF THE CITY OF BURIEN,
WASHINGTON, HONORING

MICKEY KRAUT

Whereas, Mickey Kraut had lived at the City of Burien's Salmon Creek neighborhood for over 50 years; and

Whereas, Mickey Kraut served five times as President of the White Center Chamber of Commerce; served for 15 years as a Board Director and donor for the Southwest Boys and Girls Club, and was one of the key organizers for the White Center Jubilee Days for over 20 years; and

Whereas, Mickey Kraut provided dedicated volunteer services that benefited the citizens of Burien through her 20 years as a volunteer clerk at the Burien Office of Crime Prevention and helped organize Strawberry festivals and Community Block Watch and National Night Out events; and

Whereas, Mickey Kraut was honored numerous times by the State of Washington, the City of Burien and the King County Police Department for her tireless volunteerism; and,

Whereas, the City of Burien Mayor and Council wish to convey their great appreciation to Mickey Kraut for her service to the Burien community.

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

MICKEY KRAUT

and recognize her for her significant contributions to the City of Burien and the community.

Dated this 7th Day of May, 2012

Mayor Brian Bennett

Deputy Mayor Rose Clark
Councilmember Bob Edgar
Councilmember Joan McGilton

Councilmember Jack Block, Jr.
Councilmember Lucy Krakowiak
Councilmember Gerald Robison

City of Burien Mayor

**CITY OF BURIEN
AGENDA BILL**

Agenda Subject: Discussion and Possible Motion to Approve Resolution No. 332, Adopting the Transportation Master Plan (TMP).		Meeting Date: May 7, 2012
Department: Public Works	Attachments: 1) Transportation Master Plan Staff Response Matrix 2) US DOT Evaluation of Shared Lane Markings 3) Resolution No. 332 Adopting the Transportation Master Plan	Fund Source: N/A Activity Cost: N/A Amount Budgeted: N/A
Contact: Charles W. "Chip" Davis, AICP, Senior Planner		
Telephone: (206) 248-5501		
Adopted Work Plan Priority: Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> .	Work Plan Item Description: Preparation and Adoption of Transportation Master Plan.	
<p>PURPOSE/REQUIRED ACTION: The purpose of this agenda item is Council discussion and possible action on proposed Resolution No. 332 relating to adoption of the Transportation Master Plan (TMP).</p> <p>BACKGROUND (Include prior Council action & discussion): Since May, 2011 a transportation consultant and the Transportation Master Plan Advisory Committee (TMPAC) have been working on an analysis of the Burien's transportation system and conducting a review of existing comprehensive plan transportation policies to develop a new transportation vision for the city. The draft Transportation Master Plan (TMP) advances two new transportation planning principals for Burien: a layered transportation network and multimodal levels of service. These principals compliment Burien's complete streets policy, adopted in October 3, 2011, by providing a comprehensive, integrated transportation network with infrastructure and design that allows safe and convenient travel for all users, including pedestrians, bicyclists, motor vehicle drivers, and public transit users.</p> <p>The Council adopted revised comprehensive plan transportation polices by Ordinance 559 on December 12, 2011 as part of the 2011 Comprehensive Plan amendments. The draft Transportation Master Plan provides the multimodal transportation framework and supporting data for those revised transportation policies. The TMP also informs the development of Burien's Capital Improvement Plan (CIP) and Six-Year Transportation Improvement Program (TIP) by identifying types of projects which are needed to support future travel trends and evaluating how they fit within community values and fiscal resources. A printed copy of the draft Transportation Master Plan was distributed to councilmembers and a printed copy of the TMP and appendices is available for public review at City Hall or an electronic version can be accessed at the city website, www.burienwa.gov.</p> <p>At the April 16, 2012 meeting Council received a detailed presentation on the draft Transportation Master Plan from our consultant and had several questions for staff. Responses to those questions are provided in the attached matrix and a US Department of Transportation evaluation of "sharrows" or shared lane markings is provided as further clarification of that issue. Proposed Resolution No. 332 adopting the Transportation Master Plan is also attached.</p> <p>OPTIONS (Including fiscal impacts): Propose additional changes to the Draft Transportation Master Plan.</p>		
Administrative Recommendation: Approve Resolution No. 332 adopting the Transportation Master Plan.		
Committee Recommendation: N/A		
Advisory Board Recommendation: The Transportation Master Plan Advisory Committee (TMPAC) expressed support for the proposed TMP.		
Suggested Motion: I move approval of Resolution No. 332 adopting the Transportation Master Plan.		
Submitted by: Charles W. "Chip" Davis, AICP		
Administration _____	City Manager _____	
Today's Date: May 1, 2012	File Code:	

TRANSPORTATION MASTER PLAN

DRAFT TRANSPORTATION MASTER PLAN PROVISION	COUNCIL QUESTION/COMMENT	STAFF RESPONSE	ALTERNATIVES
<p>Chapter 5 Implementing the TMP Table 8 – Criteria for Project Prioritization (Page 43)</p>	<p>Under the project prioritization criteria Safety and Health and Safety are both listed. Do we want to combine these two?</p>	<p>Staff concurs that the use of the term Safety in two places in the table is confusing. The first use of the title Safety is more appropriately applied to the traffic safety and emergency response criteria. Changing the second title from Health and Safety to just Health would better reflect the focus of that criterion on the promotion of active lifestyles for residents and employees through better design of transportation facilities and maintain its importance as separate criterion for prioritizing transportation projects.</p>	<p>Revise the Health and Safety criteria heading to Health.</p>
<p>Chapter 4 Multimodal Transportation System Bicycle Network Figure 15 – Bicycle Priority Routes (Page 38)</p>	<p>Need a better explanation of the difference between Bicycle Priority Routes (shown in yellow) and General Bikeways (shown in green). Is it possible to designate routes on the map that are used primarily by bicycle commuters?</p>	<p>Staff recommends changing the title of Bicycle Priority Routes to “Neighborhood Bikeways” as this is a more descriptive term of their intent and design. Regarding commuter usage, the TMP does not dedicate specific routes as “commuter bike routes.” Rather, the network was designed for connections to be made to other regional facilities via both Neighborhood Bikeways and/or General Bikeways. It is anticipated that commuters will utilize a combination of these routes depending on their trip origin or destination. The text will be modified to clarify this intent and examples of typical commuter routes and connections will be provided.</p>	<p>Revise title of Bicycle Priority Routes to Neighborhood Bikeways. Clarify text and provide examples of typical commuter routes and connections.</p>
<p>Chapter 4 Multimodal Transportation System Traffic Improvement Needs Figure 12 – 2030 Intersection Recommendations (Page 29)</p>	<p>Question on the future improvement that is proposed on 160th Street, exactly where is that traffic light going to go?</p>	<p>Currently on the northbound off ramp from State Route 509 there is a stop sign at its intersection with South 160th Street. The proposed future improvement would replace that stop sign with a signalized intersection to improve traffic flow and reduce delays.</p>	<p style="text-align: center;">N/A</p>
<p>Chapter 4 Multimodal Transportation System Bicycle Network (Pages 35-39) Appendix D – Supplemental Bicycle Information (Pages D1-D4)</p>	<p>Like the bicycle boulevard idea where it can be used, but need more information on the safety aspects of sharrows and protective signage for bicyclists in shared use situations on busier roadways like 152nd Street west of Ambaum Blvd.</p>	<p>The TMP currently identifies sharrows as one possible treatment for the bicycle routes.</p> <p>Staff recommends adding a sentence on page 36 that states: “Design elements for these routes may include sharrows, wide shoulders, or designated bike lanes. ¹”</p> <p>¹ Sharrows were included as an adopted item in the 2009 Manual on Uniform Traffic Control Devices (MUTCD).</p> <p>The consultant has provided a US DOT publication which contains additional background on sharrows and their safety and effectiveness. The report is Attachment 2 to the agenda bill.</p>	<p>Revise text to clarify that sharrows are one possible approved treatment for marking bicycle routes.</p>

TRANSPORTATION MASTER PLAN

DRAFT TRANSPORTATION MASTER PLAN PROVISION	COUNCIL QUESTION/COMMENT	STAFF RESPONSE	ALTERNATIVES
<p>Advisory Committee and Public Comments (Attachment 2)</p>	<p>Reading the public comments attached to the packet, does the scope of the Transportation Master Plan include neighborhoods and traffic calming methods or is that in a different document?</p>	<p>The policies developed as part of the Transportation Master Plan effort were adopted as amendments to the Comprehensive Plan by the City Council in December of last year included policies related to neighborhood traffic calming. The Transportation Master Plan itself does not include any specific recommendations regarding traffic calming.</p>	<p>N/A</p>

TECHBRIEF



Pedestrian and Bicycle Safety



U.S. Department of Transportation
Federal Highway Administration

Research, Development, and
Technology

Turner-Fairbank Highway
Research Center

6300 Georgetown Pike
McLean, VA 22101-2296

www.tfsrc.gov

Evaluation of Shared Lane Markings

FHWA Publication No.: FHWA-HRT-10-044

FHWA Contact: Ann Do, HRDS-07, (202) 493-3319,
ann.do@dot.gov

This document is a technical summary of the Federal Highway Administration report, *Evaluation of Shared Lane Markings*, FHWA-HRT-10-041.

Objective

Shared lane markings help convey to motorists and bicyclists that they must share the roads on which they operate. The markings create improved conditions by clarifying where bicyclists are expected to ride and by notifying motorists to expect bicyclists on the road. Figure 1 illustrates a generic sharrow as it appears in the 2009 version of the *Manual on Uniform Traffic Control Devices* (MUTCD).⁽¹⁾ The present study was sponsored by the Federal Highway Administration (FHWA), and its purpose was to evaluate the impact of several uses of shared lane pavement markings, specifically the sharrow design, on operational and safety measures for bicyclists and motorists. Experiments were conducted in Cambridge, MA; Chapel Hill, NC; and Seattle, WA. This TechBrief provides a summary of the findings from the research, and the corresponding main technical report (FHWA-HRT-10-041) provides additional details.⁽²⁾

Background

In 2008, the National Committee on Uniform Traffic Control Devices recommended the inclusion of shared lane markings in the next version of the MUTCD.^(3,1) That recommendation was made with limited research conducted only on an 11-ft spacing from the center of the shared lane marking to the curb to prevent a bicyclist from striking an opening door of a parked motor vehicle (i.e., a dooring crash).⁽⁴⁾ The 2009 edition of the MUTCD includes a provision for shared lane markings with guidance that the markings should be placed at least 11 ft from the curb face or the edge of the pavement on a street with parallel parking. On streets with

no parking and an outside lane less than 14 ft wide, the centers of the shared lane markings should be placed at least 4 ft from the curb or edge of the pavement.⁽¹⁾

Many cities and States have started implementing shared lane markings to encourage the safe coexistence of bicyclists and motorists. However, few localities have formally evaluated the impact of these markings on safety or operations. Given the opportunity to study shared lane markings, the Highway Safety Research Center (HSRC) decided to conduct a broad-based study. The following hypotheses were explored for sharrows by HSRC:

- The markings may help indicate a preferred path of travel and thereby improve bicyclist positioning relative to parked motor vehicles when riding in shared lanes with on-street parking.
- The markings may help improve spacing or operations when motorists pass bicyclists on streets both with and without parking.
- The markings may help improve bicyclist positioning relative to the curb or other hazards along the roadway edge, including unsafe drain grates or uneven pavement.
- The markings could be used where bicyclists need to take control of the lane, such as on a section of steep downgrade where they need more operating space and where there is inadequate width to provide a sufficiently wide bicycle lane. They could also be used in a shared lane situation or in a narrow lane situation where bicyclists need to move away from the door zone or other hazards.
- The markings may reduce bicyclist wrong-way and sidewalk riding, which can cause collisions.

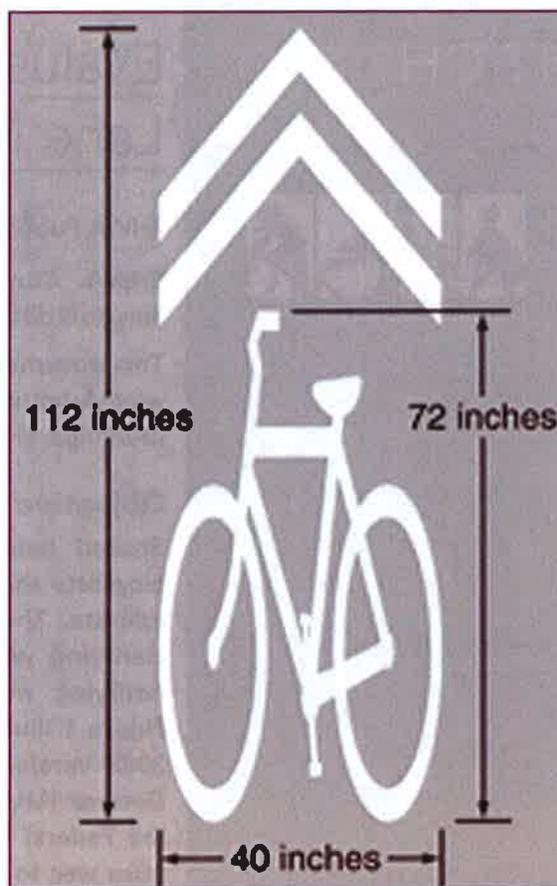


Figure 1. Generic version of a sharrow.

- The markings may increase the distance from motor vehicles in the travel lane to parked motor vehicles or to the curb in the absence of bicyclists, providing more operating space for bicyclists.

Separate evaluations were conducted in three U.S. cities. In Cambridge, MA, there was interest in experimenting with the placement of sharrows 10 ft from the curb to prevent dooring from parked motor vehicles. In Chapel Hill, NC, sharrows were placed on a busy five-lane corridor with wide outside lanes and no street parking. In Seattle, WA, sharrows were placed in the center of the lane on a downhill portion of a busy bicycle commuting street. Prior to

the sharrows, a 5-ft bicycle lane was added to the uphill portion of the street, and the center line of the street was shifted.

Methodology

The experimental design was to collect data of bicycles and motor vehicles operating in the traffic stream before and after installation of the shared lane markings. While it would have been desirable to have used an experimental design with comparison data, no adequate comparison sites were available. This is often the case in bicycle safety studies where slight differences in traffic flow, grade, pavement surface, or some other variable can greatly influence outcomes related to the bicyclists. One way to possibly obtain a comparison site is to install a treatment on part of a route and to use the remainder as a comparison. However, when a community is installing a treatment, almost invariably, the intention is to install the treatment along the entire route where the cross section is continuous.

Local staff collected videotape data before and after sharrow placement. The bicycle was the basic unit of analysis. A number of measures of effectiveness and other attributes were examined. Videotape coding was performed to obtain information about the bicyclist and to examine the operations of bicycles and motor vehicles when a motorist was following or passing a bicyclist. In Cambridge, MA, and Seattle, WA, events related to the presence of parked motor vehicles were also examined, such as existing open doors and near dooring events, as well as motorists pulling into or out of parking spaces.

The following spacing data were also obtained from images extracted from the videotapes:

- Distance between bicycles and parked motor vehicles (tire to tire).
- Distance between bicycles and the curb at the edge of the road (tire to curb) where there was no parking.
- Distance between bicycles and passing motor vehicles (tire to tire).
- Distance between motor vehicles in the travel lane and parked motor vehicles (tire to tire) or the curb (tire to curb) when no bicycles were present.

Chi-square tests were used to examine the distributions of variables before and after placement of the shared lane markings. Analysis of variance models were used to study the effect of shared lane markings on spacing and other performance measures. In these models, the independent variables included site characteristics, type of treatment, and a dummy variable indicating whether it was a before or after condition. The sign and significance of the coefficient of this dummy variable were used to assess the effectiveness of the markings. None of the data were combined across sites because of differences in the uses of the shared lane markings in each city.

