



CITY COUNCIL MEETING AGENDA

January 11, 2010

SPECIAL MEETING, Miller Creek Conference Room, 3rd Floor

For the purpose of holding an Executive Session to discuss a personnel matter

6:15 p.m.

and

COUNCIL MEETING, 1st Floor

7:00 p.m.

Burien City Hall
400 SW 152nd Street
Burien, Washington 98166

PAGE NO.

1. CALL TO ORDER		
2. PLEDGE OF ALLEGIANCE		
3. ROLL CALL		
4. AGENDA CONFIRMATION		
5. PUBLIC COMMENT	To receive comments on <i>topics other than public hearing topics</i> . Individual 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. Response from IT and Parks Departments to Email Dated December 30, 2009, from Jim Branson Regarding Open Government. 3. b. Letter Dated January 5, 2010, from City of Des Moines Mayor Robert F. Sheckler Regarding Part 150 Noise Mitigation Study. 23. 	
7. PRESENTATIONS	<ul style="list-style-type: none"> a. Proclamation Honoring Art Commissioners Dane Johnson and Kathy Justin for B/IAS Project. 	
8. CONSENT AGENDA	<ul style="list-style-type: none"> a. Approval of Vouchers: None. b. Approval of Minutes: Council Meeting, January 4, 2010. 25. 	
9. BUSINESS AGENDA	<ul style="list-style-type: none"> a. City Manager's Report. 29. b. Motion to Adopt Ordinance 527, Establishing April 1, 2010, as the Effective Date of the North Highline South Annexation. 63. c. Motion to Adopt Proposed Ordinance No. 531, Approving an Optional Downtown Burien Fee-In-Lieu of Parking Program and Amending the Burien Zoning Code. 73. 	

COUNCILMEMBERS

Joan McGilton, Mayor
Jack Block, Jr.

Rose Clark, Deputy Mayor
Kathy Keene

Lucy Krakowiak

Brian Bennett
Gordon Shaw

CITY COUNCIL MEETING AGENDA

January 11, 2010

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|---|---|------|
| 9. BUSINESS AGENDA
(cont'd.) | d. Discussion on Right-of-Way Property Acquisition Policy for Transportation, Drainage, and Utility Work in Burien. | 99. |
| | e. Update on Compliance with National Pollution Discharge Elimination System Permit Issued January 15, 2007. | 109. |
| 10. COUNCIL REPORTS | | |
| 11. ADJOURNMENT | | |

Lisa Clausen

3

From: Council
Sent: Wednesday, January 06, 2010 5:04 PM
To: 'james.branson.206@gmail.com'
Subject: Re: Open Government
Attachments: SeahurstMtg1Minutes.pdf; SeahurstMtg2Minutes.pdf

Dear Mr. Branson:

Thank you for your recent message. City staff were sent your concerns on January 4 and have provided the following information below. This, along with your original e-mail, will be included in the Council's Correspondence for the Record for the next Council meeting.

Lisa Clausen
City Manager's Office

Regarding the inability to find Parks Board minutes on the City Website:

When we redesigned the Website last year we gave considerable thought to making the navigation as logical as possible, while also providing users with numerous ways to find things. There are many paths one could take to find Parks board information. From the home page users can click on: I WANT TO ... > View > Other Available Documents. This takes you to the Archives with links to all City boards, committees, etc. Another way is click on: E-Services > Archives.

Perhaps the quickest way to find Parks board meeting minutes is to enter "parks board" in the search box on the home page. The second result that comes up is a link to the Parks & Recreation Board page, with links to all past meeting agendas and minutes.

We will continue to assess the Website and strive to make it increasingly "user-friendly."

Regarding the comment on lack of search-ability of the Council packets:

We agree that it would be very desirable for the Council meeting packet to be text-searchable. Therefore we are going to begin working on a new process that will allow digital documents to remain searchable in the PDF packet. However, due to the fact that some of the documents that are in the packet come to us in hard copy, sometimes even hand-written format, it will be impossible for the entire packet to be searchable.

Regarding the Seahurst public input inquiry, the following summarizes past meetings and notices related to the Seahurst North project:

Public Meeting 11/6/08, w/ public notice in the Highline Times and B-Town Blog

Parks Board Agenda 12/10/08, notice on City Website

Public Meeting 4/1/09, notice in the Highline Times and B-Town Blog

City Council Agenda 4/6/09, notice on City Website

City Council Agenda 8/3/09, notice on City Website

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CFTR: 01/11/10
CC: IT and Parks

Parks Board Agenda 11/18/09, notice on City Website

In addition, the project has been a discussion item as part of Burien's Shoreline Master Program. The project is incorporated and documented within the Shoreline Master Program in several locations, including a substantial portion of the Restoration Plan, in which a specific section summarizes Seahurst and plans for restoration. The Planning Department published public notices of the Shoreline Master Program meetings throughout the entire process.

Minutes of the Parks Board and Council meetings are on the City Website. Minutes from the two public meetings on the Seahurst North Seawall project are attached.

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

From: Burien
Sent: Monday, January 04, 2010 9:38 AM
To: Council
Subject: FW: Open Government

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

From: Jim Branson [mailto:james.branson.206@gmail.com]
Sent: Wednesday, December 30, 2009 12:30 PM
To: Burien
Subject: Open Government

To the new Burien Council:

The start of a new year, with a new council member and a new makeup of the Council, gives you the opportunity to begin a new era of transparency in Burien Government. While it seems like Burien is being transparent, with video of every council meeting and a web site with all the documents, the organization of this data makes it unnecessarily difficult to access.

Recently, I wanted to know what happened at a Parks Board meeting. I tried to find the Parks Board minutes, and it was not at all obvious where to find them. Using the search feature on the web site, the results returned hundreds of documents, the majority of which did not relate to the parks board minutes. You do have a page that lists the parks board minutes but in order to find it you have to follow the links: >> Burien Home Page >> Parks home page >> hover over the "I Want To" tab >> "Volunteer" >> "With the Parks and Recreation Board". I finally found a page with links to the minutes. The site tells me that I could have, alternatively, found that page under the Residents tab of the main page. Neither of those paths are intuitive or easy. I only ever found the page I wanted through much experimentation and luck. The easy way to find most things is just to Google them, but when I google "Burien Parks Board minutes," I get hundreds of results that are only tangentially related, and the index page for the Burien Parks and Recreation Board is not among the top results. Please try looking for this information yourselves, council members, and tell me if you think it is easy or accessible.

Specifically, I want to know about the restoration of the North Shore of Seahurst Park. Although the Parks Director and staff are well aware of my interest in the restoration of Burien Parks, and although I have had communication with them a number of times over the past year, I was surprised to find out that five official public meetings have been held on the topic of the north shore restoration, and I knew about none of them even though I frequently visit the Burien web site.

The window for public input is now closed, and a citizen who was very interested in this topic, and looking for notices of meetings, has missed all opportunities to participate.

I would like to know what went on at the five public meetings, but when I try to find the information using your web site, I find no obvious links. Using the search function, I get hundreds of documents, none of which is obviously what I'm looking for. I would have to examine each of those hundreds of documents to find the information I need.

One major hurdle to transparency is the format of your packets. For some quasi-official reason, the council packets take information that was electronic originally, print it out, and then scan it. This is so absurd that you would think it was a joke. The packets have hundreds of pages of printed text, but it is a photocopy of the printed text, so it is not searchable. Some of it isn't even readable. City staff has taken searchable electronic data and turned into unsearchable official documents. My guess is that you are going to tell me that documents need to have little hand-written scratch marks on them to signify them as official, but there has to be a better way. Not only is the current method a hindrance to transparency, it is also a colossal waste of staff hours and paper. Using the most recent packet as an example, the one for December 14th, it has emails that are printed and then scanned, slightly askew even, so that none of the text is available to any search engine. Also, page 116 of the packet has a map that was originally produced on a computer, but it is not legible in the packet. If the original electronic file had been included as part of the packet, it would be perfectly readable in a PDF document. The packet contains 146 pages of text, and none of it is searchable.

No citizen, no matter how involved he chooses to be, has the time to watch every minute of every council meeting and read every word of every council packet. You could vastly improve government transparency by simply not taking extra steps to obfuscate. Instead of taking electronic data and printing and scanning it, just cut and paste. Then, once all the information is in the packet, some official can officially bless the entire PDF document instead of having to have someone's initials on every photocopied page. If you need hard copies for your records, you can do that separately.

I would be interested to know the views of Council Members on this topic. Burien has used a great deal of technology to give the appearance of transparency without having any useful, actual transparency. Using the existing technology you already have, and without spending any more money, you could institute reasonable changes that would be a quantum leap in actual transparency.