Cambridge, MA, Experiment

Cambridge, MA, has many street cross sections where the recommended 11-ft spacing from the curb would not be feasible. The sharrows were placed 10 ft from the curb for about 2,500 ft on Massachusetts Avenue, which is a 4-lane divided street with approximately 29,000 vehicles per day, parallel parking on both sides, and a speed limit of 30 mi/h. Figure 2 shows a view of Massachusetts Avenue before sharrows were placed on the street. The intent was to determine whether the sharrows would improve spacing of bicycles and motor vehicles and also help prevent dooring.



Figure 2. Massachusetts Avenue condition in the before period.

Results pertaining to the interaction of bicycles and motor vehicles included the following changes from before to after:

- A total of 94 percent of the bicyclists rode over the shared lane marking.
- The percentage of bicyclists who took the lane decreased from 13 to 8 percent.
- The percentage of avoidance maneuvers (i.e., changing speed or direction to avoid another party) decreased from 76 to 37 percent.
- The percentage of bicyclists who yielded (i.e., gave way to a motorist) decreased from 23 to 7 percent.
- The percentage of motorists who yielded (i.e., gave way to a bicyclist) increased from 5 to 9.5 percent.
- The percentage of motorists who made no change while following a bicyclist increased from 44 to 65 percent.

Results pertaining to the spacing of bicycles and motor vehicles in the *presence* of a following motor vehicle in the after period included the following:

- The distance from a bicyclist riding beside a parked motor vehicle increased from 40.1 to 42.3 inches when both directions were combined and increased

from 37.4 to 41.5 inches for the inbound direction.

- Outbound spacing was 42.7 inches in the before period and 43.1 inches in the after period.
- The percentage of bicyclists who rode within 40 inches (i.e., near the door zone) of parked motor vehicles decreased. Most of the effect was in the inbound direction with a decrease from 58 to 41 percent. Comparable outbound values were 44 percent in the before period and 38 percent in the after period.
- The percentage of bicyclists who rode within 30 inches (i.e., within the door zone) remained unchanged at 13 percent.

Results pertaining to the spacing of bicycles and motor vehicles in the *absence* of a following motor vehicle in the after period included the following:

- The change in distance between a bicyclist and a parked motor vehicle was negligible (approximately 45 inches before and after).
- The percentage of bicyclists who rode within 40 inches of parked motor vehicles increased from 37.5 to 45 percent, although this may reflect the high percentage of bicyclists who rode over the sharrows.
- When motorists drove past parked motor vehicles in the absence of bicycles in the after period, the spacing increased 16 inches (from 77.4 to 93.6 inches) in the inbound direction, 12 inches (from 84.5 to 96.5 inches) in the outbound direction, and 14 inches (from 80.9 to 95.0 inches) combined.

Overall results from Cambridge, MA, indicate the following:

- A total of 94 percent of bicyclists rode over the sharrows.

- There was more operating space for bicycles as motor vehicle spacing from parked motor vehicles increased.
- A number of variables related to the operations of bicycles and motor vehicles showed positive effects.
- Placement of the sharrows 10 ft from the curb (instead of 11 ft) was not a problem.

Chapel Hill, NC, Experiment

The sharrows were placed 43.5 inches from the curb along Martin Luther King, Jr. Boulevard (MLK) for 1.25 mi. MLK has a 5-lane cross section (4 travel lanes and a center two-way left turn lane) with no parking, 27,000 vehicles per day, a speed limit of 35 mi/h, and periodic sunken drain grates next to the curb. There was a 3 to 4 percent grade where the videotape data were collected. The street had previously been resurfaced, and the outside lanes were marked nominally as 15-ft-wide lanes. The spacing of bicycles and motor vehicles from the curb and in situations where motorists passed bicyclists was of primary interest. Figure 3 shows MLK in the before period.

Results pertaining to the interaction of bicycles and motor vehicles included the following changes from the before period to the after period:

- A total of 91 percent of the bicyclists rode over the sharrows—97 percent in the downhill direction and 88 percent in the uphill direction. Bicyclists riding uphill traveled slower and tended to ride closer to the curb.
- The percentage of motorists who made no movement to change lanes when overtaking a bicyclist increased from 24 to 32 percent.
- There was no difference in the proportion of bicyclists riding near the curb



Figure 3. MLK in the before period.

(approximately 98 percent) or taking the lane (approximately 2 percent).

- The percentage of avoidance maneuvers decreased from 81 to 71 percent.
- The percentage of motorists staying in the lane when following bicyclists increased from 20 to 29 percent.
- There was no change in the percentage of bicyclists or motorists who yielded.

Results pertaining to the spacing of bicycles and motor vehicles included the following:

- In the presence of a following motor vehicle in the after period, bicyclists rode closer to the curb after the sharrows by about 2.5 inches (40.1 to 37.7 inches). The effect was more pronounced downhill (4.6 inches closer) versus uphill (2.9 inches closer). Similar to Cambridge, MA, this was likely a reflection of bicyclists tracking over the sharrows.
- There were slight increases in the percentages of bicyclists who rode within 30 and 40 inches of the curb. The percentage within 30 inches increased from 12.5 to 15 percent downhill and 47.3 to 50.5 percent uphill.
- When motorists passed bicyclists in the after period, there was a small decrease

in the passing distance overall from 82 to 79 inches. In the downhill direction, motorists passed 7 inches closer to bicycles (from 84.7 to 77.7 inches). There was no change in the uphill direction (from 80.0 to 81.1 inches).

- The percentage of passing motor vehicles within 50 inches showed only small and insignificant differences (from 2.0 to 2.6 percent).
- When the distance of the right front tires of motor vehicles from the curb in the absence of bicycles was examined in the after period, the spacing increased 8.3 inches in the uphill direction (from 64.4 to 72.7 inches), 4.7 inches in the downhill direction (from 76.6 to 81.3 inches), and 7 inches overall (from 70.5 to 77.0 inches).
- The percentages of motor vehicles within 50 and 60 inches of the curb were also significantly lower in the after period. The effect was most pronounced in the uphill direction (from 16 to 4 percent within 50 inches and from 46 to 17 percent within 60 inches).
- Bicyclist sidewalk riding significantly decreased from 43 percent in the before period to 23 percent in the after period. In the downhill direction, sidewalk riding decreased from 39 to 10 percent, with no significant change in the uphill direction.
- Wrong-way riding by bicyclists was 11 percent in the before period and 8 percent in the after period (nonsignificant change).

Overall results from Chapel Hill, NC, indicate the following:

- A total of 91 percent of bicyclists tracked over the sharrows and rode at a safe

distance from the edge of curb with more of an effect in the downhill direction.

- Motorists moved away from the sharrows, providing more operating space for bicyclists.
- A number of variables related to the operations of bicycles and motor vehicles showed positive effects.
- Bicyclist sidewalk riding decreased in the downhill direction.
- There was no change in the percentage of bicyclist wrong-way riding.

Seattle, WA, Experiment

Sharrows were placed in the center of the lane 12.25 ft from the curb on a downhill section of Fremont Street, which is a 2-lane street that has a speed limit of 30 mi/h, 10,000 vehicles per day, 3.6 percent grade, and parking on both sides of the street. The placement was meant to encourage bicyclists to take the lane while traveling downhill. Data were collected in two additional periods following the before period. The centerline of the street was repositioned to allow a 5-ft bicycle lane and parking line to be installed on the uphill section of the street (after period 1). Sharrows were then added in the downhill direction (after period 2) since there was not enough width for bicycle lanes on both sides of the streets. Figure 4 shows a section of Fremont Street in the before period.

Results pertaining to the interaction of bicycles and motor vehicles included the following changes from the before period to the after period:

- There was no difference in the safety of the manner in which motorists were following and passing bicyclists. Overall, 97 percent of these maneuvers were considered to be performed safely.



Figure 4. Fremont Street in the before period.

- A total of 15 percent of the bicyclists rode over the sharrow during the after period 2.
- A significantly higher percentage (51 versus 28 percent) of bicyclists shifted toward the center of the lane and took the lane during after period 1 when the lane was narrowed to accommodate the addition of the bicycle lane in the uphill direction.
- The percentage of bicyclists who yielded (i.e., changed direction or speed to give way to a motor vehicle) decreased from 3.3 percent in the before period to 2.8 percent in after period 1 and 0.7 percent in after period 2.
- The percentage of motorists who yielded (i.e., changed direction or speed to give way to a bicycle) decreased from 13 percent in the before period to 6.5 percent in after period 1 and 5 percent in after period 2.

Results pertaining to the spacing of bicycles and motor vehicles included the following:

- In the absence of following motor vehicles, the average spacing between bicycles and parked motor vehicles did not significantly change across periods

(45.8 inches in the before period, 47.5 inches in after period 1, and 44.5 inches in after period 2).

- The percentage of bicyclist spacing values within 30 inches (i.e., within the door zone) increased from about 6 percent in the before period to about 12 percent in the two after periods.
- The percentage of bicyclist spacing values within 40 inches increased from 36 percent in the before period to 39 percent in after period 1 and 44 percent in after period 2 (nonsignificant change).
- When motorists drove past parked motor vehicles in the absence of bicycles in both after periods, the average spacing decreased about 18 inches due to the change in the roadway configuration (the lane had been narrowed by 2.5 ft).

Overall results from Seattle, WA, indicate the following:

- Sharrow placement alone did not seem to result in an increase in the percentage of bicyclists taking the lane.
- Bicyclists were already riding out of the door zone in the before period and stayed in this location in both after periods. Sharrows had previously been installed 11 ft from the curb next to parked cars over a 2,000-ft, four-lane section of Fremont Street leading into the section studied in the current project.
- It is possible that narrowing the travel lanes and adding the uphill bike lane had more of an effect on operations and spacing than the addition of sharrows.
- The bicyclists riding in the street seemed experienced and showed that it was not necessary to ride in the middle of the lane to control the lane.

Conclusions

Sharrows can be used in a variety of situations, and increased use should enhance motorist awareness of bicyclists or the possibility of bicyclists in the traffic stream. Results indicate that sharrows increased operating space for bicyclists. Sharrows have reduced sidewalk riding not only in the current study but also in a previous study in Gainesville, FL.⁽⁵⁾ As communities continue to experiment with various uses of sharrows, it is recommended that researchers continue to create similar trials in other locations and traffic settings and then evaluate and report those experiments so that more data can be examined and guidance to users improved.

References

1. Federal Highway Administration. (2009). *Manual on Uniform Traffic Control Devices*, Federal Highway Administration, Washington, DC.
2. Hunter, W.W., Thomas, L., Srinivasan, R., and Martell, C.A. (2010). *Evaluation of Shared Lane Markings*, Report No. FHWA-HRT-10-041, Federal Highway Administration, Washington, DC.
3. NCUTCD Bicycle Technical Committee. (2007). *Proposed Shared Lane Marking Part 9 of the MUTCD*, National Committee on Uniform Traffic Control Devices. Obtained from: <http://members.cox.net/ncutcdbtc/sls/slmtoncjan07.pdf>. Site last accessed August 3, 2010.
4. Alta Planning + Design. (2004). *San Francisco's Shared Lane Pavement Markings: Improving Bicycle Safety*, San Francisco Department of Parking and Traffic, San Francisco, CA.
5. Pein, W.E., Hunter, W.W., and Stewart, J.R. (1999). *Evaluation of the Shared-Use Arrow*, Florida Department of Transportation, Tallahassee, FL.

Researchers—This study was performed by William Hunter, Libby Thomas, Raghavan Srinivasan, and Carol Martell of the Highway Safety Research Center of the University of North Carolina.

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Key Words—Shared lane markings, Sharrows, and Bicycles.

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CITY OF BURIEN, WASHINGTON

RESOLUTION NO. 332

A RESOLUTION OF THE CITY OF BURIEN, WASHINGTON, ADOPTING THE TRANSPORTATION MASTER PLAN (TMP)

WHEREAS, Washington's 1990 Growth Management Act (GMA) requires communities to prepare a transportation plan which is directly tied to the City's land use decisions and financial plans; and

WHEREAS, the Puget Sound Regional Council (PSRC) establishes policies for long-range land use planning and regional transportation planning through its VISION 2040 and TRANSPORTATION 2040 plans; and

WHEREAS, the Transportation Master Plan (TMP) is a local functional plan which informs and supports the Transportation Element of Burien's Comprehensive Plan; and

WHEREAS, the Transportation Master Plan ensures coordination between transportation decision making and the adopted Land Use Element of the Burien's Comprehensive Plan and addresses community values as articulated through the City's Vision Statement; and

WHEREAS, the Transportation Master Plan informs the development of the Capital Improvement Program (CIP) and Six-Year Transportation Improvement Program (TIP) by identifying the types of projects which are needed to support future travel trends and evaluating how they fit within community values and fiscal resources; and

WHEREAS, the City has retained the services of a qualified consulting firm to assist in developing the Transportation Master Plan and has prepared a draft TMP that meets the City's needs and complies with the state and regional transportation planning requirements; and

WHEREAS, the Public Works Department and the Transportation Master Plan Advisory Committee (TMPAC) have sought and provided opportunities for the interest groups and the public to review and provide comment on the Plan, through multiple media outlets, publicly noticed meetings and outreach workshops; and

WHEREAS, the Transportation Master Plan Advisory Committee has completed review and modification of the Plan and has forwarded the Plan to the City Council for adoption;

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

Section 1. The draft Transportation Master Plan, dated January 2012, is hereby adopted as the Transportation Master Plan for the City of Burien.

Section 2. A copy of the TMP, in the form adopted by this resolution, shall be authenticated and recorded by the City Clerk along with this resolution and shall be filed in the office of the City Clerk for use and examination by the public.

Section 3. A copy of this resolution and the Transportation Master Plan shall be filed with the following City departments:

- (a) Public Works Department
- (b) Community Development
- (c) Finance Department.

Section 4. 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 7TH DAY OF MAY, 2012.

CITY OF BURIEN

Brian Bennett, 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. 332

**CITY OF BURIEN
AGENDA BILL**

Agenda Subject: Seahurst Park North Seawall & Beach Restoration Project - Staff Update		Meeting Date: May 7, 2012
Department: Parks, Recreation & Cultural Svcs.	Attachments: 1. Seahurst Fact Sheet 2. Seahurst Phasing	Fund Source: Parks & General Gov't CIP – Seahurst Park - North Shoreline Activity Cost: N/A Amount Budgeted: N/A Unencumbered Budget Authority: N/A
Contact: Steve Roemer, Parks Development & Operations Manager		
Telephone: (206) 248-5513		
Adopted Initiative: Yes X No	Initiative Description: Seahurst Park North Seawall Removal / Beach Restoration	
<p>PURPOSE/REQUIRED ACTION:</p> <p>The purpose of this Agenda Bill is to hear an update from staff regarding the Seahurst Phase II Shoreline Ecosystem Restoration Project with the US Army Corps of Engineers.</p> <p>BACKGROUND (Include prior Council action & discussion):</p> <p>The Seahurst Phase II Shoreline Ecosystem Restoration Project is a joint project between the City and the US Army Corps of Engineers (Corps) to remove the North Seawall and restore the adjacent beach. The goal of this work is to restore the marine habitat to the pre-wall conditions that existed prior to 1972. Council reviewed the project, the proposed scope of work, and the preliminary budget estimates on August 3, 2009. Council then approved the Project Feasibility Cost Share Agreement on August 17, 2009. The Corps subsequently conducted its feasibility study and 35% design, which concluded in late 2010. On September 1, 2011 a Project Partnership Agreement was executed formalizing the Corps and City's relationship to continue towards final project design and construction. Currently, the project is at 95% design and proceeding with design completion. The project and its associated budget authority is also part of the adopted 2011-2012 CIP.</p> <p>The Corps has obtained the necessary permits to proceed this summer, however it is still seeking the necessary federal funding for its share of the total project cost. As discussed previously with Council, should the Corps fail to obtain full funding for the entire project in the next few months, the Corps and the City would proceed with a portion of the project as an interim phase based on available funding.</p> <p>OPTIONS (Including fiscal impacts): N/A</p>		
Administrative Recommendation: Receive update.		
Committee Recommendation: N/A		
Advisory Board Recommendation: N/A		
Suggested Motion: None required.		
Submitted by: Steve Roemer	Mike Martin	
Administration _____	City Manager _____	
Today's Date: April 25, 2011	File Code: \\File01\records\CC\Agenda Bill 2012\050712pk-1 parksSeahurstupdate.doc	

Seahurst Phase II Shoreline Ecosystem Restoration

Fact Sheet

April 5, 2012

At a Glance:

Project Authority Water Resources Development Act of 2000, Section 544

Description Restore habitat for ecosystem and Salmon Recovery in Puget Sound Basin

Total Project Cost \$6,973,200

Funds Requested \$3,000,000 in the Construction Account for PSAWRP



Photo: Existing concrete seawall at project site



Photo: Restored south Seahurst shoreline after seawall removal

Project Scope

The 14 acre project area includes 2800 feet of Puget Sound shoreline and extends from approximate elevation -10 feet mean lower low water (MLLW) to the lower slopes of forested bluffs. Restoration would include removing 1800 lineal feet. of concrete seawall, rock riprap, groins, paving and fill, restoring beaches to replicate natural slopes and add nourishment of 18,000 cubic yards of gravel and sand substrates. Over 20,200 riparian plantings will be added along most of the length of the project, with a small wetland/ estuary added and supported by three perennial streams.