Jim Branson

Seahurst

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**Seahurst North Seawall Project
Public Meeting #1 Minutes**

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Date: November 6, 2008	Time: 7pm to 9 pm
Location:	Burien Community Center
Attending:	Burien Parks, Recreation, and Cultural Services (Parks): Michael Lafreniere, Director Steve Roemer, Parks Planner Members of the Public Richard and Carol Schroeter Kevin Alexander Bill J. Tracy Jim Burrows Steve Palmer Kelley Haderlie Sandy Risso Terry Heil Sue Blazak Anchor Environmental, L.L.C. (Anchor) Peter Hummel John Small Betsy Bermingham

Notes/Highlights: The purpose of this meeting was for Anchor staff to present background data, evaluation criteria and preliminary alternatives to members of the public for discussion.

Background Information

1. Peter suggested that members of the public who are not familiar with the 2002 Seahurst Park Master Plan review the summary report. This report can be found on the Seahurst section of the burienparks.net website or directly through <http://www.burienwa.gov/parksrec/docs/parks/seahurst/MasterPlanSummaryReport.pdf>
2. Peter reviewed the Master Plan process and outcomes.
3. Betsy reviewed the background data that was gathered for the Feasibility Study. In response to the eelgrass survey data gap, members of the public suggested contacting the University of Washington researchers who have been observed conducting surveys in the Park. Peter noted

that we are in contact with Jason Toft of the UW's Aquatic and Fisheries Sciences Department and may check with him on possible data sources.

Draft Evaluation Criteria

1. John reviewed the draft evaluation criteria; no one had questions or comments on this criteria.

Preliminary Alternatives

1. Peter presented the major features of the Site Analysis and Study Units Diagram and each Preliminary Alternative. He noted that a 5th figure illustrating a "No Action" Alternative would also be included in the Feasibility Study. Five areas made up the different study units; they are named in order from north to south: North Shoreline Unit, Marine Technology Lab Unit, Play Area Unit, Central Shoreline Unit and Creek Delta Unit.
2. Alternative 1 proposes the maximum restoration to the shoreline. All of the seawall, rock rip-rap and groins are removed in this proposal. Beach nourishment would occur from the middle of the Creek Delta Unit all the way to the northern Park boundary. Riparian planting is found in between the backshore beach and the existing path, with beach access points found approximately every 100' along the path. Because the seawall is removed in its entirety, the Marine Technology Lab (MTL), Play Area and Picnic Shelter would all need to be relocated. The alternative illustrates three possible locations for the MTL within the forested upland. The Play Area and Picnic Shelter are relocated near the parking area; to accommodate these elements the parking area is moved back up into the existing access road. A section of the sewer and waterlines within the Play Area and Marine Technology Lab Units are also relocated further upland in this proposal.
3. Alternative 2 illustrates the original Master Plan proposal. In this design the seawall is removed from the Creek Delta to the area just north of North Creek (Marine Technology Lab Unit). Retaining the seawall within the northern section allows the MTL and the Picnic Shelter to remain in their current location; the Play Area however is relocated near the parking area. This alternative attempts to create a diverse set of habitat types that can be used in Environmental Education. Realignment of the three smaller creeks would provide the hydrology necessary for a wetland/estuary in the Play Area Unit; this habitat type would also have two shelters at its edge. Due to the width of the wetland in this area, the beach nourishment would need to spread further West into the Sound. Because of this beach alignment, a drift sill would be needed to help hold beach sediment. On the north side of this drift sill a rocky tide pool habitat would be created. As in Alternative 1, this alternative would also move the existing parking area further back into the existing access road and have riparian planting in between the beach and walking path.
4. Alternative 3 is a modified version of the Master Plan proposal. This design removes the same amount of seawall as Alternative 2; the two northern groins are also removed. As there is no wetland/estuary in this alternative, the beach nourishment is pulled further landward and no drift sill is needed. However, to protect the integrity of the remaining seawall, a section of rock rip-rap must remain. In addition to relocating the Play Area near the parking, an additional picnic shelter is proposed in this area. Utility lines and the parking area are relocated and riparian planting above the beach is proposed as in Alternative 2.
5. Alternative 4 proposes the fewest design changes to the Park. In this proposal the seawall (and the rock rip-rap that protects it) remains. Three riparian planting beds occur along areas that are

currently lawn. The Play Area, parking area, buildings and utility lines would remain in their current locations. Beach nourishment would need to be placed further west into the Sound and as in Alternative 2 would require a drift sill. Beach nourishment would extend from the middle of the Creek Delta Unit to the northern Park boundary.

Comments and Questions on the Alternatives

1. After reviewing the Alternatives, members of the public asked questions and gave comments on the proposals.
2. One person asked about the relative cost difference between alternatives. Peter noted that the feasibility study will look at costs in depth. The costs for different alternatives will be a combination of the initial project costs and the cost of maintenance. Peter acknowledged that Alternative 1 would likely have the highest initial cost, though some of the other alternatives could have greater maintenance costs.
3. One park user noted that they appreciated the attempt to emphasize the natural elements, but were concerned about accessibility. Specifically they wanted to know more about how the alternatives address the needs of disabled or elderly Park users. Peter noted that while some of the alternatives remove the pathway closest to the existing seawall, all of the alternatives retain a path at the toe of the slope. This path would need to be retrofitted to follow ADA requirements; he noted that these requirements do not necessarily require concrete or asphalt paving. The community member also asked if crossing the streams that will flow onto the beach will be more difficult through any of these alternatives. Peter noted that while some segments of the streams have been relocated in different alternatives, the amount of water flow will not change.
4. One community member noted that they thought the south shoreline project had too much rock on the beach. They have concerns that this rock will drift north onto the sandier beach alongside their property. Peter noted that the beach nourishment strategy at the south and north sides would be similar in that steeper slopes would need to have a gravel base and the flatter backshore areas could retain more sand. The foreshore gravel is especially important for forage fish habitat.
5. The same community member asked if there was a possibility of seeding small-neck clams after the beach nourishment. They noted that clams could once be found on the north side of the project area but have been absent lately. Peter noted that the lack of sediment transport to the beach likely affected the clam habitat in this area; nourishing the beach itself could encourage clams to repopulate this area again.
6. A community member brought up the restoration precedent of Chrissy Field in San Francisco, noting that removing shoreline barriers in this park really helped restore the shoreline.
7. One member of the public asked if Anchor staff were aware of the Emerald Point Condo project and if this development proposal would affect this project. Peter noted that he is aware of the project and how controversial it is. He noted that if implemented, the Condo project would likely affect the quality and quantity of stormwater that makes its way to the creeks and Puget Sound below.
8. A community member asked why the proposed marsh was included in Alternative 2 and wondered if this marsh would appeal to any funding sources. Peter said that the marsh was included in the Master Plan and Alternative 2 to increase the habitat diversity within the

shoreline portion of the park. This habitat diversity, combined with more shelters, would provide opportunities for environmental education. Alternative 3 simplified the Master Plan proposal by focusing on beach enhancement. Peter noted that funding sources often prefer simple restoration designs that are sustainable. Many sources have habitat diversity and environmental education as a component of the funding criteria but these aspects are rarely weighted exclusively.

9. Another person asked if the organization People for Puget Sound (PPS) was a possible funding source. Peter said that PPS, while tied into a lot of state and federal funding initiatives is in itself not a funding source. PPS and a number of other groups (Seattle Aquarium, Earth Corps, and University of Washington) are very interested in the project and involved with the Park. The City would like be an organizational umbrella for the diverse set of scientific and restoration groups involved with the Park.
10. A community member asked what were the successes and failures of the South shoreline project. Peter said that comprehensive surveys have indicated that the construction of the south shoreline area did not negatively affect eelgrass beds nearby. Coastal Geologic Services continues to monitor the beach sediment; they found that the material is moving, but there have not been dramatic changes/loss of sediment. The south portion of the project area shoreline has lowered more than the north portion. Researchers from the UW have found that the biological diversity of the beach has increased; they have found that the number of different types of species is greater than at a nearby reference site, though the total number of organisms is less than the reference site.
11. One person asked if any shellfish population counts have happened. They noted that they were familiar with only one study from the 1980s. Peter said that he was not aware of any new studies and would be interested in seeing the study from 1980:
12. Another community member asked if the Park is a protected wildlife area. Michael said the City Council designated Seahurst Park as a Marine Reserve Area. The community member asked if this meant no flora or fauna could be taken from the beach. Michael said this was so.
13. One other community member said she used both Seahurst Park and Three Tree Point to walk along the shoreline. She noted that at Three Tree Point there were many more starfish and mussel shells and wondered if these species used to be found at Seahurst too (before the seawall was constructed). Peter noted that Three Tree Point likely receives more wave energy and that may be why more of these species are found on the beach there. Also, these beaches have different substrate, which attracts different species. Another community member said that some starfish have been observed at Seahurst.

Upcoming Meetings

1. Peter noted that the next public meeting will be held in January to review the results of the Feasibility Study. He asked how members of the public heard about this meeting. The sources used they cited were the Highline Times (newspaper), the Park's website, email and word of mouth.