Project Status

Construction in 2012: The project will restore the shoreline along the northern portion of the Seahurst Beach by removing a concrete bulkhead on the site owned by the City of Burien. The Seahurst Park Shoreline Restoration Phase II project follows up on earlier shoreline restoration work completed in 2005 as a partnership with the City of Burien, the U S Army Corps of Engineers (Corps), and WRIA 9 Watershed Ecosystem Forum, along the southern shore of the park. Funded through the Salmon Recovery Funding Board (SRFB) and King Conservation District (KCD), the southern beach restoration has had excellent results from both restoration and recreation perspectives. Pre and post construction monitoring has documented improvements of biological and physical processes. Park users have overwhelmingly welcomed the shoreline change, which now provides a natural setting for recreational opportunities.

Restoration Goal and Objectives

The goal of the proposed Seahurst Park restoration is to restore natural nearshore processes to sustain a naturally functioning park shoreline and contribute to nearshore function within and beyond the park boundaries. The objectives of the restoration are as follows:

- Reconnect feeder bluffs to the intertidal zone to restore natural sediment supply processes in the park
- Improve intertidal habitat by restoring a more natural setting for longshore and cross-shore sediment transport by addressing shoreline armoring impacts occurring within the Project Area
- Enhance intertidal habitat by restoring natural slopes and substrate sizes
- Increase availability of suitable high intertidal spawning areas for forage fish by increasing the amount of high intertidal habitats with suitable size substrate
- Re-establish riparian vegetation in close proximity to the intertidal habitats
- Increase the amount of marsh vegetation and habitats
- Enhance stream mouths draining into the intertidal zone by addressing channel constrictions at the mouth

Project Fit in Regional Recovery Plan

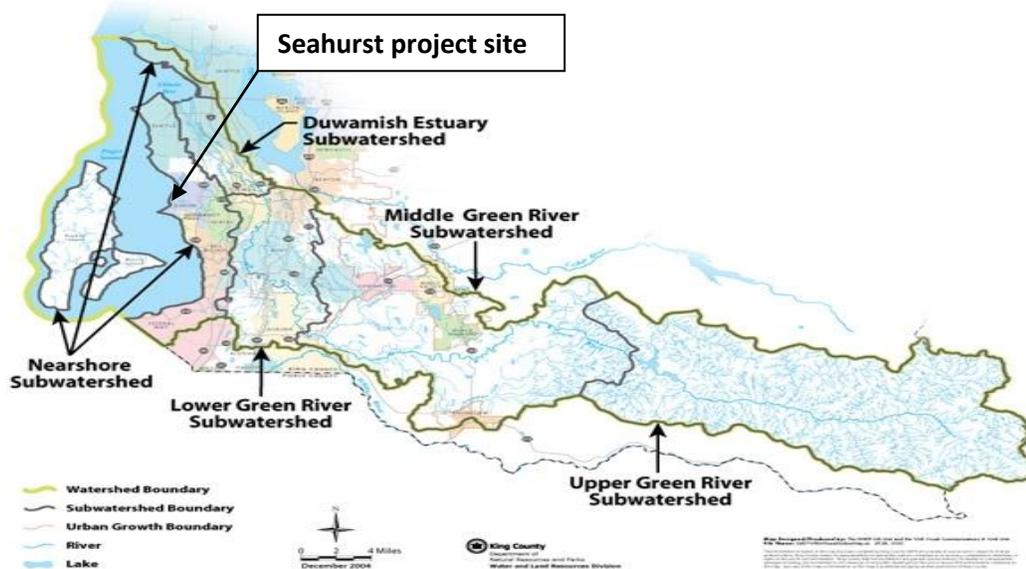
The Seahurst Park restoration objectives are aligned with regional restoration objectives described in the Puget Sound Action Agenda

Implement and maintain priority ecosystem restoration projects for marine, marine nearshore, estuary, freshwater riparian, and upland areas. Near-term actions to implement restoration projects in the salmon recovery three-year work plans and the Estuary and Salmon Restoration Program of the Nearshore Partnership. "Removal of or softening shoreline armoring"

and the Water Resource Inventory Area (WRIA) 9 Salmon Habitat Plan.

- *Restore nearshore sediment transport processes by reconnecting sediment sources and removing shoreline armoring that affects sediment transport*
- *Restore pocket estuaries*
- *Protect and expand forage fish spawning areas by maintaining/increasing high intertidal zone access and availability of suitable substrate sizes*
- *Protect and increase availability of vegetated shallow nearshore and marsh habitats*

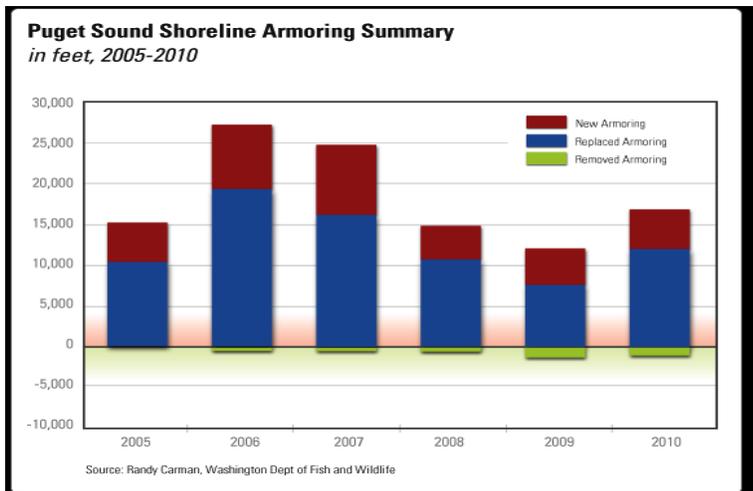
The Project is specifically recommended in the WRIA 9 Salmon Habitat Plan and is included in the Three-Year Implementation Work Plan. The Project is fully consistent with the Puget Sound Partnership Action Agenda.



Background and Explanation of the Problems the Project will Address

Most of the park's shoreline was armored in the early 1970s using a combination of stacked gabions, vertical concrete bulkhead, and riprap. The extensive shoreline armoring present in the park has interrupted natural sediment supply and transport processes and significantly degraded habitat function within and beyond the park boundaries. Specifically, the shoreline armoring in the park prevents coastal bluff sediment supplies from reaching the intertidal zone, thereby reducing the amount of beach sediment. Coastal bluffs are the primary source of sediment for most Puget Sound beaches, delivering nearly 90 percent of the region's beach material.

Shoreline armoring also alters sediment transport processes along the shoreline. Shoreline armoring structures tend to increase and reflect wave energy at the face of the structure. The increased energy entrains increased amounts of sediment and transports it offshore or longshore at unnaturally high rates that are faster than the system's natural erosion of bluffs would replace. As a result, there is increased erosion and scour of beach sediment near the armor face, leading to decreased elevations and changes in habitat structure and their resulting biota.



Evidence of such decreases in beach elevations has been documented in Seahurst Park. Over the 30-year period from 1972 to 2002, the combination of bulkhead-induced erosion from reflected wave energy and loss of sediment supply resulted in a 3- to 4-foot lowering of the upper beach grade along portions of the park's shorelines.

Fish Resources Utilization of Project Area and Effects of Current Park Shoreline Conditions

Several years of beach seine sampling in Seahurst Park have documented consistent utilization by juvenile salmonids throughout the summer. Seven salmonid species have been documented along the park shoreline, including two species listed as threatened by the Endangered Species Act: Chinook salmon and steelhead trout.

Forage fish also utilize nearshore habitats of Seahurst Park. Two forage fish species, surf smelt and Pacific sand lance, require middle and high intertidal habitats with fine-grained substrates for spawning. The presence of forage fish have been documented along the shoreline of Seahurst Park. The shoreline armoring present in Seahurst Park, degrades habitat conditions for juvenile salmon and forage fish through the impacts to sediment supply and transport processes, as well as reducing the amount of accessible and suitable habitat as well as interrupting the connectivity between nearshore riparian and nearshore aquatic habitats.

Benefits of the Seahurst Park Shoreline Restoration Project

Restoration activities will focus on reconnecting feeder bluffs to the intertidal zone, improving intertidal habitat by addressing shoreline armoring impacts to sediment transport and restoring natural slopes and substrate sizes, enhancing stream mouths, and enhancing marsh and riparian vegetation conditions. The construction of these restoration activities in the project area would complete the shoreline restoration at Seahurst Park. Given the park's location, size, and importance to sediment supply to beaches extending north, this project represents a significant step in the region's ecosystem restoration efforts. At nearly 3,000 linear feet of restored shoreline, this project is one of the largest restoration projects to occur in Central Puget Sound. This is especially true when coupled with the south seawall restoration in Seahurst Park that has been completed by the City and the Corps. The completion of the north seawall restoration project, combined with the south seawall project, will result in 4,500 linear feet of restored shoreline.



Project Partners

This type of work would not be possible if not for all of the support from our project supporters and partners:

- U.S. Army Corps of Engineers
- The Washington Department of Fish and Wildlife
- King Conservation District
- Washington Recreation and Conservation Office
- Salmon Recovery Funding Board
- Puget Sound Partnership
- Green/Duwamish and Central Puget Sound Watershed (WRIA 9) Lead Entity

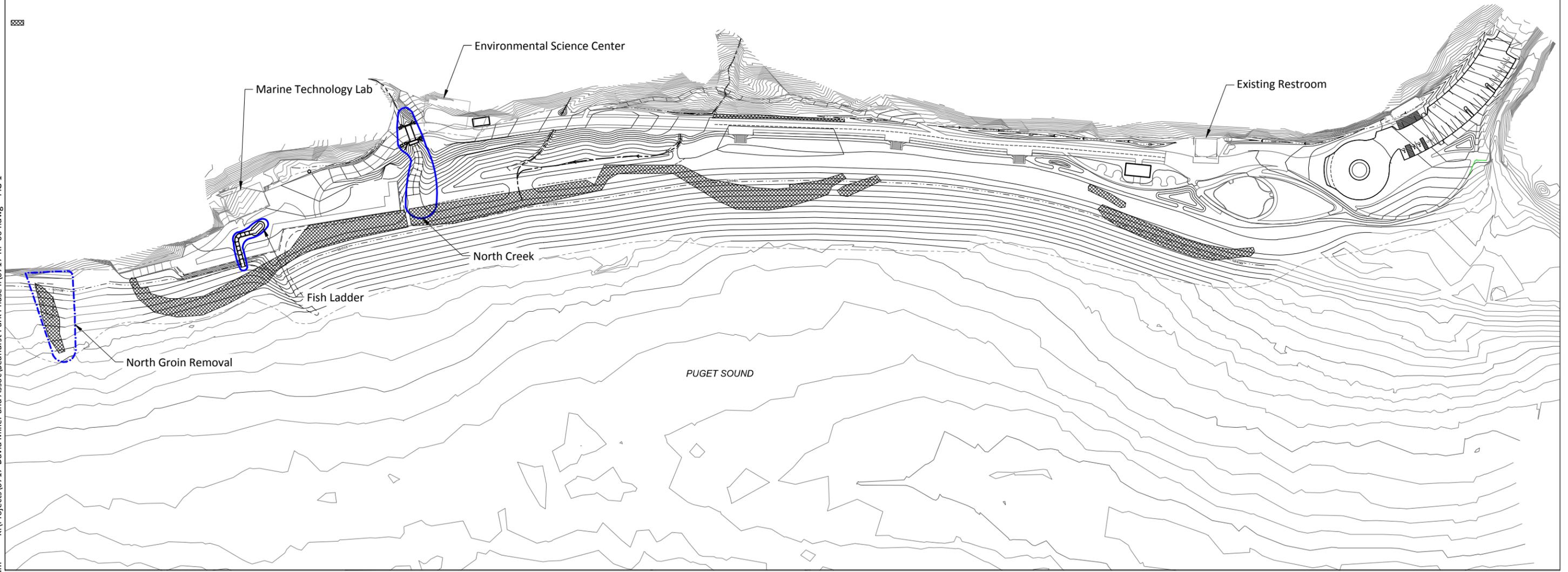
Consequences of Not Conducting Project at this Time

The risks and consequences of not conducting the project at this time include continued degraded habitat function within and beyond park boundaries due to conditions in the park. The loss of the opportunity created by currently secured project funding with SRFB and KCD, which have rapidly approaching project completion deadlines. The loss the opportunity in the current partnership with the Corps that combined with secured grant funding, will allow the project to move forward. The opportunity lost for the two educational programs within the park, the Environmental Science Center and Highline School District Marine Technology Lab, to benefit from the educational value created by this project. These programs educate over 10,000 students a year, from elementary through high school ages. The opportunity lost, for the public to experience and understand the value of ecosystem restoration gained through the removal of bulkheads, and the educational opportunity that through sound science there are viable alternatives for shoreline protection.



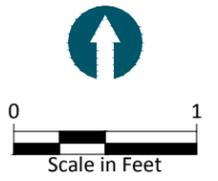
Contact Info: Steve Roemer
City of Burien, WA
Office: 206-248-5513
E-mail: stever@burienwa.gov

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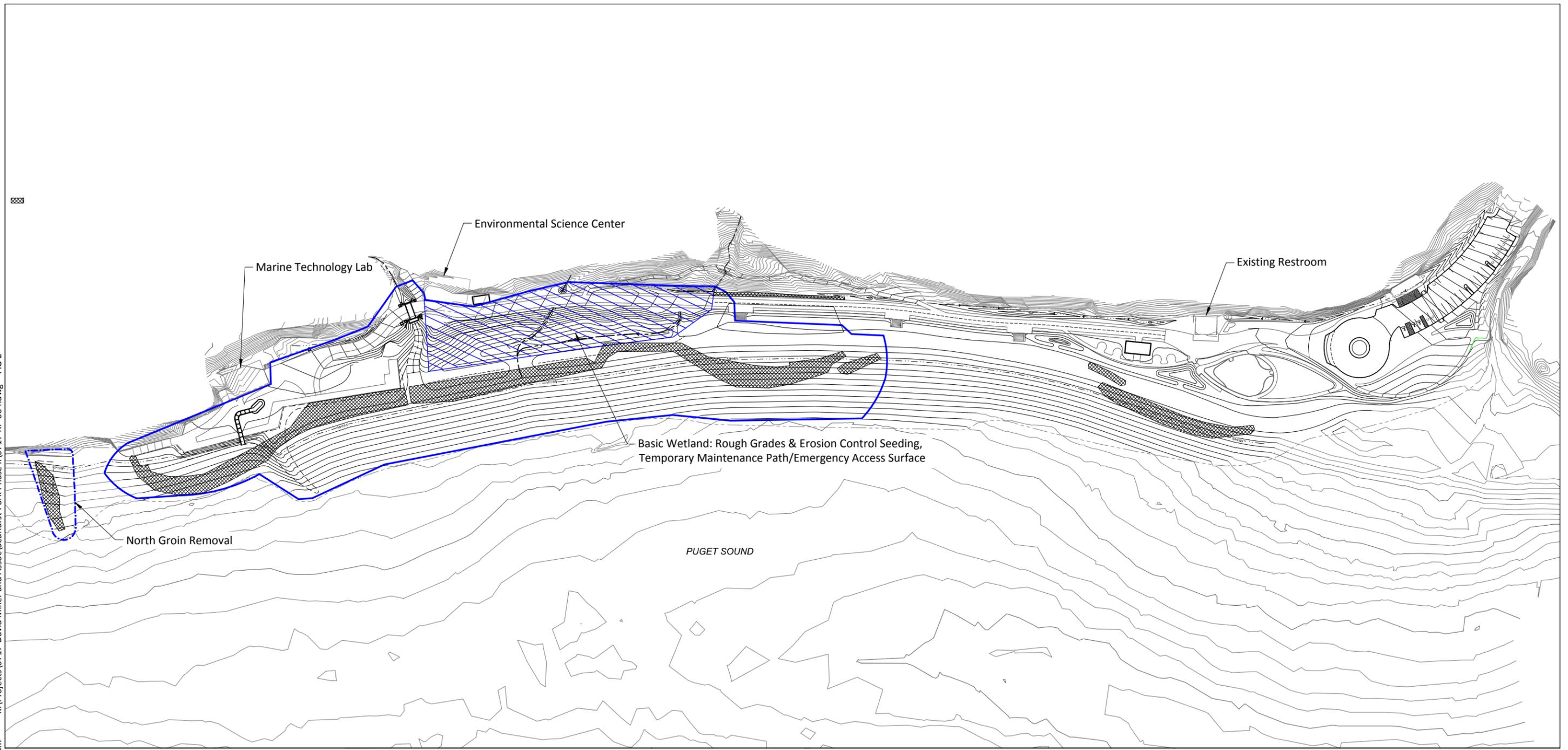


- LEGEND:**
-  Base Bid Extent
 -  Option Item

Note:
Complete utility relocation will be included
in the Base Bid for all Alternatives (full
project extent). This work is not shown.



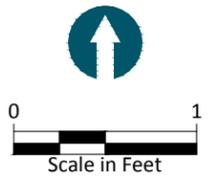
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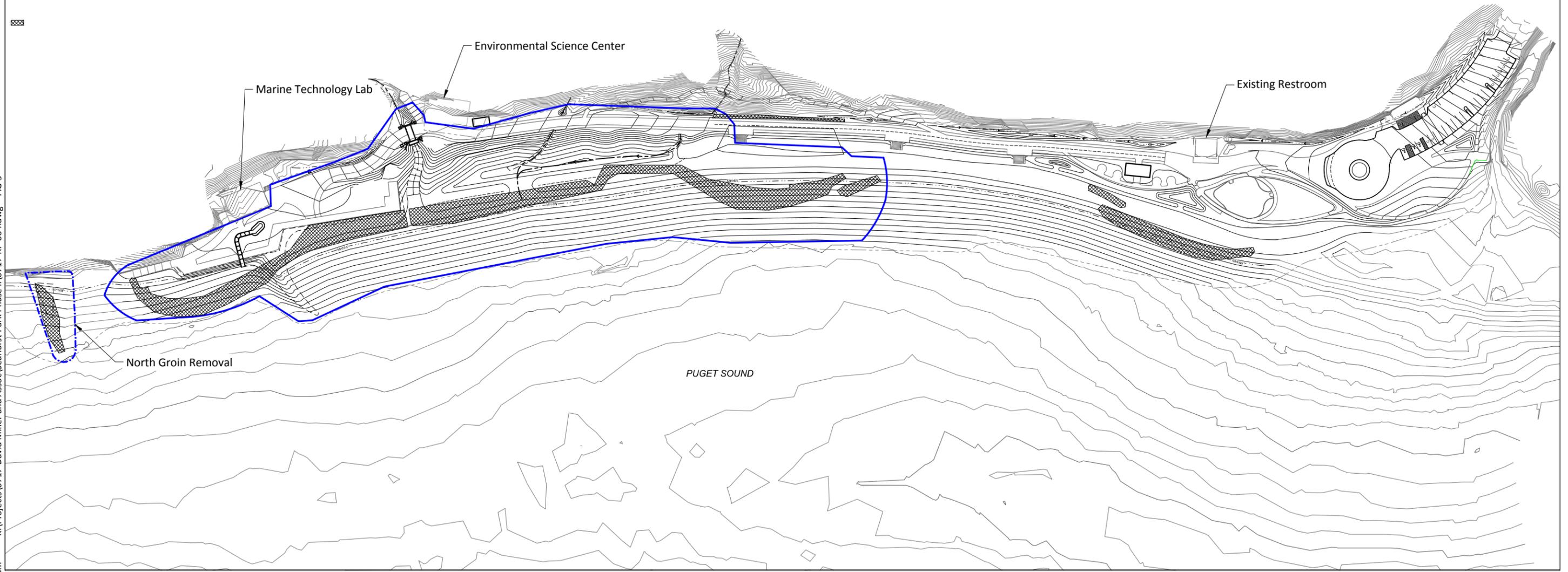
LEGEND:

-  Base Bid Extent
-  Option Item
-  Limited Scope completed in base bid

Note:
Complete utility relocation will be included in the Base Bid for all Alternatives (full project extent). This work is not shown.



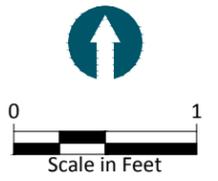
K:\Projects\0717-David Miller and Assoc\Seahurst Park Phase II\0717-RP-004.dwg FIG 3
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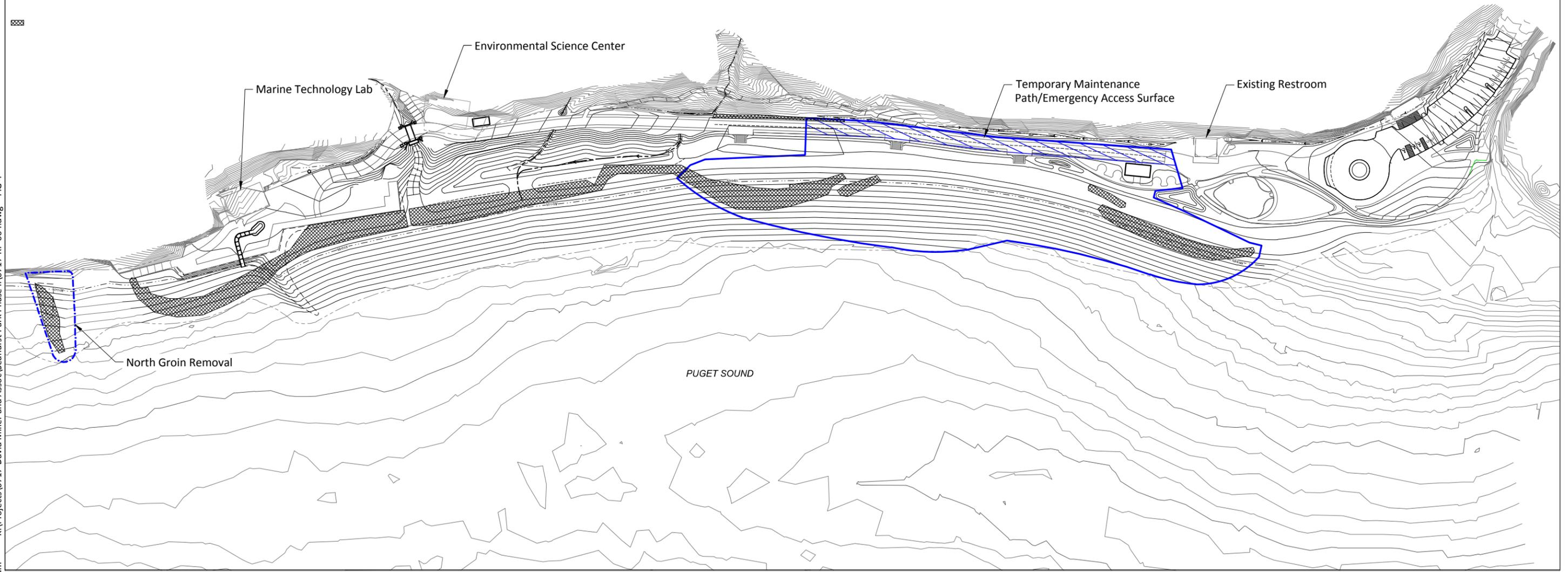
LEGEND:

-  Base Bid Extent
-  Option Item

Note:
Complete utility relocation will be included
in the Base Bid for all Alternatives (full
project extent). This work is not shown.



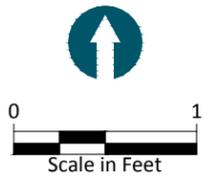
K:\Projects\0717-David Miller and Assoc\Seahurst Park Phase II\0717-RP-004.dwg FIG 4
Mar 26, 2012 4:07pm bbermingham



LEGEND:

-  Base Bid Extent
-  Option Item

Note:
Complete utility relocation will be included
in the Base Bid for all Alternatives (full
project extent). This work is not shown.



**CITY OF BURIEN
AGENDA BILL**

Agenda Subject: Adopt contract with McBee Strategic, a federal lobbying firm, to advance infrastructure work in the North East Redevelopment Area.		Meeting Date: May 7, 2012
Department: City Manager	Attachments: 1) Scope of work for McBee Strategic	Fund Source: Activity Cost: \$72,000 Amount Budgeted: \$0 Unencumbered Budget Authority: \$0
Contact: Mike Martin		
Telephone: 206/248-5503		
Adopted Initiative: Yes No X	Initiative Description:	
PURPOSE/REQUIRED ACTION: Staff requests council to direct the city manager to execute a contract that would accomplish the attached scope of work with McBee Strategic.		
BACKGROUND (Include prior Council action & discussion): Creation of the 2 nd then 3 rd SeaTac Airport runways has blighted a 165-acre area in Burien known as the North East Redevelopment Area (NERA), and the City has been working for more than a decade to repair that blight. In 2007 the City began working to create the so-called "Pilot Program" included in the recently reauthorized Federal Aviation Authority budget. The program could make Burien one of four cities nationwide eligible to receive up to \$5 million to help pay for the infrastructure needed to begin redevelopment of the NERA. Notably, this includes the planning, design, engineering and other pre-construction work to complete a 4-way interchange at DesMoines Memorial Drive and State Highway 518 and for a facility that would receive drainage from the entire NERA. The city is aggressively pursuing multiple funding sources for these projects and in fact has a small amount of funding to begin the initial work on the off ramp project. The urgency to begin and complete this work quickly is heightened by private-sector interest in the NERA, and the need for infrastructure to attract and support it. While it is likely or possible Burien will be named as one of the four cities to receive FAA funding, the timing, amount and purpose of that funding is uncertain. The scope of work before council would 1) make it more likely Burien will receive the funds 2) hasten the timing of that award and 3) allow the city to shape the program to best meet our needs. This initiative is intended to last not more than one year, at a cost of \$6,000/month. Funding would come from the city's contingency reserve and decrease it by that amount.		
OPTIONS (Including fiscal impacts): 1) Direct the City Manager to execute a contract with McBee Strategic per above. Funding this initiative would decrease the city's contingency fund by \$72,000. 2) Decline to direct the city manager to execute a contract with McBee Strategic. This option would have no fiscal impacts.		
Administrative Recommendation: Discuss the initiative and adopt it at the May 21 st council meeting.		
Committee Recommendation: N/A		
Advisory Board Recommendation: N/A		
Suggested Motion: I move to direct the city manager to execute a contract with McBee Strategic to accomplish the attached scope of work.		
Submitted by:		
Administration _____	City Manager _____	
Today's Date: April 9, 2012	File Code: R:/CC/Agenda Bill 2012/050712cm-1 Hire McBee federal lobbyist	

MEMORANDUM

TO: MIKE MARTIN, CITY MANAGER, CITY OF BURIEN, WA
FROM: MCBEE STRATEGIC CONSULTING
DATE: MARCH 29, 2012
SUBJECT: PROPOSED SCOPE OF WORK AND DEAL TERMS

This memorandum outlines a proposed scope of work and deal terms for a business relationship between McBee Strategic Consulting, LLC ("*McBee Strategic*") and the City of Burien, Washington ("*the City*").

ABOUT MCBEE STRATEGIC

McBee Strategic was founded ten years ago with a mission to provide a different type of consulting service than could be found anywhere in Washington. We are a national firm headquartered in Washington, DC with offices in Seattle, Washington and Palo Alto, California. Our firm is a total solutions provider for municipalities and companies seeking to engage the federal government in order to achieve competitive advantage, influence public policy, and secure public capital.

McBee Strategic's record of success is driven by our unique ability to guide municipalities and companies through the strategic choices necessary to engage with the changing political environment and challenging global economy. Our experience has shown that effective engagement starts with a blank slate and then leverages our diverse sector expertise to identify both conventional and nonconventional solutions. We are recognized as the only firm in Washington with dedicated solutions to help our clients address advocacy, capital raising, risk analysis, and strategic advisory needs. In addition, McBee Strategic's unique, collaborative model utilizes the deep professional resources and experience of our entire team – enabling us to be a force multiplier for our clients as we work collaboratively to achieve each objective.

McBee Strategic's unique corporate philosophy, policy experts, and record of success in navigating the appropriations and authorizing committees in Congress, as well as the regulatory process in the Executive Branch, is the reason why public sector entities trust us to lead and manage their federal agendas. Municipalities face far different issues and require vastly different communications strategies and advocacy plans than Fortune 500 companies. Our deep understanding of the unique execution needed for municipal governments is the reason why we have a consistent record of success.

AVIATION EXPERTISE

McBee Strategic has one of the largest and most successful aviation practices in Washington, servicing a diverse range of public and private sector clients across multiple business and policy verticals. Our team includes senior executives with a deep understanding of federal aviation, safety, and transportation security policy and programs as well as direct experience with the relevant Congressional appropriations and oversight committees. We also maintain strong relationships with senior political appointees and career officials at the Department of Transportation ("*DOT*"), Federal Aviation Administration ("*FAA*"), National Transportation Safety Board, Department of Homeland Security ("*DHS*"), Transportation Security Administration, the White House Office of Management and Budget, and Obama Administration officials.

Our aviation practice was specifically designed to succeed in the complex aviation environment, while maintaining the same principles, values, and business model as McBee Strategic. Our broad experience in federal aviation policy and political issues is combined with recognized leadership and significant operating and management experience inside the aviation industry. These diverse perspectives inform our deep understanding of the fundamental policy issues driving

industry performance. This potent combination differentiates us from our competitors and provides our clients with a powerful advantage in achieving their objectives in the federal marketplace.