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<i>Meeting summary prepared by:</i>	<i>Name</i> Betsy Bermingham , Anchor	<i>Date</i> 11/10/2008
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**Seahurst North Seawall Project
Public Meeting #2 Minutes**

13

Date: April 1, 2009	Time: 6pm to 8 pm
Location: Burien Community Center	
Attending:	
City of Burien Parks, Recreation, and Cultural Services (Parks):	
Michael Lafreniere, Director	
Steve Roemer, Parks Manager	
 Members of the Public	
Richard Schroeter	
Larry Moormeier	
Joan McGilton, (Mayor)	
Kathy Keene, (City Council Member)	
 Anchor QEA, LLC (Anchor)	
Peter Hummel	

Notes/Highlights: The purpose of this meeting was for Anchor staff to present the results of the feasibility study, describe the preferred alternative, and subsequent tasks to members of the public for discussion.

Feasibility Study

1. Peter used a PowerPoint slide show to present the results of the feasibility study. He covered the development of evaluation criteria, alternative plans and a summary of the feasibility evaluation. Results for all the criteria (total scores for all alternatives) and then more detail on scores for each criterion by alternative and subunit were presented.

Preferred Alternative

1. Peter explained that Alternative 2 (Master Plan alternative) scored the highest and forms the basis for the preferred alternative. Three relatively minor changes to Alternative 2 were made for the Preferred Alternative. These changes include:
 - Adding riparian vegetation at a few specific locations at the north and south ends of the Project Area.
 - Revising the two proposed picnic shelter locations to improve recreation use and increase the buffer around the proposed marsh.
 - Add "spot" beach nourishment at the north end of the project area where the two groins are proposed to be removed.

Upcoming Tasks

1. Peter finished the presentation with a summary of the upcoming tasks in Anchor's contract that include: 30% design of the preferred alternative; project level SEPA environmental checklist; funding and phasing plan; and stewardship and monitoring plan.

Comments and Questions on the Presentation

1. There were several comments from elected officials pertaining to the presentation to the City Council next Monday night (April 6th). These comments included:
 - Tell story of master planning, south shoreline project implementation as setting the stage for the North Seawall project. It is a good story with a successful outcome.
 - Give Council hard copy of the Feasibility Report.
 - Make the feasibility report available to the public on the City's website (downloadable pdf).
2. Will the vegetation in the restored riparian areas be similar to what was done for the south shoreline? Response: Yes.
3. Local contractors would like to be able to bid on the north seawall project when it goes out to bid.

Upcoming Meetings

1. Other than the City Council meeting on April 6th, and any subsequent Council meetings where the project may be discussed, no other public meetings are scheduled.

<i>Meeting summary prepared by:</i>	<i>Name</i>	<i>Date</i>
	Peter Hummel , Anchor	4/9/2009

**Seahurst North Seawall Project
Public Meeting #1 Minutes**

Date: November 6, 2008	Time: 7pm to 9 pm
Location: Burien Community Center	
Attending: Burien Parks, Recreation, and Cultural Services (Parks): Michael Lafreniere, Director Steve Roemer, Parks Planner	
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1. Peter noted that the next public meeting will be held in January to review the results of the Feasibility Study. He asked how members of the public heard about this meeting. The sources used they cited were the Highline Times (newspaper), the Park's website, email and word of mouth.

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<i>Meeting summary prepared by:</i>	<i>Name</i> Betsy Bermingham , Anchor	<i>Date</i> 11/10/2008
-------------------------------------	--	---------------------------

**Seahurst North Seawall Project
Public Meeting #2 Minutes**

Date: April 1, 2009	Time: 6pm to 8 pm
Location: Burien Community Center	
Attending: City of Burien Parks, Recreation, and Cultural Services (Parks): Michael Lafreniere, Director Steve Roemer, Parks Manager Members of the Public Richard Schroeter Larry Moormeier Joan McGilton, (Mayor) Kathy Keene, (City Council Member) Anchor QEA, LLC (Anchor) Peter Hummel	

Notes/Highlights: The purpose of this meeting was for Anchor staff to present the results of the feasibility study, describe the preferred alternative, and subsequent tasks to members of the public for discussion.

Feasibility Study

1. Peter used a PowerPoint slide show to present the results of the feasibility study. He covered the development of evaluation criteria, alternative plans and a summary of the feasibility evaluation. Results for all the criteria (total scores for all alternatives) and then more detail on scores for each criterion by alternative and subunit were presented.

Preferred Alternative

1. Peter explained that Alternative 2 (Master Plan alternative) scored the highest and forms the basis for the preferred alternative. Three relatively minor changes to Alternative 2 were made for the Preferred Alternative. These changes include:
 - Adding riparian vegetation at a few specific locations at the north and south ends of the Project Area.
 - Revising the two proposed picnic shelter locations to improve recreation use and increase the buffer around the proposed marsh.
 - Add "spot" beach nourishment at the north end of the project area where the two groins are proposed to be removed.

Upcoming Tasks

1. Peter finished the presentation with a summary of the upcoming tasks in Anchor's contract that include: 30% design of the preferred alternative; project level SEPA environmental checklist; funding and phasing plan; and stewardship and monitoring plan.

Comments and Questions on the Presentation

1. There were several comments from elected officials pertaining to the presentation to the City Council next Monday night (April 6th). These comments included:
 - Tell story of master planning, south shoreline project implementation as setting the stage for the North Seawall project. It is a good story with a successful outcome.
 - Give Council hard copy of the Feasibility Report.
 - Make the feasibility report available to the public on the City's website (downloadable pdf).
2. Will the vegetation in the restored riparian areas be similar to what was done for the south shoreline? Response: Yes.
3. Local contractors would like to be able to bid on the north seawall project when it goes out to bid.

Upcoming Meetings

1. Other than the City Council meeting on April 6th, and any subsequent Council meetings where the project may be discussed, no other public meetings are scheduled.

<i>Meeting summary prepared by:</i>	<i>Name</i>	<i>Date</i>
	Peter Hummel , Anchor	4/9/2009



City of Des Moines

ADMINISTRATION
21630 11TH AVENUE SOUTH, SUITE A
DES MOINES, WASHINGTON 98198-6398
(206) 878-4595 T.D.D.: (206) 824-6024 FAX: (206) 870-6540

23



January 5, 2010

RECEIVED

JAN 06 2010

CITY OF BURIEN

Mr. Mark Reis, Managing Director
Aviation Division
Port of Seattle
PO Box 68727
Seattle, WA 98168-0727

Dear Mr. Reis:

The City of Des Moines welcomes the news that the Port of Seattle, operator of Seattle-Tacoma International Airport, plans to start a noise-mitigation study as provided in 14 C.F.R. Part 150. As a city close to Sea-Tac Airport, we are greatly impacted by operations at this facility. We participated in the last Part 150 study at Sea-Tac, seeking a diminution of community impact, reduction of noise, and mitigation of noise. We would like to participate in the pending study, but at this time, with the study planned as it is, we cannot support it.

Such studies afford communities like ours opportunities to work on a cooperative basis, as equal partners, with the airport operator, airport customers (airlines), and other affected communities to propose programs to mitigate and reduce noise impacts. We believe that we are as well equipped as anyone, and better equipped than most, to say how Sea-Tac affects our community and what remedies would be effective and should be explored. Unfortunately, the design of the study to date does not recognize our city and our neighboring cities as having a significant role.

In the first place, we should have been invited to work with Port staff to design the study. To date, no one from our senior staff or our elected Council has been included in the design of the study, the preparation of the scope of work, the process for selecting consultants, or in a public-participation study for the general public. This failure applies, we believe, to all the cities that should be involved.

Secondly, once underway, the study relegates the cities to a minor and inappropriate role. We understand that each city will be invited to send a staff planner to a technical committee, but what will be needed, if the City is to be represented, is someone with policy-making authority, serving on a policy-making governance committee. The workshop process that we understand to be the majority of the public input part of the study, while giving the general public an opportunity to provide input above and beyond what occurred during the previous study, is not a substitute in our minds for a policy-making governance/advisory committee. What is lacking is

CFTR: a/11/10

24 Mark Reis, Managing Director
Aviation Division, Port of Seattle
January 5, 2010
Page 2

a committee that can synthesize the input provided at the workshops, along with the other information that is developed during the study, to create a better informed, community-based set of recommendations. We believe that an advisory committee, similar in make up to the committee formed for the previous study, should be included in the upcoming study.

In short, we think that the Port of Seattle is not proceeding in accordance with applicable regulations. We should have been invited into the process at the very start, as is clear from any fair reading of 14 .C.F.R. sec. 150.23 (d), which appears below:

Prior to (emphasis added) and during the development of a program, and prior to submission of the resulting draft program to the FAA, the airport operator shall afford adequate opportunity for the active and direct participation of the States, public agencies and planning agencies in the areas surrounding the airport, aeronautical users of the airport, the airport operator, and the general public to submit their views, data, and comments on the formulation and adequacy of that program. Prior to submitting the program to the FAA, the airport operator shall also provide notice and the opportunity for a public hearing.