In many respects, our firm's aviation practice is unique, as it includes professionals who worked with every aspect of the aviation industry, whether in their former roles on Capitol Hill or in their current positions in our firm. The practice group is relied upon by our clients and the aviation community to provide honest input, detailed expertise, and creative, workable solutions to difficult problems. Our work with key Congressional and Administration staff is based on long-standing relationships based on trust, and an understanding of the pressures they face in carrying out their responsibilities. While there are many qualified firms in Washington, we believe no firm can match us in the aviation field.

Further, our professionals have a strong track record of success in implementing significant change across a broad spectrum of aviation community issues. Members of our team have successfully worked to pass every multi-year FAA reauthorization bill in Congress since 1990, and have been integral players in securing Congressional enactment of several key post-9/11 aviation security and economic measures. We have worked within the Administration at DOT, FAA, and DHS. We have also obtained millions of dollars in aviation funds and we secured the largest Letter of Intent for an airfield project. Our team has experience with large and small airport issues, the importance of hubs, competition policy, and extensive experience building coalitions across the diverse aviation community to provide broad and sustainable success to the entire industry.

SCOPE OF WORK

Based on our conversations, we propose to implement an engagement strategy that will be synchronized with the Port of Seattle in order to ensure the timely implementation of the Pilot Program for Redevelopment of Airport Properties, as identified in Section 822 of the FAA Modernization and Reform Act of 2012, and position the Port and the City to win a pilot demonstration award. Specifically, we will execute on the following:

1. **Advocacy Strategy:** McBee Strategic will develop a comprehensive strategy document that outlines objectives, tactics, priorities, roles and missions, and measurable milestone targets that establish a shared definition for success.
2. **Message Development:** McBee Strategic will develop the strategic narrative behind the City's advocacy engagement. Messaging will be customized for targeted constituencies on Capitol Hill, within the FAA, and among third parties. This effort will also include development of communications materials such as white papers and talking points.
3. **Policymaker Engagement:** McBee Strategic will facilitate outreach and relationship building with bipartisan decision-makers across Washington, DC to ensure a pilot program is implemented and to position the Port and City to secure one of the pilot sites. Our efforts will include coordination of meetings, briefing City executives on strategy and messaging prior to each meeting, and driving our goals within the House, Senate, and Administration. Our highly elastic organizational structure gives us the ability to apply a significant number of diverse resources to the City's efforts, allowing us to act as a force multiplier and extend City resources. Specifically, we anticipate targeting policymakers within the following areas:
 - Washington Congressional Delegation
 - Senate Commerce, Science & Transportation Committee
 - Federal Aviation Administration
 - House Transportation & Infrastructure Committee
4. **Follow Up:** Throughout execution, our goal is to lock in durable, lasting relationships that establish the basis for an ongoing and permanent dialogue in order to support the City's priorities. In order to ensure the pilot program is established, and that the Port/City partnership is competitively positioned to win within the program, repetitive engagement is critical to ensure the City's goals do not get lost in the "noise" in Washington, DC.

APPENDIX A: TEAM BIOS

Jeff Markey, Executive Vice President and Advocacy Director. Jeff joined McBee Strategic in 2003 and manages the firm's advocacy practice, in addition to maintaining a lead role in managing a large number of transportation, energy, and public sector clients. Jeff brings technical expertise on aviation and transportation issues, appropriations expertise, and close relationships with various members of the House and Senate oversight committees. Prior to joining the firm, Jeff spent over 10 years in government service where he served more than four years as the Legislative Director and Deputy Chief of Staff to Congressman Doc Hastings (R-WA). In this capacity, he was responsible for the execution of the Congressman's legislative agenda and acted as liaison to senior officials at Executive Branch offices, including the DOT. Jeff also served as Legislative Director to the late Congressman Jack Metcalf (R-WA) for four years, where he staffed the Aviation and Surface Transportation Subcommittees and the full Transportation and Infrastructure Committee. Prior to his career as Legislative Director, Jeff worked for the U.S. Department of State, Bureau of Political Military Affairs for one year. In the year prior, he worked in the office of Senator John Seymour (R-CA). He received his Bachelor of Arts from The Catholic University of America, his Master of Arts from the American University, and is a graduate of the United States Air Force Air Command and Staff College.

Rob Chamberlin, Executive Vice President and Business Development Director. Rob Chamberlin joined McBee Strategic in October 2004. Rob brings over six years of bicameral Capitol Hill experience to the firm. Rob most recently worked as Chief Counsel on the Senate Commerce, Science, and Transportation Committee under Chairman John McCain (R-AZ) where he was responsible for overseeing the day-to-day activities of the committee and its staff. His areas of expertise include aviation, transportation, and telecommunications matters. In his tenure with the Senate, he worked closely with the Department of Transportation, the Federal Aviation Administration, the Department of Homeland Security, the Commerce Department and the White House. Prior to his stint in the Senate, Rob served as Assistant Counsel on the House Committee on Transportation and Infrastructure where he focused solely on aviation issues assisting in the drafting and passing of all major aviation matters, preparing for hearings and briefing the Chairman of the full and subcommittee on aviation issues. Rob also served as an attorney for the Airports and Environmental Law Division at the Federal Aviation Administration. Rob began his career as an environmental attorney at the law firm of Beveridge & Diamond, P.C.

Sam Whitehorn, Executive Vice President and Recruiting & Hiring Director. Sam Whitehorn joined McBee Strategic in January 2007. Sam brings over 16 years of U.S. Senate experience to the firm. During his career in the Senate he held a number of key positions on the Committee on Commerce Science and Transportation. During the 109th Congress, he served as the Deputy Staff Director and General Counsel to the full committee. As the Deputy Staff Director and General Counsel, he helped lead the Committee during the 109th Congress, addressing issues as far ranging as highway safety, consumer affairs and data privacy, corporate average fuel economy (CAFE), revisions of the telecommunications laws, space, oceans policy, and rail and pipeline safety. Sam was also heavily involved in negotiations over the Safe Port Act and the highway bill. At the close of the 108th Congress, he served as the Staff Director for the Committee. Prior to that, he spent 14 years as the Senior Counsel/Staff Director to the Committee's Aviation Subcommittee. He was the lead counsel on numerous aviation bills, including legislation that helped fund the nation's aviation infrastructure and revamp the FAA. Following 9-11, Sam led the effort to craft the Aviation and Transportation Security Act (ATSA), which revamped our nation's aviation and transportation security system. Sam spent 5 years working in the General Counsel's Office at the U.S. Department of Transportation, focusing on aviation and truck safety/highway issues. He started his Washington career at the Civil Aeronautics Board challenging airline mergers, addressing slot problems at a number of major airports, drafting regulations that governed the computer reservation systems, and focusing on airport noise issues. Before moving to Washington, he completed a 6 month internship at the Colorado Attorney General's Office – Antitrust Division. He is a graduate of the University of Denver and the University of Denver College of Law.

McBee Strategic will coordinate follow up with decision-makers throughout Capitol Hill and the FAA that is consistent and ongoing, to ensure that the City's and Port's message and objectives are lasting and effective.

TERMS

For scope of work enumerated above, we propose to enter into a year-long contract in which the City will pay McBee Strategic a flat \$6,000 monthly retainer. This fee will be all-inclusive, except for those expenses related to travel requested and approved in advance by the City, and will also feature a 30-day opt-out clause.

This fee will cover all of McBee Strategic's normal office overhead expenses, as well as office expenses associated with visits by City executives to Washington, DC, such as additional office and meeting space, administrative support, local transportation, telephone, fax, and copying.

TEAM

Unlike other firms, McBee Strategic has avoided taking a traditional "stove-piped" approach to providing consulting services. Instead, our team works as a collective and collaborative force that leverages the entire spectrum of firm resources to proactively advance our clients' federal agendas. This unique organizational structure rewards collaboration and stimulates innovation, creative thinking, and problem solving, which we have proven generates more strategic solutions and results for our clients. It also enables the firm's leadership to freely and easily distribute human resources wherever and whenever necessary to advance every client objective.

Detailed team bios are included at the end of the document. However, as noted above, we would expect the City to engage all of our professionals whenever their expertise is required.

**CITY OF BURIEN
AGENDA BILL**

Agenda Subject: Motion to Formally Recognize the Highline Communities Coalition		Meeting Date: May 7, 2012
Department: City Manager	Attachments: 1. Joint Resolution Formally Recognizing Highline Communities Coalition	Fund Source: N/A Activity Cost: N/A Amount Budgeted: N/A Unencumbered Budget Authority: N/A
Contact: Nhan Nguyen, Management Analyst		
Telephone: (206) 439-3165		
Adopted Initiative: Yes No X	Initiative Description: N/A	
PURPOSE/REQUIRED ACTION:		
<p>The purpose of this agenda item is to request Council’s approval for a Joint Resolution to formally recognize the Highline Communities Coalition (HCC), a collaborative made up of the Cities of Burien, Des Moines, SeaTac, and Normandy Park and the Highline School District.</p>		
BACKGROUND (Include prior Council action & discussion):		
<p>In 2007, Councilmember Rose Clark, City of Burien, and School Board President Bernie Dorsey, Highline School District, began meeting monthly on Saturday mornings and soon decided that their jurisdictions should be exploring ways to work together since they served the same communities. After a few months, they invited electeds from SeaTac (Mia Gregerson), Normandy Park (Shawn McEvoy), and Des Moines (Matt Pina) to the meetings. The collaborative moved forward as the Highline Communities Coalition (HCC) to continue to discuss issues related to vibrant Highline communities.</p>		
<p>In 2010, the HCC (Cities of Des Moines, Burien, SeaTac and Normandy Park and Highline School District) each applied for grant funding from Seattle-King County Dept. of Public Health to change policies, systems and environments to promote vibrant and livable Highline communities.</p>		
<p>From 2010-2012, each of the Cities and the School District received grant funding from Seattle-King County Dept. of Public Health and worked together to successfully achieve grant deliverables targeting over 12 policy areas for healthier Highline citizens and communities.</p>		
<p>This group wishes to formalize their activities by having each member city adopt the attached resolution to enable future collaborative endeavors and to assign permanent representation from Burien City Council.</p>		
OPTIONS (Including fiscal impacts):		
<ol style="list-style-type: none"> 1. Approve the Joint Resolution 2. Disapprove the Joint Resolution 3. Defer action to a future meeting. 		
Administrative Recommendation: Approve the Joint Resolution No. 331, as written in attachment titled “Joint Resolution Formally Recognizing Highline Communities Coalition”		
Committee Recommendation: N/A		
Advisory Board Recommendation: N/A		
Suggested Motion: Move to approve Resolution No. 331, Formally Recognizing Highline Communities Coalition.		
Submitted by: Nhan Nguyen		
Administration _____	City Manager _____	
Today’s Date: May 7, 2012	File Code: R:/CC/Agenda Bills 2012/050712cm-2 Highline Community Coalition	

JOINT RESOLUTION

City of Burien

City of Des Moines

City of Normandy Park

City of SeaTac

Highline School District

A JOINT RESOLUTION of the Burien, Des Moines, Normandy Park, and SeaTac City Councils and the Highline School District School Board, Formally Recognizing the Highline Communities Coalition, Committing to Sustained Participation, and Giving Reasonable Consideration to All Efforts Brought Forward by the Group.

WHEREAS, in the spirit of cooperation and with the intent of maximizing the benefits to the citizens of the Highline Community; and

WHEREAS, the Highline Communities Coalition (HCC) is a voluntary collaborative made up of elected representatives from the Burien, Des Moines, Normandy Park, and SeaTac City Councils and the Highline School District School Board; and

WHEREAS, it is the intent for the HCC to meet several times per year to discuss potential areas where our municipalities can cooperate by leveraging our collective resources for the betterment of our citizens; and

NOW, THEREFORE, WE HEREBY RESOLVE as follows:

1. The Highline Communities Coalition is formally recognized, and the jurisdictions below are committed to sustained participation and will give reasonable consideration to all efforts brought forward by the group.
2. Effective Date. This resolution shall take effect immediately upon passage by each agency.

**JOINT RESOLUTION
FORMALLY RECOGNIZING HIGHLINE COMMUNITIES COALITION**

The **City of Burien** City Council passed Resolution No. 331 at its _____ Regular Council Meeting.

Brian Bennett, Mayor

Attest/Authenticate
Monica Lusk, City Clerk

Approve as to form
Craig D. Knutson, City Attorney

The **City of Des Moines** City Council passed Resolution No. _____ at its _____ Regular Council Meeting.

Dave Kaplan, Mayor

Attest/Authenticate
Sandy Paul, City Clerk

Approve as to form
Pat Bosmans, City Attorney

The **City of Normandy** Park City Council passed Resolution No. _____ at its _____ Regular Council Meeting.

Clarke Brant, Mayor

Attest/Authenticate
Debbie Burke, City Clerk

Approve as to form
James Haney, City Attorney

The **City of SeaTac** City Council passed Resolution No. _____ at its _____ Regular Council Meeting.

Tony Anderson, Mayor

Attest/Authenticate
Kristina Gregg, City Clerk

Approve as to form
Mary Mirante Bartolo,
City Attorney

The **Highline School District School Board** passed Resolution No. _____ at its _____ Meeting.

Angelica Alvarez, President

Attest/Authenticate
Dr. Alan Spicciati, Board Secretary



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: May 7, 2012
SUBJECT: City Manager's Report

I. INTERNAL CITY INFORMATION

A. New Benches Installed at Community Center

Powell Development and Burien Plaza recently donated two benches to the Burien Parks, Recreation & Cultural Services (PaRCS) Department. The benches were previously on-site at the Burien Plaza property, but were donated and relocated to the entry of the Burien Community Center. Parks staff installed the benches and they are now getting plenty of use by visitors waiting for classes, and seniors are finding them to be a great place to sit and wait before heading off in the shuttle to places hither and yon for one of the Center's many senior trips.

B. Fall Recreation Participation Summary

Due to a reporting system update, total program participation numbers are now available at the end of each quarter. Fall quarter, 2011, resulted in 280 programs held, with 2,089 participants registered for fee-supported classes. These program participants took part in a total of 23,073 "participant hours" (e.g., a two-hour class taught once/week for four weeks multiplied by ten people = 80 participant hours). During this same time period, an additional 1,637 individuals attended "drop-in" and "special events" programs for an additional 23,167 participant hours of recreational activity - in sum, a total of 46,240 participant hours.

C. Analysis of Town Square Park Fountain Plaza Operating Costs

PaRCS staff completed an approximate assessment of operating costs for the Town Square Park fountain plaza, which currently runs seven days a week for six months, from May (in conjunction with the start of the Farmer's Market) through October. Seasonal staff costs are \$13,000, and duties include morning start-up procedures, chemical and pH checks (to comply with applicable state regulations), debris removal, and other routine maintenance, and then one check in the early afternoon. These tasks must be done daily and are performed in a large underground vault (located in the northeast corner of the park) which houses the pumps, filtration and

water treatment systems. In addition, the Department contracts with Aquatic Specialty Services for technical support (\$1,100), and material costs, including chemicals and repairs (\$2,060). Finally, there is an annual operating permit issued by Public Health (\$548). In sum, the total cost for the operating period is approximately \$16,708.

D. Burien Student Art Walk Held

A Burien Student Art Walk was held for the first time on May 3, 2012, featuring artwork from Highline School District (HSD) secondary school students and district visual arts teachers. A total of 14 businesses on 152nd Street served as sites for the artwork and also for music and dance performances by various student groups. A number of the artworks will remain on display through May 13, 2012. The event was coordinated by Cultural Arts Supervisor Gina Kallman and HSD personnel.

E. PaRCS Preparing Grant Requests to State for Park Projects

The annual window of opportunity to apply for state funding is now open, and Parks staff is preparing to submit two proposals for the Local Parks category of the Washington Wildlife and Recreation Program. This program is managed by the state's Recreation & Conservation Office, and funded the Mathison Park expansion project in 2010. These proposals will include a request for just over \$300,000 for future recreational phases of the Seahurst Seawall Removal and Beach Restoration project, and another request for just under \$300,000 for the replacement of the restroom structure at Moshier Park. Restroom improvements received the highest priority ranking in our recent Parks, Recreation, and Open Space (PROS) surveys for park elements and the Moshier restrooms were specifically identified.

F. Drop-in Volleyball Sees Increased Participation

After several previous attempts to successfully implement an adult sports program, PaRCS' drop-in volleyball program at Hazel Valley Elementary School's gym is now near capacity. Drop-in attendance has averaged 17 players over the past several months, and on a recent night, 25 players were in attendance. What began with one full court in this elementary school gym has now been expanded to two smaller courts, and players are happy to have a local program to attend every Wednesday evening. The drop-in fee is nominal, primarily due to the program's on-site leaders being committed volunteers from the community.

G. SW 132nd Street Improvement Project Contract Awarded

On Wednesday, April 18, 2012, six sealed proposals were received for the SW 132nd Street Improvement Project. Notice of Award of the construction contract was given to West Coast Construction Company of Woodinville on April 25, 2012. West Coast Construction comes highly recommended after doing several projects with the City of Bellevue.

The project has two schedules of work: Schedule A includes 1,750 feet of sidewalk and storm improvements on the north side of SW 132nd Street between Ambaum Boulevard SW and 6th Avenue SW, and 300 feet of stormwater improvements on 8th Avenue SW (SW 132nd Street to SW 131st Street); Schedule B includes 350 feet of stormwater improvements on 8th Avenue SW (SW 131st Street to SW 130th Street),

400 feet of storm improvements on SW 130th Street (8th Avenue SW to Hermes Storm Detention Pond) and a hot-mix asphalt overlay on SW 132nd Street (Ambaum Boulevard SW to 6th Avenue SW). The project also includes concrete curb/gutter, driveway re-grading/concrete approach installations, and traffic control and channelization improvements. The Engineer's Estimate for this project is \$600,000-\$700,000, and the bid is for \$715,970.

The work is to be physically complete within 70 working days after the Notice to Proceed (NTP). We hope to issue the NTP by May 14, or May 21, 2012, with physical completion by the start of the school year.

This project is financed through the Community Development Block Grant (CDBG) Program with funds obtained from the U.S. Department of Housing and Urban Development and City Capital Improvement Project funds.

H. 1st Avenue South Phase 1, Part II Call for Bids

On April 24, 2012, the City of Burien began advertising for the completion of 1st Avenue South Phase 1, Part II. The project will include pavement repair, repair/replacement of curb and sidewalks, replacement of curb ramps, installation of luminaries, modifications to existing signals and installation of new signal poles and heads, as well as adjustment of utilities, landscaping, minor irrigation modifications, channelization and other minor items. The Engineer's Estimate for this work is \$700,000-\$950,000, and the project is financed by the City of Burien. Bid opening is set for May 15, 2012, and construction is expected to begin in late June and run through the summer months.

I. Airport Noise Update

Staff met with the airport noise programs manager for the Port of Seattle who provided an update on the proposed noise remedies boundary changes that are now under review by the FAA. The "Part 150" study was developed by the Port in the 1990's to identify areas of high-level air traffic noise in the Sea-Tac Airport's surrounding cities and neighborhoods. The ongoing study provides communities with current sound data for the areas in their flight corridor. The Port's programs manager has indicated he would be willing to provide Council with additional information regarding the new boundaries once FAA approval has been obtained. Additional information regarding the project can be found at <http://www.airportsites.net/SEA-Part150/>.

J. Carbon Monoxide Alarms

A new state amendment to the building codes went into effect on April 1, 2012, requiring all new residential units to be equipped with carbon monoxide alarms. Most contractors install a combination smoke/carbon monoxide alarm when constructing

new homes. Existing dwellings must also have carbon monoxide alarms installed when alterations, repairs or additions requiring a permit occur, or when one or more sleeping rooms are added or created. Plug-in type alarms are permissible and are available at any hardware store for about \$30.

K. Permit Update

Four permits have been issued for new single family homes:

- 4/12/12 - Two 2200+ square foot homes with attached garage in the Highline Village development located on 5th LN S off of S 152nd ST.
- 4/13/12 - Two 2700 square foot homes with attached garage in the Summer Stone development located on 9th PL SW off of SW 122nd ST.

L. Subway Sandwich Shop to be First Commercial Tenant in Town Square Parcel 1 Building

Building, plumbing, mechanical, and electrical permits were issued for the owner's portions of a tenant improvement at 594 SW 152nd (at the corner of SW 152nd Street and 6th Avenue SW). Once these improvements are complete, Subway will be applying for permits to customize the space for their use as a sandwich shop. This is the first commercial tenant to lease space in the Town Square Parcel 1 building.

M. Quarterly Construction and Land Use Permit Report (Page 80)

Attached is the Construction and Land Use Permit Activity Report for the first quarter of 2012. First quarter permit activity and inspections remain strong and running slightly ahead of first quarter numbers for 2011. The total number of permits issued online was 159, representing 47% of eligible online permits and 29% of all permits. The number of electrical permits also continues to increase. First quarter electrical permits accounted for 42% of all issued permits.

N. 2011 Human Services Report (Page 87)

Staff has provided the attached 2011 Human Services Report for Council.

II. COUNCIL UPDATES/REPORTS

A. Best Available Science Follow-up

At the April 16, 2012, City Council meeting, Councilmember Edgar asked for information on citizen participation for the Comprehensive Plan work program item relating to updating Best Available Science (BAS). In June, we will present the BAS report and gap analysis to the Planning Commission in conjunction with their review of the Comprehensive Plan Natural Environment goals and policies. The Planning Commission would accept public comments on the BAS report, gap analysis, goals and policies as part of their normal review of these documents.

B. Rental Housing Fees for Kids and Cops Funding

This item is in response to Councilmember Block's request to consider rental housing fees as a funding source for the Kids and Cops Initiative. The April 16, 2012, City Manager's Report includes a report from the King County Assessor's Office that the

City has 6,555 multi-family housing units. In order to raise about \$2.1 million, property owners would have to pay a per unit fee of \$320 annually; approximately \$27.00 per month. The annual fee for The Heights, with 545 units, would be \$174,400 per year.

C. Request for Proclamation for Emergency Feeding Program Mayors' Day of Concern for the Hungry (Page 91)

Attached is a letter from Arthur Lee, Executive Director of the Emergency Feeding Program, inviting the City of Burien to participate in this event by declaring Saturday, September 22, 2012, as a special Day of Concern for the Hungry. Response to this proclamation is requested by June 1, 2012.

D. Port of Seattle SEPA Determination of Non-Significance (DNS) of Proposed Action (Page 94)

Seattle-Tacoma International Airport Rent-A-Car (RAC) Quick-Turn-Around (QTA) Area Deactivation and Remediation Project.

E. Notices (Page 96)

The following Notices have been published:

- Call for Bid: 1st Ave S Phase 1 – Part 2 Construction Project. Bids accepted until 2:00 p.m. on Tuesday, May 15, 2012.

CITY OF BURIEN, WASHINGTON

DATE: April 20, 2012
TO: Mayor Brian Bennett and City Council
FROM: Jan Vogee, C.B.O., Building Official
SUBJECT: Construction and Land Use Permit Activity Report for 1st Quarter 2012

1. CONSTRUCTION-RELATED PERMITS ISSUED—QUARTERLY:

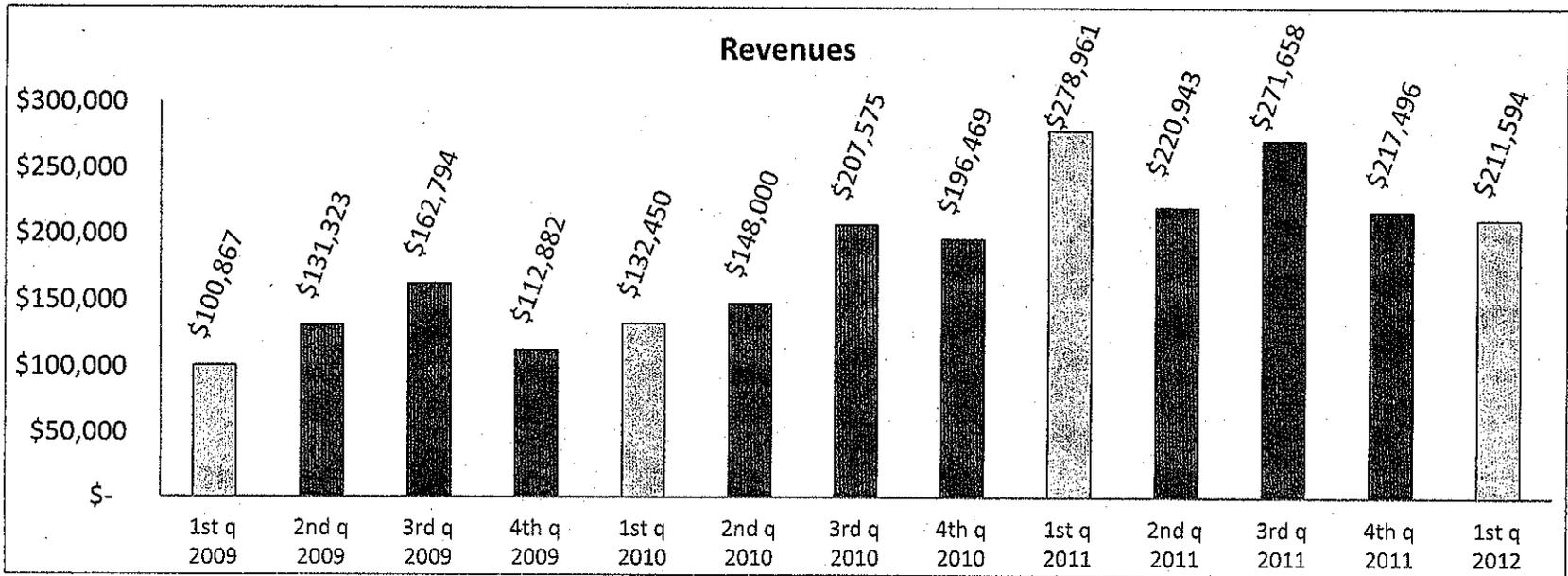
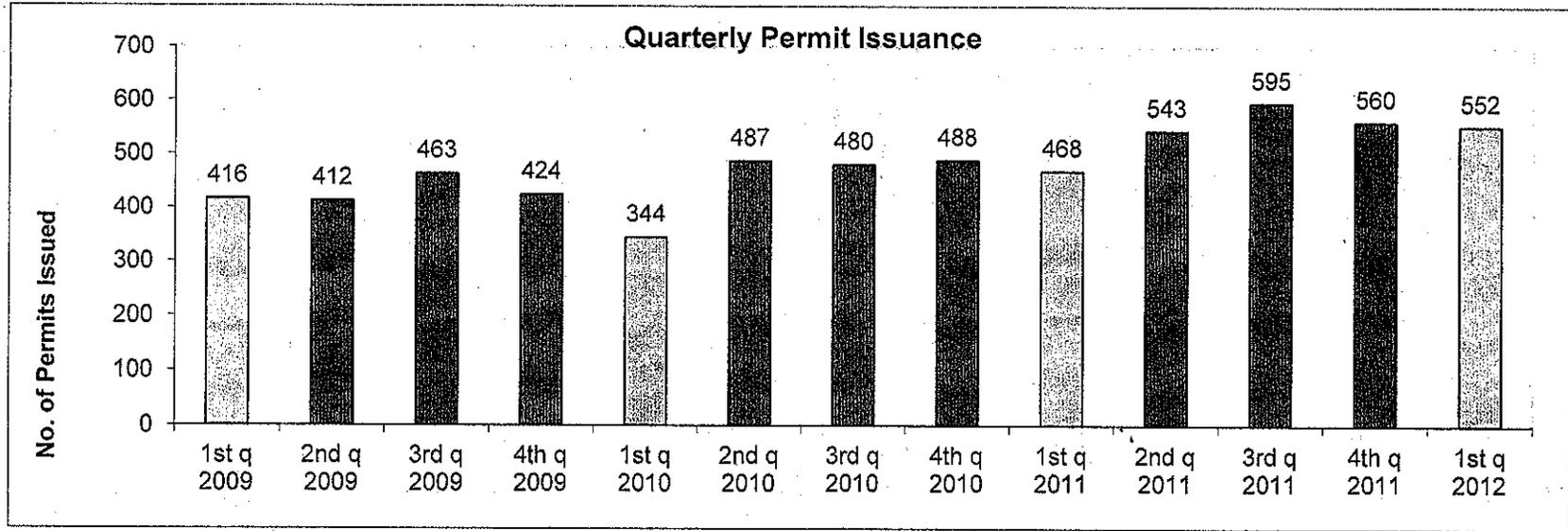
The chart below shows the number of different construction-related permits issued over the past three years, along with the revenues generated by those permits. Work continues to remain steady for the Building staff.

ISSUED PERMITS	1 st q 2009	2 nd q 2009	3 rd q 2009	4 th q 2009	1 st q 2010	2 nd q 2010	3 rd q 2010	4 th q 2010	1 st q 2011	2 nd q 2011	3 rd q 2011	4 th q 2011	1 st q 2012
Building	57	73	81	54	54	62	75	73	73	117	110	76	68
Demolition	11	10	24	18	8	24	17	17	16	11	6	10	13
Electrical	134	128	124	136	112	172	146	169	179	201	223	209	235
Fire Protection	17	14	7	15	9	11	15	15	16	23	32	35	30
Mechanical	61	48	62	87	47	77	58	67	60	44	65	89	73
Plumbing	27	34	43	32	19	32	35	28	33	43	38	29	24
Right-of-Way	80	63	96	61	60	95	105	82	63	74	79	87	81
Sign	29	42	26	21	35	24	29	37	28	26	30	25	28
TOTALS	416	412	463	424	344	487	480	488	468	543	595	560	552
Revenues	\$100,867	\$131,322	\$162,794	\$112,182	\$132,450	\$148,000	\$207,575	\$196,469	\$278,961	\$220,943	\$271,658	\$217,496	\$211,594
Valuation (\$millions)	\$8.9	\$9.1	\$7.0	\$3.2	\$3.9	\$5.2	\$13.7	\$4.8	\$21.5	\$10.2	\$13.8	\$8.4	\$7.7

2. CONSTRUCTION-RELATED PERMITS ISSUED-- SUMMARY:

The chart below shows a summary of permits issued, total revenue, and valuation by year. Work continues to be steady.

	2006	2007	2008	2009	2010	2011	1 st q 2012
Permits Issued	2003	2074	2153	1715	1799	2166	552
Total Revenues	\$ 1,005,796	\$ 916,181	\$ 1,122,922	\$ 507,866	\$ 684,494	\$ 989,058	\$211,594
Total Valuation	\$ 65,308,000	\$ 97,574,866	\$ 107,568,900	\$ 23,073,791	\$ 27,616,215	\$ 57,661,370	\$ 7,703,644



3. MAJOR CONSTRUCTION PERMITS ISSUED (over \$300,000 valuation):

The following table shows major construction permits issued in 4th quarter of 2011 with a valuation over \$300,000. While no high value permits were issued this quarter, there were 19 permits issued for new single family residences with a combined valuation of almost \$5 million.