We believe the study, as presently designed, has failed to meet the requirements of 14 CFR sec. 150.23 (d). We strongly encourage the Port to start over, bringing in the local cities and the interested general public even before any aspect of the study is set down on paper.

Thank you for your attention to this matter. We greatly appreciate your efforts to make the Seattle-Tacoma International Airport a good neighbor to all the surrounding communities. We look forward to hearing from you in the near future.

Sincerely,


Robert F. Sheckler
Mayor

c: Des Moines City Council
Port of Seattle Commission
Tay Yoshitani, Chief Executive Officer, Port of Seattle
Diane Summerhays, Director of Community Development, Port of Seattle
Hon. J. Randolph Babbitt, Administrator, Federal Aviation Administration
Catherine Lang, Acting Associate Administrator for Airports, FAA
Donna Taylor, Airports Division Manager, NW Mountain Regional Office, FAA
✓ Burien City Council
Federal Way City Council
Normandy Park City Council
SeaTac City Council
Tukwila City Council

DRAFT



CITY COUNCIL MEETING MINUTES

January 4, 2010

7:00 p.m.

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

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

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

CALL TO ORDER

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

PLEDGE OF ALLEGIANCE

Mayor McGilton led the Pledge of Allegiance.

ROLL CALL

Present: Councilmembers Brian Bennett, Jack Block, Jr., Rose Clark, Kathy Keene, Lucy Krakowiak, Joan McGilton, and Gordon Shaw. Councilmember Lucy Krakowiak arrived at 7:07 p.m.

Administrative staff present: Mike Martin, City Manager; Chip Davis, Planner; Larry Blanchard, Public Works Director; Ramesh Davad, Development Review Engineer; and Monica Lusk, City Clerk.

ELECTION OF MAYOR AND DEPUTY MAYOR

Election of Mayor

Direction/Action

The **Motion** to elect Councilmember McGilton as Mayor carried 5-1 as evidenced by a roll call vote. Opposed, Councilmember Block, Jr.

Election of the Deputy Mayor

Direction/Action

The **Motion** to elect Councilmember Clark as Deputy Mayor carried unanimously as evidenced by a roll call vote.

AGENDA CONFIRMATION

Direction/Action

Motion was made by Deputy Mayor Clark, seconded by Councilmember Keene, and passed unanimously to affirm the January 4, 2010, Agenda.

PUBLIC COMMENT

Bob Edgar, 12674 Shorewood Drive SW, Burien
Regarding the Shoreline Master Program, Mr. Edgar stated it was the Council's obligation to assure that the program had equal protection for both the freshwater and saltwater shorelines, which he felt the freshwater shorelines were not afforded.

Councilmember Krakowiak arrived at 7:07 p.m.

Douglas Sykes, 15221 28th Avenue SW, Burien
Mr. Sykes thanked the Council who advocated for the Puget Sound Park before King County Library System Board, and thanked the Parks staff and Parks Board for the community garden proposal.

CORRESPONDENCE FOR THE RECORD

- a. Response from Larry Blanchard, Public Works Director, to Email Dated November 16, 2009, from Rick Cosgrave, Regarding Lane Configuration SR-518/148th Street – 1st Avenue.
- b. Letter Dated December 9, 2009 from Stan Shepherd, Port of Seattle Manager Regarding Part 150 Study Public Outreach Study.
- c. Written Public Comment for Meeting of December 14, 2009, from Rachael Levine Regarding the Potential Sale of Puget Sound Park to King County Library System.
- d. Email Dated December 11, 2009 from Jessica Dobson Regarding Proposed Location of New Fire Station.
- e. Email Dated December 11, 2009 from Randy Sheets Regarding New Burien Fire Station Location.
- f. Email Dated December 11, 2009 from Frances Ostruske Regarding Richard Williams Letter for December 14, 2009 Meeting.

CONSENT AGENDA

- a. Approval of Vouchers: Approval of Vouchers: Numbers 23773 - 23988 in the Amount of \$1,944,826.46.
- b. Approval of Minutes: Council Meeting, December 14, 2009.
- c. Motion to Adopt Ordinance No. 532, Relating to Northeast Redevelopment Area (NERA) Zoning Code Amendments.

Direction/Action

Motion was made by Deputy Mayor Clark, seconded by Councilmember Shaw, and passed unanimously to approve the January 4, 2010, Consent Agenda.

BUSINESS AGENDA

City Manager's Report

Follow-up

Staff will provide details regarding the best time of the year to annex, schedule a discussion on the visioning process at the upcoming Council retreat, invite King County Councilmember Jan Drago to tour the City, and schedule an update on the Fire District #2 property acquisition.

Review of the 2010 through 2015 Transportation Improvement Program (TIP) by Resolution No. 307

Follow-up

Staff will provide the Council a copy of the TIP PowerPoint and place the information on the City's website.

Discussion on Development of a Stormwater Impact Fee in Lieu of the Improvements to be Made as Part of the Northeast Redevelopment Area (NERA) Project

Follow-up

Staff will schedule a continued discussion with possible action in February, and schedule a tour of the stormwater retention facilities at ShoWare and Pierce County.

Discussion on Establishing an Optional Downtown Burien Fee-In-Lieu of Parking Program

Follow-up

Staff will schedule the proposed ordinance establishing the program on the January 11 Business Agenda for Council consideration.

COUNCIL REPORTS

No reports were given.

ADJOURNMENT

Direction/Action

MOTION was made by Deputy Mayor Clark, seconded by Councilmember Krakowiak and passed unanimously to adjourn the meeting at 8:43 p.m.

Joan McGilton, Mayor

Monica Lusk, City Clerk



Burien

Washington, USA

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

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MEMORANDUM

TO: Honorable Mayor and Members of the City Council
FROM: Mike Martin, City Manager
DATE: January 11, 2010
SUBJECT: City Manager's Report

I. INTERNAL CITY INFORMATION

A. Updated Computer Policies

In 1998 staff added a new section to the original City Employee Personnel Manual called "Electronic Mail and Internet Policy." Since that time the IT world has changed somewhat dramatically. (This was before we had YouTube, Facebook, Blackberrys, flash drives, etc...) So late last year the IT Division began to look around to see what everyone was doing in the realm of IT policy; and we found plenty to borrow from. Our new, more comprehensive "City Computer and Information Technology Policy" was officially adopted on 12/30/2009, along with a first-ever "City Council Computer Policy."

B. 1012 Medical Premiums Tied to 2010 Wellness Program (Pg. 33)

Beginning in 2012, the AWC Employee Benefit Trust will provide a financial reward to members with outstanding wellness programs. Trust members that receive the 2011 WellCity Award, in recognition of their 2010 Wellness Program, will receive a 2% premium discount on Regence BlueShield/Asuris Northwest Health employee and spouse/domestic partner premiums. The discount will be applied to the 2012 premium.

In anticipation of this available discount, the City of Burien's Wellness Committee has taken the following actions:

- Developed the attached Wellness Operating Plan designed to meet the WellCity Award standards and provide a variety of activities and interventions that target the primary health risks and interests of our employees, specifically stress management, depression, and nutrition.
- Adopted an Employee Wellness Incentive Pilot Program which rewards employees for participating in a minimum number of specific Wellness activities.
- Submitted two AWC grant applications to supplement City money in funding the program.

Throughout the year, the Committee will continue to monitor our progress toward providing a meaningful Wellness program for the employees and achieving the 2011 WellCity Award.

C. AWC Wellness Leadership Forum in Burien

On March 2, 2010, the AWC Wellness Staff will conduct a Wellness Leadership Forum in Burien. The Wellness Forums are regional meetings intended to bring convenient health promotion training to the AWC Employee Benefit Trust members. The focus for the 2010 Forums will be the WellCity Award standards and the new premium discount program.

D. Styrofoam Recycling Results

Sustainable Burien set up a temporary collection site at the empty Redwood Building for Styrofoam recycling on December 31 and January 1. Although there was limited time to publicize this event, it brought in approximately 90 cubic feet of material which will be compressed to 1 cubic foot of "densified" Styrofoam. The people who stopped by were happy to know that Styrofoam can be recycled and to learn where they can take it in the future.

II. COUNCIL UPDATES/REPORTS

A. December 2009 Citizen Action Report (Pg. 43)

Staff has provided council with the December 2009 Citizen Action Report (attached).

B. Sales Tax Report – October 2009 (Pg. 47)

The October 2009 Sales Tax Detail report is attached. Overall we are down 17% from last year. If this trend continues, this revenue source will be about 5% below the amended budget for 2009. Most of this shortfall will be offset by slightly over budgeted revenues for utility taxes, gambling taxes, cable franchise fees and real estate excise taxes.

Our biggest hit this month came from construction, which is down to its lowest level in more than a year and by itself accounts for the bulk of the decline in tax revenues.