Permit No.	Address	Project Name	Project Description	Valuation	Issued
MEC 12-0124	1220 SW 136 th St	Navos	Install mechanical equipment for upper floors HVAC	\$300,000	2/24/2012
BLD 11-2219	1378 SW 128 th ST	G-9 Investments LLC	New 2674 SF single family home with 420 SF garage	\$ 315,293	1/13/2012
BLD 12-0159	1384 SW 128 th ST	G-9 Investments LLC	New 2674 SF single family home with 630 SF garage	\$ 324,358	2/17/2012

4. E-PERMITS – (MyBuildingPermit.com, AKA MBP)

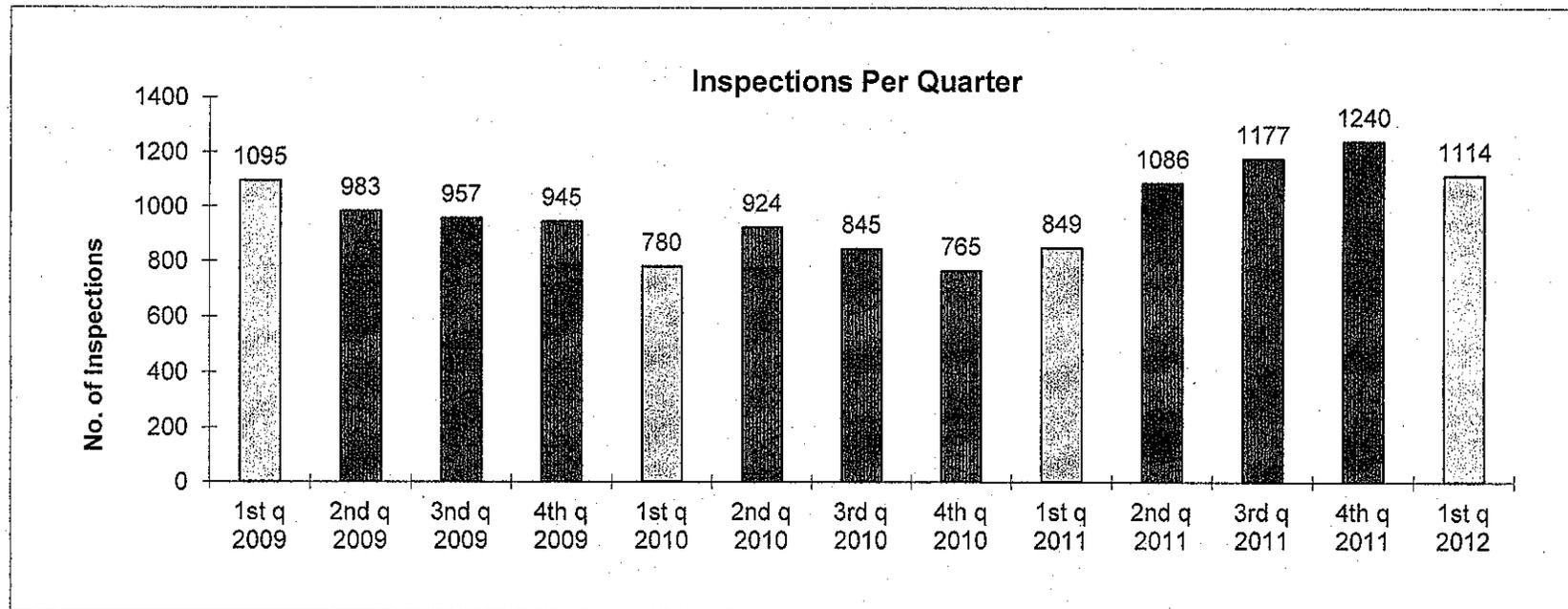
In the 4th quarter of 2006, the City began accepting and issuing simple electrical, mechanical; plumbing and re-roof permit applications online through <http://www.mybuildingpermit.com>. The chart below shows the number of permits that have been issued on line in relation to the total number of permits issued by the city for each permit type. Phase 1 of the E-plan (Electronic Plan Review) was completed September 8, 2011. All Plumbing, Mechanical, Electrical and Re-roof permits requiring review prior to issuance can now be applied for and issued on-line in Burien. Staff is currently working on Phase 2 of the E-Plan project which will allow additional development related permits to be accepted, reviewed and issued online.

E-PERMITS ISSUED	2008 Totals	2009 Totals	1 st q 2010	2 nd q 2010	3 rd q 2010	4 th q 2010	2010 Totals	1 st q 2011	2 nd q 2011	3 rd q 2011	4 th q 2011	2011 Totals	1 st q 2012
Building (Re-roof)	3/43 (7%)	2/36 (6%)	2/6 (33%)	2/5 (40%)	0/9 (0%)	0/10 (0%)	4/30 (13%)	0/3 (0%)	2/24 (8%)	0/17 (0%)	0/6 (0%)	2/50 (4%)	0/4 (0%)
Mechanical	68/160 (43%)	133/251 (53%)	25/45 (56%)	46/82 (56%)	30/60 (50%)	31/67 (46%)	132/254 (52%)	29/55 (53%)	22/45 (49%)	28/65 (43%)	63/89 (71%)	142/254 (56%)	39/74 (53%)
Plumbing	37/108 (34%)	36/146 (25%)	5/17 (29%)	8/33 (24%)	11/36 (31%)	7/26 (27%)	31/112 (28%)	5/31 (16%)	8/42 (19%)	6/39 (15%)	7/29 (24%)	26/141 (18%)	4/23 (17%)
Electrical	93/520 (18%)	117/502 (23%)	28/109 (26%)	42/177 (24%)	30/146 (21%)	45/166 (27%)	145/598 (24%)	49/166 (30%)	68/190 (36%)	62/215 (29%)	100/209 (48%)	279/80 (36%)	116/234 (50%)
TOTALS	201/831 (24%)	288/935 (31%)	60/177 (41%)	98/297 (33%)	71/251 (28%)	83/269 (31%)	312/994 (32%)	83/255 (40%)	100/301 (33%)	96/336 (29%)	170/333 (51%)	449/1225 (38%)	159/335 (47%)

5. CONSTRUCTION INSPECTIONS:

Burien's Building inspectors perform a variety of building, electrical, plumbing and mechanical inspections in addition to performing plan reviews and assisting the public at the counter and on the phone. They also assist with code enforcement complaints related to construction projects. Inspection requests can be called into a voice mail system, or submitted online through the City's website or www.mybuildingpermit.com. 1st quarter inspections continue to remain consistent with 2008 levels.

INSPECTIONS	1 st q 2009	2 nd q 2009	3 rd q 2009	4 th q 2009	2009 Total	1 st q 2010	2 nd q 2010	3 rd q 2010	4 th q 2010	2010 Total	1 st q 2011	2 nd q 2011	3 rd q 2011	4 th q 2011	2011 Total	1 st q 2012
No. of Inspections	1095	983	957	945	3980	780	924	845	765	3314	849	1086	1177	1240	4352	1114
Average No. of inspections per day per inspector	6.0	6.3	6.0	6.1	6.4	5.1	5.8	5.3	4.9	5.3	5.5	6.8	7.4	8.1	6.9	7.2



6. NORMANDY PARK PLAN REVIEWS AND INSPECTIONS:

In January, 2006, Burien began providing plan review and inspection services to the City of Normandy Park. These services are provided by Burien's Building Official and our three inspectors.

The following chart shows the number of plan reviews and inspections performed by Burien staff on behalf of Normandy Park.

	2006 Total	2007 Total	2008 Total	2009 Total	1 st q 2010	2 nd q 2010	3 rd q 2010	4 th q 2010	2010 Total	1 st q 2011	2 nd q 2011	3 rd q 2011	4 th q 2011	2011 Total	1st q 2012
No. of Plan Reviews + Other	48	77	125	56	13	11	6	3	33	9	11	10	8	38	6
No. of inspections	672	1242	1473	1035	176	235	137	114	695	124	149	164	175	612	161
Average No. of inspections per day	2.7	4.9	5.9	4.2	2.9	3.7	2.1	1.8	2.8	2	2.3	2.6	2.9	2.4	2.6

7. LAND USE PRE-APPLICATION MEETINGS:

Pre-application meetings are required for most planning and land use-related actions. Meetings are held every other Thursday for up to 4 pre-application reviews. Staff from planning, building, public works, fire, and police attends as needed to discuss fatal flaws and to identify various requirements for a proposed development. A written report is provided to the applicant, as well as meeting minutes. Although this service requires a substantial amount of staff time, it has proven to be valuable to both the applicant and the city and helps to expedite the formal review later in the process. The following chart shows the number of pre-application reviews by project type.

Pre-Application Project Type	2007 Total	2008 Total	2009 Total	1 st q 2010	2 nd q 2010	3 rd Q 2010	4 th q 2010	2010 Total	1 st q 2011	2 nd q 2011	3 rd q 2011	4 th q 2011	2011 Total	1 st q 2012
Short Plat (4 or fewer lots)	14	9	2	4		3	2	9	1	1	2		4	1
Subdivision (5 or more lots)	5	4					1	1						
Multi-Family	1	4								1		2	3	1
Critical Area Review—Single-Family	17	5	2			2		2	1	1	2	1	5	
Critical Area Review—Other	1	2	2	1				1						
Commercial/Mixed Use—New	8	6	4	1	2	3		6	1		2	1	4	
Commercial/Mixed Use—Addition, Renovation	7	3	4	3		1	1	5	2	1		1	4	1
Change of Use	1	1			1	1	1	3	1		2	1	4	4
Other	2	5	7	2		2	2	6		1		1	2	
TOTALS	56	39	21	11	3	12	7	33	6	5	8	7	26	7

8. LAND USE APPLICATIONS:

We received the following types of planning and land use applications, categorized as shown below.

Project Type	2008 TOTAL	2009 TOTAL	1 st Q 2010	2 nd q 2010	3 rd q 2010	4 th q 2010	2010 TOTAL	1 st q 2011	2 nd q 2011	3 rd q 2011	4 th q 2011	2011 TOTAL	1 st q 2012
Accessory Dwelling Unit	9	9	1	3	1		5	2	2	1	1	6	
Critical Area Review—Admin.	2					1	1		1			1	
Critical Area Review—Type 1	1			2			2		3			3	
Lot Line Adjustment	6	8			4	1	5		6	2	2	10	2
Land Use Review—Type 1	5	6			1	1	2	3			1	4	1
Land Use Review—Type 2	1	1	1			1	2						
Land Use Review—Type 3	1	1								1		1	
Master Sign Plan	2	1			1		1		1			1	
Multi-Family Tax Exemption	0												
Rezone	0	1											
Shoreline Exemption	4	2				3	3	3	1	3	1	8	1
Short Plat—Preliminary	5	1	2	3	2	1	8	1	1	1		3	1
Short Plat—Final	7	3			1	5	6		1		1	2	2
Subdivision—Preliminary	3												
Subdivision—Final	1									1		1	
Tree Removal Permit	9	13	7	8	3	3	21	1	5	5	5	16	6
Temporary Use Permit	3	2							1			1	
TOTALS	59	48	11	17	13	16	57	10	22	14	11	57	13

9. LAND USE DECISIONS ISSUED:

	2008	2009	1 st Q 2010	2 nd q 2010	3 rd q 2010	4 th q 2010	2010 Total	1 st q 2011	2 nd q 2011	3 rd q 2011	4 th q 2011	2011 Total	1 st q 2012
Number of Decisions Issued	16	15	2	6	7	3	18	2	3	6	3	14	1
Percent Issued By Target Date	69%	80%	50%	100%	86%	100%	89%	100%	67%	100%	100%	93%	0%

CITY OF BURIEN, WASHINGTON

MEMORANDUM

DATE: April 27, 2012
TO: Honorable Mayor and Members of the City Council
FROM: Mike Martin, City Manager
Kim Krause, Finance Director
Lori Fleming, Management Analyst
SUBJECT: 2011 Year-End Report on Human Services

Each year, in accordance with the City's Financial Policies, the City of Burien allocates 1% of General Fund expenditures to human services programs. The 2011 allocation was \$200,000. Human services allocations are determined every two years through a competitive application process, with 2011 being the first year of the 2011-2012 allocation. Following are the agencies that were awarded funding for 2011, the amount of funding awarded, a brief program description, and the number of Burien residents served.

HUMAN SERVICES (\$200,000 budgeted)

Catholic Community Services (CCS) was awarded \$10,500 for their emergency assistance program. This program provides emergency assistance to at-risk, low income persons, including rental assistance, food, utilities, transportation, and case management services. In 2011, CCS served 163 unduplicated Burien residents and provided 41 rental, utility, gas, and medical assistance vouchers. The most requested assistance was for utilities and rent.

Child Care Resources (CCR) was awarded \$5,000 for their child care resource and referral services. This program provides information and referral to assist families in finding appropriate child care and provides technical assistance to child care providers. In 2011, CCR served 78 unduplicated Burien clients and provided 200 training and technical assistance hours.

Consejo Counseling & Referral Services was awarded \$9,500 for their domestic violence advocacy services to Burien's Hispanic residents. This program provides domestic violence community advocacy services, legal assistance with protection orders, divorce, child support, basic needs assistance, and translation assistance. In 2011, Consejo served 12 Burien residents and provided 122 hours of community advocacy and legal assistance.

Crisis Clinic was awarded \$8,000 for their 2-1-1 Community Information Line. The 2-1-1 program had 3,606 calls from Burien residents. The majority of calls were related to financial assistance for utilities and rent.

Crisis Clinic was awarded \$1,000 for their Teen Link program. The Teen Link program helps teens with suicide prevention and crisis intervention. There were 27 calls from Burien teens in 2011 and the program trained 26 students to help with outreach and counseling to other teens.

Domestic Abuse Women's Network (DAWN) was awarded \$2,000 for their Community Advocacy program. This program provides one on one client advocacy, peer support groups, and youth programs to domestic violence victims. Ninety-five unduplicated Burien clients were provided with 339 hours of advocacy services.

Domestic Abuse Women's Network (DAWN) was awarded \$8,000 for their shelter programs for domestic violence victims. This program, which includes counseling and advocacy services, pays for nights at a confidential emergency shelter and extended stay transitional shelter for Burien women and children. In 2011, 525 bed nights were provided for 13 Burien women and children.

HealthPoint Medical was awarded \$8,000 for their comprehensive medical care program for low income and uninsured individuals. In 2011, they had 1,882 visits from 433 Burien patients.

Highline Area Food Bank was awarded \$10,000 for food bank support. In 2011, the Highline Area Food Bank served 5,572 unduplicated clients, of which 3,959 were Burien clients. They distributed 828,450 total pounds of food in 2011.

Highline Medical Group was awarded \$10,000 for their Youth Health Center. This program provided comprehensive medical visits and outreach activities to Burien youth, including presentations in health classes and health fairs. In 2011, the Youth Health Center provided 1,383 medical visits to Burien youth and held 5 outreach health classes. The Youth Health Center was closed effective December 31, 2011.

Hospitality House was awarded \$7,500 for their women's shelter located at Lake Burien Presbyterian Church in Burien. This shelter has nine beds for homeless single women to reside in for up to three months. Case management services are also provided. In 2011, Hospitality House served 77 women, including 8 Burien residents. They provided a total of 2,976 nights, with 350 nights for Burien women.

King County Sexual Assault Resource Center (KCSARC) was awarded \$7,500 for sexual assault resource services. This program provides no-cost comprehensive crisis, advocacy, and counseling services to child, teen, and adult victims of sexual assault, including their families. In 2011, KCSARC served 79 Burien residents, providing 739 hours of advocacy services to them.

Matt Griffin YMCA was awarded \$12,000 for their before and after school enrichment program at Seahurst Elementary School. In 2011, this program served 68 Burien children and provided 253 childcare days.

Multi-Service Center was awarded \$3,000 for emergency transitional housing. This program provides bed nights and case management to Burien families. In 2011, they served 22 Burien residents with 282 bed nights.

Navos was awarded \$6,000 for their employment services program. In 2011, they provided 66 hours of employment services training/education and placed 24 Burien clients in employment positions, such as barista, food service, cashiers, and seasonal jobs.

New Futures was awarded \$32,000 for their child and family support program at three apartment complexes in Burien: The Heights at Burien, Arbor Heights, and Woodridge Park. This program includes after school tutoring, childcare, home visits to participating families, and community development events to bring residents together. In 2011 they provided the following services:

	The Heights at Burien	Arbor Heights	Woodridge Park	Total
Total Burien residents served	1,099	195	322	1,616
Youth served (Grades 1-12)	211	67	70	348
Home visits	293	101	51	445

Pregnancy Aid of South King County was awarded \$2,000 for their program which provides used/donated clothing, car seats, layettes, bottles, etc. to women and children. In 2011, Pregnancy Aid provided over 2,800 pieces of clothing and other items to 93 Burien families.

Refugee Support Services Coalition was awarded \$4,000 for the Immigrant Youth Success Program. This program supports immigrants and refugees with afterschool tutoring, substance abuse prevention and education, and parent-school connection workshops. In 2011, 380 Burien residents were served.

Senior Services was awarded \$2,000 for the Burien Senior Shuttle. The Shuttle uses volunteer drivers to transport lower income frail elderly to medical and other essential appointments. In 2011, the Burien Senior Shuttle served 125 Burien clients, drove 11,993 miles, and provided 3,255 one-way trips.

Senior Services was awarded \$5,000 for the Meals on Wheels Program. This program delivers nutritious meals to the elderly and disabled at their homes. In 2011, the program served 47 Burien residents, delivering 9,183 meals to the homes of these residents.

Society of St. Vincent de Paul was awarded \$10,000 for the eviction prevention program. They served 117 Burien residents (47 households) with rent assistance and provided 59 home visits.

Tukwila Pantry was awarded \$5,000 for food bank support. In 2011, they served 7,091 unduplicated clients, of which 1,332 were Burien residents. They distributed 2,892,335 total pounds of food in 2011.

White Center Food Bank was awarded \$10,000 for food bank support. In 2011, the White Center Food Bank served 16,005 unduplicated clients, of which 4,703 were Burien clients. They distributed 1,047,164 total pounds of food in 2011.

YWCA - Renton was awarded \$8,000 for their children's domestic violence services. This program pays for a staff person to work with children who have witnessed and may continue to witness domestic violence. A ten-week education program is provided to the children and caretakers in their home in an effort to ameliorate the negative effects of domestic violence. In 2011, seventeen children from five families were served with 215 counseling hours.

Emergency Voucher/Gift Card Program – This program, administered by the Police Community Service Officer (CSO), started in October 2009 with an allocation of \$1,000. The program involves providing motel vouchers for 1-2 night stays, Safeway or Fred Meyer gift cards, and bus passes to homeless persons and those persons the police may encounter in domestic violence situations or other emergency police related situations. In 2011, 25 persons were served with a total of \$220 in gift cards.

E-Gov Alliance HS Connect Participation - \$3,000 was set aside for the city's share of participating in the E-Gov Alliance Human Services (HS) Connect.

The **Contingency** budget of \$10,000 was not spent in 2011.



April 11, 2012

Mayor Brian Bennett
400 SW 152nd St. Ste. 300
Burien, WA, 98166

Dear Mayor Bennett,

This year celebrates the twentieth (20th) annual Mayors' Day of Concern for the Hungry food drive – King County's largest one day volunteer-generated food drive benefiting those in our community who face the daily prospect going hungry. The City of Burien has long been a steadfast supporter of this vital project.

The Emergency Feeding Program, which annually coordinates this event on behalf of the many food banks and feeding programs that participate throughout King County, is now beginning the planning of this event. On behalf of struggling individuals and families in our community, we once again invite you to participate by declaring **Saturday, September 22, 2012** as a special Day of Concern for our hungry neighbors. We also invite and encourage the employees of the City of Burien to put together a team or two to support this event.

Recent statistics for Washington State show that nearly 1 in 5 households experience hunger or the risk of hunger every day. Even more devastating is that 1 in 4 of those who face this risk are children. Last year's Mayors' Day efforts collected a combined 70 tons of food – going a long way towards replenishing the shelves of area food programs.

Enclosed are a sample proclamation and a response form indicating your participation. We ask that the response form be returned by June 1, 2012 and that the Proclamation be presented at one of your City Council meetings in September. If you'd like, The Emergency Feeding Program would be delighted to have a representative present to accept your proclamation.

Please join the Emergency Feeding Program, area food banks, feeding programs, volunteers, schools, faith communities, other organizations, agencies, and community, municipal and civic leaders as we work to fill empty shelves and pantries for the upcoming fall and holiday season.

Thank you in advance for your consideration, participation, and the return of the response form, all of which enables us to begin the publicity and marketing of this vital event to our communities.

Sincerely,

A handwritten signature in black ink, appearing to read "Arthur R. Lee".

Arthur R. Lee
Executive Director

RECEIVED

APR 24 2012

City of Burien



MAYORS' DAY
of CONCERN
FOR THE **HUNGRY**

PROCLAMATION RESPONSE

I, _____, Mayor of the City of _____ WILL _____

WILL NOT _____ participate in the annual "Mayor's Day of Concern for the Hungry" food drive on Saturday, September 22, 2012.

The City of _____ will present this proclamation at its _____ Council meeting.

Please return this response as soon as possible (June 1, 2012 is the preference) in order that we may begin developing the publicity around this event as early as possible.

Respectfully,

Arthur R. Lee
Executive Director

MAYORS' DAY of CONCERN FOR THE HUNGRY

PROCLAMATION

MAYOR'S DAY OF CONCERN FOR THE HUNGRY

WHEREAS, our King County cities recognize adequate nutrition as a basic goal for each citizen; and

WHEREAS, no parent should have to send a child to school hungry, no baby should be without the comfort of the feedings needed for mental and physical growth, no elderly person's health should be jeopardized by lack of appropriate foods; and

WHEREAS, food banks, emergency and hot meal programs working with our cities, local churches, social service agencies, and hundreds of volunteers are striving day in and day out to stem the rising tide of hunger, but still need more help; and

WHEREAS, we believe that when the citizens who are not involved hear of the especially desperate needs of the hungry as winter approaches and their low incomes must stretch to cover increasing fuel, electricity and rental costs—leaving even less money for monthly food purchase, an outpouring of community assistance will follow; and

WHEREAS, the Emergency Feeding Program of Seattle & King County coordinates an annual food drive to help support the efforts of their program and the area's food banks in fighting hunger which will be held at grocery stores throughout King County on Saturday, September 22, 2012.

NOW, THEREFORE, I, _____ do hereby proclaim September 22, 2012 as a Mayors' Day of Concern for the Hungry, and strongly urge all citizens to join the Emergency Feeding Program and our local food banks to nourish those who are hungry.

SEPA DETERMINATION OF NON-SIGNIFICANCE (DNS) OF PROPOSED ACTION

Seattle-Tacoma International Airport (Sea-Tac Airport) Rent-A-Car (RAC) Quick-Turn-Around (QTA) Area Deactivation and Remediation

The Port of Seattle has completed an environmental analysis, including review of pertinent and available environmental information and preparation of a State Environmental Policy Act (SEPA) Checklist for the "Rent-A-Car (RAC) Quick-Turn-Around (QTA) Area Deactivation and Remediation Project."

Description of the Proposed Action: In May 2012, a new Consolidated Rental Car Facility (CRCF) will commence operations (SEPA 04-09). This new CRCF will support RAC company operations and will result in the relocation of the existing RAC company operations from the Airport terminal area and other private off-site location. As part of this relocation effort the existing 65,000 square foot RAC QTA will be vacated, requiring deactivation and remediation.

The deactivation and remediation of the RAC QTA will be conducted in four phases. Phase I will remove all tenant improvements (including furniture, equipment, trade fixtures, and personal property) and the decommissioning of the underground storage tanks (UST) and removal of the fuel dispensers. Phase II will demolish the administrative building, car wash building, fueling canopies and islands, and supporting utilities. Phase III will remove the five 12,000-gallon double-walled fiberglass USTs, remove and remediate VOC-contaminated soil, and restore the site to grade. Phase IV will install a soil vapor extraction (SVE) and air sparging (AS) system to reduce residual contaminant mass from the subsurface.

Phase I will occur in May/June, Phase II in July/August, Phase III in September/October, and Phase IV in November/December. The SVE/AS system may operate for up to 3 years.

Once the project is complete and the SVE/AS equipment installed, the site, including the two parking garage floors vacated by the RAC companies will be used for public parking.

Location of Project Location: The proposed project is located at Seattle-Tacoma International Airport, King County, Washington in the City of SeaTac. The site is located at the north end of the main parking garage, south of Arrivals Drive and west of Airport Expressway/International Blvd South. The site is the RAC QTA area for refueling and washing of rental vehicles.

17801 Pacific Highway South
Seattle, WA 98168

Lead Agency: Port of Seattle (SEPA No. 12-01)

RECEIVED

POS SEPA No. 12-01
April 17, 2012
Page 1 of 2

APR 24 2012

City of Burien

Determination: The Port of Seattle completed an environmental evaluation including review of pertinent and available environmental information, following the provisions of the Washington State Environmental Policy Act (SEPA) under Chapter 43.21C, Revised Code of Washington (RCW), Chapter 197-11, Washington Administrative Code (WAC), and Port Commission Resolution 3650, Port of Seattle SEPA Policies and Procedures. On April 12, 2012, as lead agency, the Port determined the proposal would not have a probable significant adverse impact on the environment. Therefore, an Environmental Impact Statement (EIS) is not required under RCW 43.21C.030(2)(c). Any action to set aside, enjoin, review, or otherwise challenge such action on the grounds of noncompliance with the provisions of Chapter 43.21C RCW (State Environmental Policy Act) shall be commenced within 21 days from the date of last newspaper publication of the notice or be barred. Port Commission Resolution 3650 contains the procedures for appealing a SEPA decision of the Port of Seattle.

Supporting Information: Information used to reach this determination, and applicable State laws and Port of Seattle policies, regulations, and procedures are available for public review at the Port of Seattle office, at the Engineering Services Dept., Second Floor Bid Counter, Pier 69, 2711 Alaskan Way, Seattle. The document is also available for review online at <http://www.portseattle.org/Environmental/Environmental-Documents/SEPA-NEPA/Pages/default.aspx>.

Public and Agency Comment: No action will be taken on this proposal until after the 14-day public comment period expires at 4:00 PM on May 3, 2012, after which the Port will (1) formally adopt this Determination of Non-Significance; (2) clarify or review the proposal; or (3) complete additional environmental analyses, as appropriate. The Port will accept public and agency comments until 4:00 PM on May 3, 2012. Please refer any questions relating to this determination or to the proposed actions to Steve Rybolt, Port of Seattle, Aviation Environmental Programs, P.O. Box 68727, Seattle, WA 98168. Tel: 206-787-5527 or the Port of Seattle electronic mail Internet address at SEPA.p@portseattle.org. Include your mailing address when submitting comments to the electronic Internet address.

Appeals: This SEPA DNS determination may be appealed by filing a writ of review in King County Superior Court within twenty-one (21) days of the date the Port formally adopts this determination pursuant to Port of Seattle Resolution No. 3650 and RCW 43.21C.080.



Elizabeth Leavitt
Director, Aviation Planning and Environmental Programs
April 17, 2012

I: CALL FOR BIDS

NOTICE IS HEREBY GIVEN that sealed bids will be received by the City of Burien, Office of the City Clerk, Burien City Hall, 400 SW 152nd St, Suite 300, Burien, WA 98166. Phone (206) 241-4647, until the hour of 2:00 p.m. on May 15, 2012. Bids will be opened and publicly read at 2:15 p.m. on that same day for:

City Of Burien

1st Ave S Phase 1 - Part 2 Construction Project

The project provides for the 1st Ave S Phase 1 - Part 2 Construction Project in Burien, Washington, which includes pavement repair, repair/replacement of curb and sidewalk, replacement of curb ramps, installation of luminaires, modifications to the existing signals and installation of new signal poles and heads, adjustment of utilities, landscaping, minor irrigation modifications, channelization and other minor items of work, all in accordance with the attached Plans, the Special Provisions, the 2010 WSDOT Standard Specifications, the KCRS, and the APWA/WSDOT Standard Plans for Road, Bridge, and Municipal Construction. The Engineer's estimated cost is \$700,000-\$950,000. The project is funded with City funds only and no state or federal funds, so there are no Disadvantaged, Minority, or Women's Business Enterprise requirements for the project.

The work to be performed shall be completed within [70] working days. Each bid shall be in accordance with the Contract Documents available free of charge on-line through Builders Exchange of Washington, Inc. at <http://www.bxwa.com>. Click on: "bxwa.com", "Posted Projects"; "Public Works"; "City of Burien", and "Project Bidding". Bidders are encouraged to "Register as a Bidder" in order to receive automatic e-mail notification of addenda and to be placed on the "Bidders List". This service is provided free of charge to Prime Bidders, Subcontractors and Vendors bidding this project. Contact Builders Exchange of Washington at (425) 258-1303, should you require further assistance. All bid proposals shall be submitted on the Proposal form(s) contained in the separately bound Bid Proposal Packet. Bidders are not to contact the City of Burien or the Engineer to obtain bidding documents. Contract Documents will be on file starting April 24, 2012 for public inspection, at the City of Burien, Office of the City Clerk, Burien City Hall, 400 SW 152nd Street, Suite 300, Burien Washington 98166.

Prospective Bidders desiring an explanation or interpretation of the Contract Documents are directed to Section 1-02.4(1) of the 2010 Washington State Department of Transportation (WSDOT) Standard Specifications (English Edition). Inquiries must be submitted in writing or by email and received by the City Representative, Nandez Miller, P.E., by 2:00 p.m. May 11, 2012. Written inquiries shall be address to the attention of: Nandez Miller, P.E., KPG, Inc., 753 9th Ave N, Seattle, WA 98109. Inquiries may also be emailed to the attention of Nandez Miller, P.E., at the following email address: nandez@kpg.com. The inquiring firm's contact person and return address or phone number must be clearly identifiable on the email to allow for written responses.

All bid proposals shall be accompanied by a bid proposal deposit in the form of a cashier's check or surety bond made payable to the City of Burien in an amount not less than five percent (5%) of the amount of such base bid proposal. Bid bonds shall be in a form satisfactory to the City Attorney. Should the successful bidder fail to enter into the contract and furnish a satisfactory performance bond within 10 calendar days of notification of Contract Award, the bid proposal deposit shall be forfeited to the City of Burien. When the Contract is awarded and executed, the bid proposal deposits will be returned to said bidders.

Bidder attention is particularly called to the conditions of employment to be observed.

The City reserves the right to reject any and all bids and to determine minor irregularities or informalities, and to waive any minor irregularities or informalities. No bidder may withdraw its bid after the hour set for the opening of bids. The City further reserves the right to consider all relevant information submitted and/or received in determining the lowest responsible bid, including but not limited to, the dollar amount of the bid and the total costs to the City (direct or

indirect), the accessibility and availability of the Bidder, prior work by the Bidder on comparable projects, ability to maintain vehicular and pedestrian traffic through construction zones, references from other public or private agencies involving comparable projects, and, any other factors that have a reasonable bearing on the City's determination of the lowest responsible bid.

Bidders may be represented at the opening of Bids if they so desire.

This contract will be subject to Equal Employment Opportunity requirements.

CITY OF BURIEN

Monica Lusk
City Clerk

Published in *The Seattle Daily Journal of Commerce*: April 24, 2012 & May 1, 2012

Published in *The Seattle Times*: April 24, 2012 & May 1, 2012