Considering that we are down at least two car dealerships since last year, motor vehicles and parts suppliers did quite well in October - only down 2% from last year. As a side note, Department of Revenue estimates that Burien has gained \$27,905 a year from Streamlining. Not quite the \$275,000 originally estimated.

C. Economic Indicators Graphs Update (Pg. 49)

Attached are the most current economic indicator graphs. A couple of notables:

- Overall sales tax revenue still shows no signs of recovery, but as indicated in the detailed sales tax report, there are areas where things are getting a bit better. Unless things turn around for the last two months of 2009, we will be below budget by at least \$200,000 for the year.

- The Real Estate Excise Tax graph is a bit deceiving. Because November 2008 was so bad, the rebound in November 2009 looks great and creates what appears to be a drop in December but really December 2009 is almost equal to December 2008. The trend appears to be the start of small recovery in the real estate market – particularly in residential properties. Overall for 2009, we will be about \$100,000 above the amended budget.
- The preliminary local unemployment figures are below 9% for November. A good sign but keep in mind they are “preliminary” and the Bureau of Labor Statistics which issues them has been known to revise preliminary numbers and these numbers don’t always tell the full employment story.

D. Port of Seattle Blueprint (Pg. 53)

Attached is the Winter 2010 edition of the Port of Seattle publication about construction progress at Seattle-Tacoma International Airport.

E. Notices (Pg. 61)

The following Notices have been published since the last City Manager Report:

- Notice of Application, Ruth Dykeman Children’s Center – requests a Shoreline Substantial Development Permit, Critical Area Review and Short Plat to divide the southern portion of the Ruth Dykeman Children’s Center property into three single family lots
- Notice of Application, David Hoang/Kenny Pham – Type I Land Use Review for a Six-Unit Apartment Complex, 329 South 150th Street.

Exhibit 8-1 Operating Plan

Use this form to develop an operating plan that follows the requirements for achieving the AWC WellCity standards. You may type directly into the fields provided. Add rows in each table as needed. Supplemental planning worksheets are provided in Chapter 9 of the AWC Workplace Wellness Planner (WWP). Additional direction for each section may be found in the WWP. The corresponding chapters are referenced in each section of the Operating Plan form. Examples are provided at the beginning of each section.

Program Year: 2010

City/Organization Name: City of Burien

Foundation	Name	Phone	E-mail
Wellness Coordinator/Committee Chair	Angie Chafty	206-248-5504	angiec@burienwa.gov
Wellness Committee Members	Sangeyah Badu	206-812-7577	sangeyahb@burienwa.gov
	Lori Fleming	206-248-5518	lorif@burienwa.gov
	Amanda Morales	206-988-3711	amandam@burienwa.gov
	Liz Ockwell	206-812-7575	elizabetho@burienwa.gov
	Val Stuart	206-248-5521	valeries@burienwa.gov
	Kathy Wetherbee	206-439-3158	kathyw@burienwa.gov

I. Wellness Program Mission

The Mission Statement provides a focus and direction for the program. *See Chapter 8 of the WWP for details.*

Example: Create an environment that is supportive of positive health practices and offer opportunities for employees to learn the skills they need to optimize their health and well-being.

To support the healthful lifestyles of employees and their families by providing opportunities and tools to enhance mind, body, and spirit.

II. Long Term Program Goals (12-36 months)

Goals provide a roadmap for success. They should be attainable, measurable, describe a concrete behavior, include outcomes and be in line with management's expectations for the program. See *Chapter 8 of the WWP* for details.

Goal	Measurement	How?	Target Completion Date
1) Decrease overall absenteeism by 5% by 2012.	Use sick leave usage data from Payroll system.	Implement programs that target stress, depression, fitness, nutrition, and lifestyle choices in order to improve overall health.	12/2012
2) 25% of staff reporting that health has improved slightly or significantly compared to last year.	Annual Employee Wellness Survey	Offer a variety of programs and workshops that encourage staff to make nutritional and/or exercise changes in their daily lives. Provide cash incentive for employees participating in minimum standard of Wellness activities.	12/2010
3) Reduce % of people reported as "at risk for emotional health" by 3%.	Annual aggregate data from health risk assessment.	Offer a variety of workshops that focus on stress, stress reducing techniques, depression, financial management, and sleep-disorders.	12/2011
4) Reduce % of people not currently using stress reducing techniques by 5%.	Annual aggregate data from health risk assessment.	Offer workshop on stress reducing techniques; provide programs that encourage the use of some of those techniques (exercise, breaks, laughter, getting away from desk/work.)	12/2012

III. Short Term Program Objectives

Develop one or more short term program objectives for each goal listed in Section II above. Include objectives for each program in your program plan. See Chapter 9 of the WWP for details and program planning worksheets.

Objectives are a description of what you expect who to do when. They should be: **S** – Specific **M** – Measurable **A** – Achievable **R** – Relevant **T** – Time-Based; See Chapter 8 of the WWP for details.

Program Type Key: **A**=Awareness, **M**=Motivation, **BC**=Behavior Change, **CS**=Cultural Support. See Chapter 1 of the WWP for details.

Program Name	Program Type	In Support of this Goal (Goal number from Section II)	Objective	Dates Offered	How?
1) Wellness Incentive Pilot Program	M, BC, CS	1, 2, 3	Improve overall health of employees by rewarding them for participation in specific wellness activities.	1/1 – 11/20/10	To qualify for a \$75 incentive, an employee must: <ul style="list-style-type: none"> • Attend 2 of 5 educational programs & submit eval form. • Participate fully and complete 2 of 5 formal wellness programs & submit eval form. • Attend/participate in 1 special event. • Complete annual Employee Wellness Survey. • Participate in the annual Health Questionnaire, either on-line or in-person.
2) Stress Reduction Techniques	A,M,CS	3, 4	Equip people to deal with stress in their lives and to build awareness of their ability to control and/or avoid stress. Reduce % of people not currently using stress reducing techniques by 5%.	2/10	<ul style="list-style-type: none"> • Contact EAP Provider or local Wellness Cluster member to secure a speaker. • Workshop will be conducted during work hours. • Conduct drawing for \$20 gift card for participants.

3) Financial Management – Budgeting	A,M,CS	2, 3	Reduce stress of employees by providing tools to gain control over their finances.	5/12	<ul style="list-style-type: none"> • Contact EAP Provider to secure a speaker. • Workshop will be conducted during work hours. • Conduct drawing for \$20 gift card for participants.
4) Depression Mngmt – Signs & Symptoms, What to do about it.	A,M,CS	1, 2, 3, 4	Help employees recognize symptoms of depression and give them tools to address their mental health issues.	3/24	<ul style="list-style-type: none"> • Contact EAP Provider or local Wellness Cluster member to secure a speaker. • Workshop will be conducted during work hours. • Conduct drawing for \$20 gift card for participants.
5) Clutter-free Workplace & Home	A,M,CS	2, 3, 4	Reduce stress of employees by helping them organize their work and lives better.	4/28	<ul style="list-style-type: none"> • Contact EAP Provider to secure a speaker. • Workshop will be conducted during work hours. • Conduct drawing for \$20 gift card for participants.
6) Sleeping Disorders	A,M,CS	2, 3, 4	Help employees recognize that sleep can be related to stress. Give them tools to obtain a better night's rest.	10/13	<ul style="list-style-type: none"> • Contact local medical sleep center to secure a speaker. • Workshop will be conducted during work hours. • Conduct drawing for \$20 gift card for participants.
7) AWC Sitcheroo	M,CS,BC	1, 2, 3	Encourage employees to make small changes that will result in healthier lifestyles.	1/11-2/24	<ul style="list-style-type: none"> • Alter program to include a team element. • Conduct Lunch & Learns. • Promote, promote, promote. • Provide incentives based upon amount received from AWC.
8) Self-Walking Program	M,CS,BC	1, 2, 4	Encourage employees to incorporate more exercise into their daily routines.	6/7 – 7/2	<ul style="list-style-type: none"> • Employees log miles walked or jogged each week. • Host a weekly lunch time walk. • Miles are combined and tracked on a map. • Whatever city/state the group is in at the end of the program will determine the theme of the lunch for all participants.

9) AWC NFL	A,M,CS, BC	1, 2	Educate employees on the impact of nutrition, physical activity and getting enough sleep each night on our overall health and well-being.	9/16-11/17	<ul style="list-style-type: none"> To be determined.
10) Wii Tournaments	A,M,CS, BC	3, 4	Relieve stress in employees' lives by encouraging them to take breaks, build morale, and laugh.	3/29-4/16	<ul style="list-style-type: none"> Choose a Wii game. Determine whether it will be a team or individual competition. Have employees sign up for certain playing times. Log scores for 3 weeks. Conduct playoffs before All-Staff Mtg.
11) Lunchtime Movies & Popcorn	A,M,CS	3, 4	Relieve stress in employees' lives by encouraging them to do something out of the ordinary, build morale, and laugh.	Jan, Feb, Oct Nov, Dec	<ul style="list-style-type: none"> Select a 30-45 minute movie, TV classic, etc. Provide popcorn. Employees eat their lunch and popcorn and enjoy the show.
12) Snow-Shoeing	M,CS	2, 3, 4	Improve morale, try another fitness option, enjoy each other outside of work. Include family members.	1/23	<ul style="list-style-type: none"> Advertise Arrange trek through National Forest Service at Snoqualmie Pass.
13) Golf Driving Range	M,CS	2, 3, 4	Improve morale, try another fitness option, enjoy each other outside of work. Include family members.	6/17	<ul style="list-style-type: none"> Advertise. Reserve stalls through local golf course.
14) Secret Pal	CS	3, 4	Relieve stress by showing appreciation for co-workers.	2/8-12	<ul style="list-style-type: none"> Advertise. Participants draw names and do something special for their person at least 3 of the 5 days.
15) National Wear Red Day	A,M,CS	1, 2	Educate on causes, symptoms and dangers of heart disease. Provide heart healthy recipes. Emphasis value of exercise in health.	2/5	<ul style="list-style-type: none"> Provide written material regarding heart disease. Partner with American Heart Assoc for healthy recipes. Conduct a walk. Take group pictures.

16) Cooking Demonstrations – 30 Minute Meals; Outdoor Cooking;	A,M,CS	1, 2	Provide samples of healthy recipe options.	July, Sept	<ul style="list-style-type: none"> Partner with P&R cooking instructors to provide lunchtime sessions. City provides ingredients. Samples and recipes provided to attendees.
17) Recreation Program Demos – Fitness & Cooking	A,M,CS	2	Inform employees of local and affordable fitness and health options. Encourage participation in them.	Feb	<ul style="list-style-type: none"> Work with 2-3 instructors to provide 15-20 minute demos of class offerings. Possibly have three lunchtime demos in one week.
18) Wreath Making Class	M,CS	1, 2, 3, 4	Relieve stress by presenting a potential hobby. Build morale through activity.	12/10	<ul style="list-style-type: none"> Contact local nursery to do on-site workshop. Employees pay small fee to cover material costs.
19) Soup & Cookie Jars	M,CS	3, 4	Relieve stress by providing an out-of-the- ordinary lunch activity. Provide heart healthy recipes.	12/15	<ul style="list-style-type: none"> Advertise event. Purchase jars and ingredients. Employees pay small fee to cover material costs.
20) Master Gardener Demo	A,M,CS	1, 2, 3, 4	Relieve stress by presenting a potential hobby. Build morale through activity.	5/26	<ul style="list-style-type: none"> Contact WSU Master Gardener Program to secure instructor. City pays for supplies.

IV. Timeline

The timeline is a marriage of your goals, objectives and program plan. See Chapter 8 of the WWP for details.

Program Name (as listed in Section III Objectives)	Responsible committee member (if applicable)	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Switcheroo	Angie/Liz	X	X										
Lunchtime Movie	Kathy/Angie	X											
Snow-shoeing	Amanda	X											
Blood Drive	Kathy/Janet	X											
Wear Red Day	Kathy		X										
Secret Pal	Val/Sang		X										
Lunch Movie	Angie		X										
Stress Relieving Techniques WS	Angie		X										
P&R Class Demos	Amanda		X										
Lunch Movie				X									
Depression WS	Angie			X									
Wii Tournament	Sang			X									
P&R Moo-ving Day	All				X								
On-site Health Screening					X								
Clutter Free WS	Angie				X								
Master Gardener WS						X							
Budgeting WS	Angie					X							
Self Walking Program							X						
Relay for Life							X						
Driving Range							X						
Outdoor Cooking Class	Amanda							X					
Blood Drive	Janet							X					
30 Minute Meals Class	Amanda									X			
NFL Games										X	X	X	
Lunch Movie											X		
Sleep Disorders WS	Angie										X		
Lunch Movie												X	
Blood Drive	Janet											X	
Incentive Pilot Program Payout	Angie												X
Wreath Making Class													X
Soup & Cookies in a Jar													X

V. Budget Worksheet -

Use this form as a guide to prepare your annual program budget.

Program or Item	Source				Total Estimated Cost
	AWC Matching Grant	City Budget	AWC Funded (Mini Grant or Other)	In-Kind	
Incentive Pilot Program Payout (20)	710	790			1500
Switcheroo			Gift Card - \$100		100
Snow-shoeing				Employee Paid	0
Blood Drive (3)					0
Wear Red Day					0
Secret Pal				Employee Paid	0
Lunch Movie (5)		70			70
Stress Relieving Techniques WS			20 (Mini)		20
P&R Class Demos			20 (Mini)		20
Depression WS			20 (Mini)		20
Wii Tournament		10			10
P&R Moo-ving Day		40			40
Clutter Free WS			20 (Mini)		20
Master Gardener WS	25	25	20 (Mini)		70
Self Walking Program	60	60	20 (Mini)		140
Health Screening			20 (Mini)		20
Relay for Life					0
Driving Range				Employee Paid	0
Outdoor Cooking Class	20	25			45
30 Minute Meals Class	25	25			50
NFL Games			120 (Mini)		120
Sleep Disorders WS			20 (Mini)		20

Budgeting WS			20 (Mini)		20
Wreath Making Class	35	35			70
Soup & Cookies in a Jar				Employee Paid	0
TOTALS	\$975	\$1080	\$300		\$2,355

Requested Mini Grant: \$300 (\$5 x 60)
 Requested Matching Grant Funds: \$875
 Anticipated Switcheroo Gift Card: \$100
 City Wellness Budget: \$1080

VI. Communication & Marketing Strategies

Identify three ways you will communicate each program to your target audience. See Chapters 8 & 9 of the WWP for details and ideas.
 12/23/09 – Language approved by Jessica.

- 1) Annual program calendar will be posted in the Employee Only folder and on the Wellness Bulletin Board.
- 2) All programs will be announced via email, in Department Staff Meetings, and at the All-Staff Meeting. Whenever possible, drawings for incentive prizes will occur during All-Staff Meetings in order to publicize the Wellness program.
- 3) Flyers regarding individual events will be posted in employee-only common work areas.
- 4) Employee's progress toward earning the \$75 Wellness Incentive will be tracked in the Employee Only folder.

VII. Evaluation & Reporting Plan

Refer back to your goals and objectives to develop an evaluation plan for each program. See Chapters 8 & 10 of the WWP for details.

Program Name	Program Type	Evaluation Method	Responsible Committee Member	Supplies or Tools Needed
Workshops (5)	A,M,CS	Participant Survey re: satisfaction, knowledge gained. Date: Distribute at end of each workshop.	Angie	Paper copy of eval to all participants.
AWC Switcheroo	M,CS,BC	Participant Survey; participation rates; satisfaction level, self-reported change in habits. Date: 2/24	Angie/Sang	Email AWC provided program evaluation to all employees.
AWC NFL Program	A,M, CS, BC	Participant Survey; participation rates; satisfaction level, self-reported change in habits. Date: 11/17	Not yet assigned	Email AWC provided program evaluation to all employees.
Self-Walking Program	M, CS,BC	Participant Survey; participation rates; satisfaction level, self-reported change in habits. Date: 7/2	Not yet assigned	Paper copy of eval to all participants.
Cooking Demonstrations	A,M,CS	Participant Survey; participation rates; satisfaction level, self-reported change in habits. Date: Not yet determined	Not yet assigned	Paper copy of eval to all participants.
Wii Tournaments	A,M,CS, BC	Participant Survey; participation rates; satisfaction level, self-reported change in habits. Date: 4/16	Not yet assigned	Email eval form to all employees.
Lunchtime Movie	A,M,CS	Participant survey; participation rates. Stress relieving effectiveness. Survey at end of quarter. Date: March, November	Angie	Email eval form to all employees.
Special Events (8)	A,M,CS	Eval after every event. At end of year, include events in annual employee interest survey. Date: Distribute at end of each workshop. November survey.	Varies	Paper copy of eval to all participants.



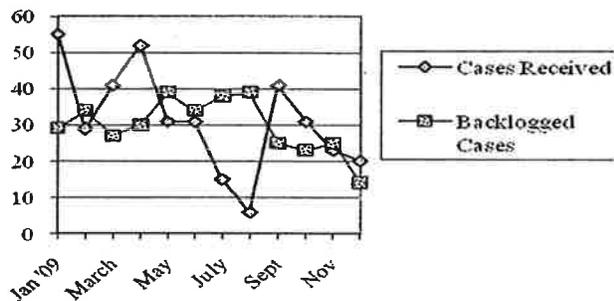
CITY OF BURIEN

MEMORANDUM

DATE: January 4, 2010
TO: Mike Martin, City Manager
FROM: Scott Greenberg, Community Development Director
RE: December 2009 Citizen Action Report

This report reflects the caseload for December and includes all backlog cases open as of December 31, 2009. As of that date, there were 29 open cases. 14 of the open cases are more than five weeks old and are considered backlog. There were 20 cases opened during the month of December; 11 cases initiated by staff/police, and 9 cases initiated by residents.

Citizen Action Case Status



	Jan '09	Feb	March	April	May	June	July	Aug	Sept	Oct	Nov	Dec
Cases Received	55	29	41	52	31	31	15	6	41	31	23	20
Backlogged Cases	29	34	27	30	39	34	38	39	25	23	25	14
Total Open Cases	55	48	48	57	64	55	49	42	45	40	43	29
% of Backlog	53%	71%	56%	53%	61%	62%	78%	93%	56%	58%	58%	48%

As usual, please let me know if you have any questions or suggestions for additional improvements to this report.

Cc: Scott Greenberg, Community Development Director
 Jim Bibby, Code Compliance Officer
 Henry McLauchlan, Administrative Sergeant
 Chris Bacha, City Attorney

Michael Lafreniere, Parks Director
 Jan Vogee, Building Official
 Larry Blanchard, Public Works Director
 Liz Ockwell, Assistant Planner



Monthly Report to the City Manager
Citizen Action Request Case Status

Report Date: 01/04/2010

Days Old	Department	CAR #	Date Received	Nature of Request	Complaint Information	Last Action	Date	Status
721	City Attorney	CAR-08-0022	01/14/2008	Nuisance	14456 18TH AV SW Parking & nuisance	Other - See Notes	09/21/2009	Open
643	City Attorney	CAR-08-0117	04/01/2008	Nuisance	12928 6TH AV S Vegetation	Other - See Notes	07/20/2009	Open
468	City Attorney	CAR-08-0326	09/23/2008	Nuisance	15839 6TH AV SW Nuisances	Other - See Notes	06/08/2009	Open
409	City Attorney	CAR-08-0409	11/21/2008	Parking	13430 1ST AV SW Vehicles / Weythman	Site Investigation	08/24/2009	Open
347	Code Enforcement	CAR-09-0031	01/22/2009	Nuisance	800 SW 135TH ST Nuisance / Russell	Site Investigation	12/17/2009	Open
215	City Attorney	CAR-09-0214	06/03/2009	Fire Department Issue	16042 1ST AV S Fire Department / Nissan	Phone Call	09/16/2009	Open
210	Building	CAR-09-0221	06/08/2009	Building	15821 1ST AV S Business License/Fire Permit/Bldg Permit / New Motorcycle Business	Other - See Notes	12/15/2009	Open
179	City Attorney	CAR-09-0247	07/09/2009	Nuisance	12817 10TH AV S Nuisance, Junk Vehicles - Sohrabi	Case Preparation	12/16/2009	Open
84	Code Enforcement	CAR-09-0322	10/12/2009	Nuisance	13443 4TH AV S Nuisance-Herbruger	Enforcement Letter 1	12/15/2009	Open
84	Code Enforcement	CAR-09-0324	10/12/2009	Sign Violation	14605 1ST AV S Sign-ABS Shell Station	Enforcement Letter 1	10/30/2009	Open
83	Code Enforcement	CAR-09-0328	10/13/2009	Nuisance	1054 S 136TH ST Nuisance-Moneymaker	Phone Call	12/30/2009	Open
70	Code Enforcement	CAR-09-0334	10/26/2009	Sign Violation	16016 AMBAUM BL S Sign Violation-Surveyor		11/25/2009	Open

Days Old	Department	CAR #	Date Received	Nature of Request	Complaint Information	Last Action	Date	Status
46	Code Enforcement	CAR-09-0352	11/19/2009	Nuisance	725 S 176TH ST Nuisance- Guerzon	Phone Call	12/21/2009	Open
45	Code Enforcement	CAR-09-0356	11/20/2009	Housing Concerns	13261 AMBAUM BL SW Housing-Pelhan	Case Received	11/20/2009	Open
41	Code Enforcement	CAR-09-0359	11/24/2009	Nuisance	1210 SW 152ND ST Nuisance-LeMay(Kauffman)	Phone Call	12/07/2009	Open
41	Code Enforcement	CAR-09-0361	11/24/2009	Sign Violation	15505 1ST AV S Sign Violation-BlackJack Academy	Enforcement Letter 1	12/02/2009	Open
41	Code Enforcement	CAR-09-0362	11/24/2009	Sign Violation	15409 1ST AV S Sign Violation-Shoefitters	Enforcement Letter 1	12/02/2009	Open
41	Building	CAR-09-0364	11/24/2009	Building	13803 DES MOINES MEMORIAL DR S Building-Lopez	Enforcement Letter 1	12/16/2009	Open
32	Code Enforcement	CAR-09-0365	12/03/2009	Business License	1801 SW 160TH ST Business License-Deans Vending	Enforcement Letter 1	12/07/2009	Open
28	Code Enforcement	CAR-09-0367	12/07/2009	Nuisance	210 SW 154TH ST Nuisance Vehicles, tarp-Chen	Case Received	12/07/2009	Open
26	Code Enforcement	CAR-09-0371	12/09/2009	Business License	447 SW 152ND ST Business License-Griffin Law Offices	Case Received	12/09/2009	Open
26	Code Enforcement	CAR-09-0375	12/09/2009	Sign Violation	ABS Issue- Dino's Greek	Enforcement Letter 1	12/23/2009	Open
21	Planning	CAR-09-0376	12/14/2009	Critical Area Concerns	15717 25TH AV SW Critical Area-Stegin	Phone Call	12/30/2009	Open
21	Code Enforcement	CAR-09-0377	12/14/2009	Nuisance	1260 S 140TH ST Nuisance, Trash & Housing - Tricoll	Phone Call	12/31/2009	Open

Days Old	Department	CAR #	Date Received	Nature of Request	Complaint information	Last Action	Date	Status
21	Planning	CAR-09-0378	12/14/2009	Planning / Zoning	13458 4TH AV S Zoning-Brunette	Case Received	12/16/2009	Open
14	Code Enforcement	CAR-09-0380	12/21/2009	Sign Violation	14017 1ST AV S Sign Violation-DeKache Salon	Enforcement Letter 1	12/23/2009	Open
6	Code Enforcement	CAR-09-0381	12/29/2009	Nuisance	14636 4TH PL S / Business LicenseNuisance - Illegal Dumping	Enforcement Letter 1	12/30/2009	Open
6	Code Enforcement	CAR-09-0383	12/29/2009	Graffiti	125 SW 148TH ST Graffiti - Blg Lots	Case Received	12/29/2009	Open
5	Planning	CAR-09-0385	12/30/2009	Planning / Zoning	12837 SHORE CREST DR SW Illegal ADU / Moses Ma	Enforcement Letter 1	01/04/2010	Open

October 2009 Sales Tax Detail

- Year-to-Date 2008 to 2009 ↓ 17 %
- October 2008 to October 2009 ↓ 20.5%
 - Retail Trade (54.9%) ↓ 5.1%
 - Motor Vehicle & Parts Dealers (23.4% of total) ↓ 2%
 - » New Car Dealers (18.1% of total) ↓ 8.3%
 - General Merchandise Stores (8.6% of total) ↓ 3.5%
 - Food & Beverage Stores (6% of total) ↓ 16.7%
 - Building Material & Garden (2% of total) ↑ 60.8%
 - Electronics and Appliances (1% of total) ↓ .1%
 - Construction (12.2%) ↓ 61.0%
 - Accommodations & Food Service (11.5%) ↓ 8.1%

City of Burien

October 2009 Sales Tax Revenue Comparison by Category

	% of Total		Difference		% Change
	October-09	Revenue	October-08	2008 to 2009	
Unknown	\$ 1,659	1.1%	\$ 3,450	\$ (1,791)	-51.9%
Agriculture, Forestry, Fishing	\$ 5	0.0%	\$ 282	\$ (277)	-98.2%
Mining	\$ 91	0.0%	\$ 115	\$ (24)	-20.9%
Construction	\$ 36,996	12.2%	\$ 94,917	\$ (57,921)	-61.0%
Manufacturing	\$ 3,718	1.2%	\$ 2,531	\$ 1,187	46.9%
Wholesale Trade	\$ 8,744	2.9%	\$ 13,085	\$ (4,341)	-33.2%
Retail Trade	\$ 166,287	54.9%	\$ 175,140	\$ (8,853)	-5.1%
Transportation and Warehousing	\$ 588	0.2%	\$ 682	\$ (94)	-13.8%
Information	\$ 13,994	4.6%	\$ 13,973	\$ 21	0.2%
Finance & Insurance	\$ 737	0.2%	\$ 511	\$ 226	44.2%
Real Estate, Rental, Leasing	\$ 4,868	1.6%	\$ 6,295	\$ (1,427)	-22.7%
Prof, Sci, Technical Services	\$ 1,682	0.6%	\$ 1,891	\$ (209)	-11.1%
Admin, Support, Remedy Services	\$ 3,045	1.0%	\$ 2,801	\$ 244	8.7%
Educational Services	\$ 1,316	0.4%	\$ 2,637	\$ (1,321)	-50.1%
Health Care Social Assistance	\$ 4,335	1.4%	\$ 3,873	\$ 462	11.9%
Arts, Entertainment, Recreation	\$ 2,516	0.8%	\$ 2,858	\$ (342)	-12.0%
Accomodation and Food Services	\$ 34,813	11.5%	\$ 37,887	\$ (3,074)	-8.1%
Other Services	\$ 17,307	5.7%	\$ 17,774	\$ (467)	-2.6%
	<u>\$ 302,701</u>		<u>\$ 380,702</u>	<u>\$ (78,001)</u>	<u>-20.5%</u>

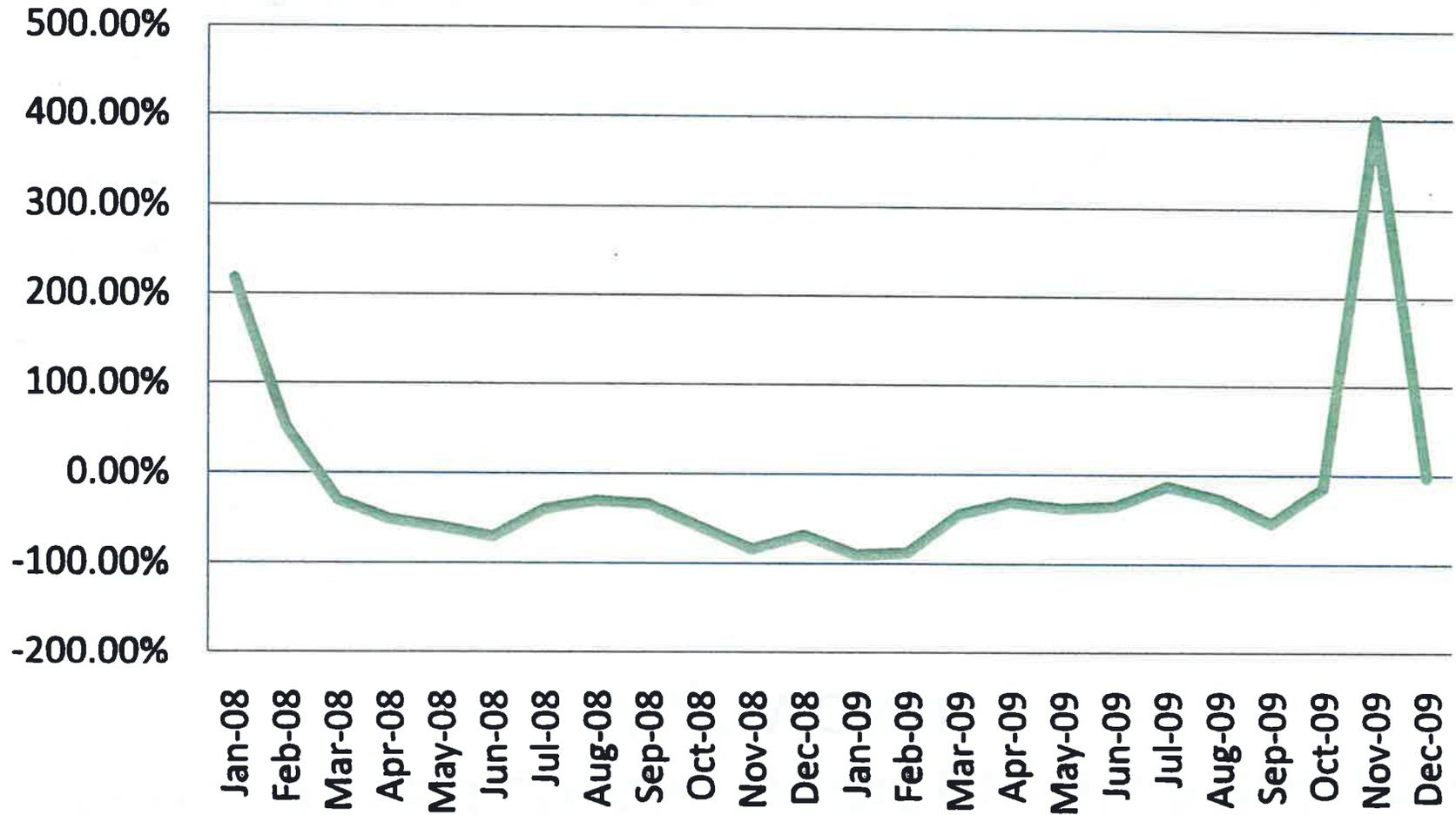
CITY OF BURIEN

SALES TAX PERCENTAGE CHANGE FROM PRIOR YEAR SAME MONTH

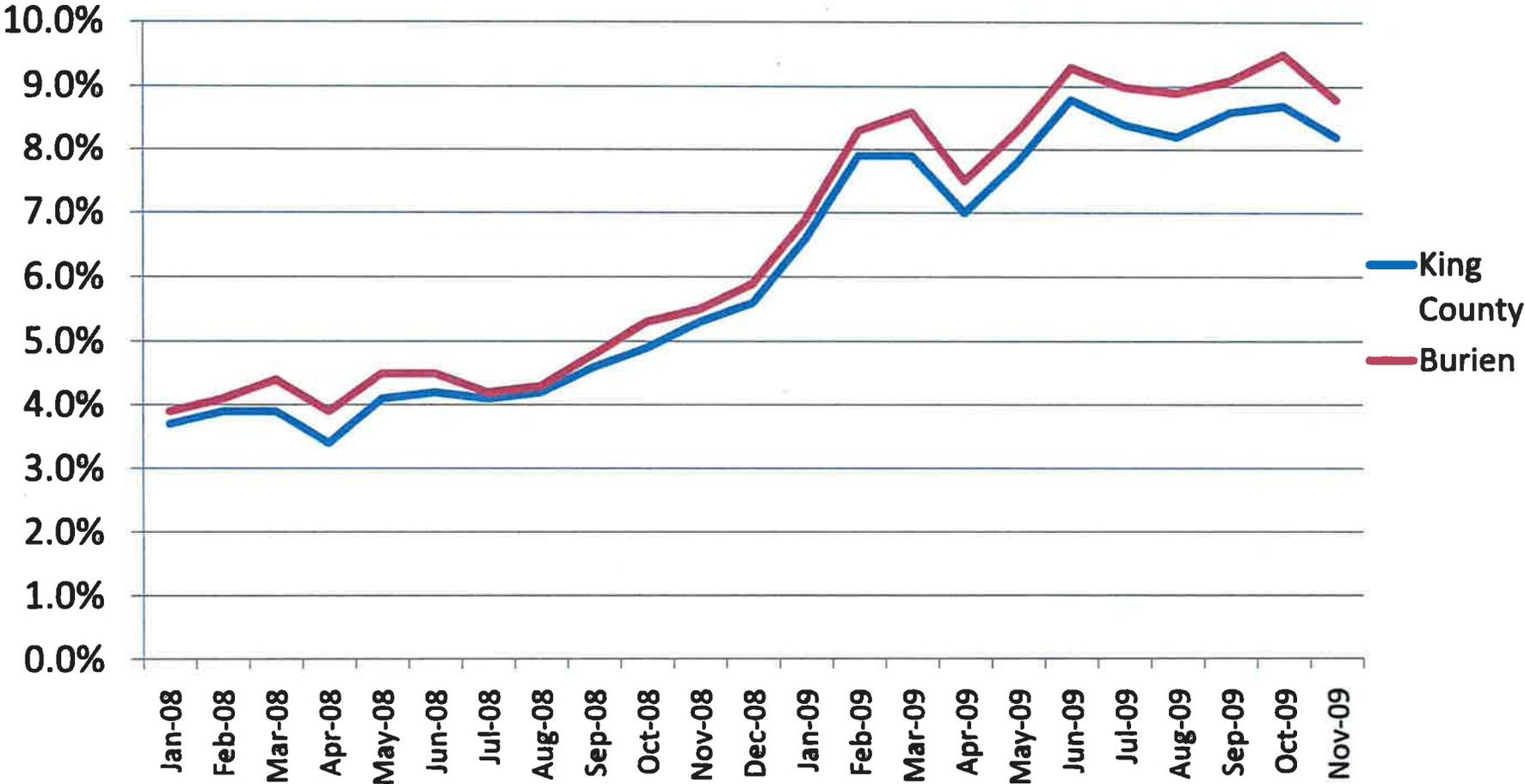


CITY OF BURIEN REAL ESTATE EXCISE TAX

PERCENTAGE CHANGE FROM PRIOR YEAR SAME MONTH



UNEMPLOYMENT RATE KING COUNTY vs. CITY OF BURIED



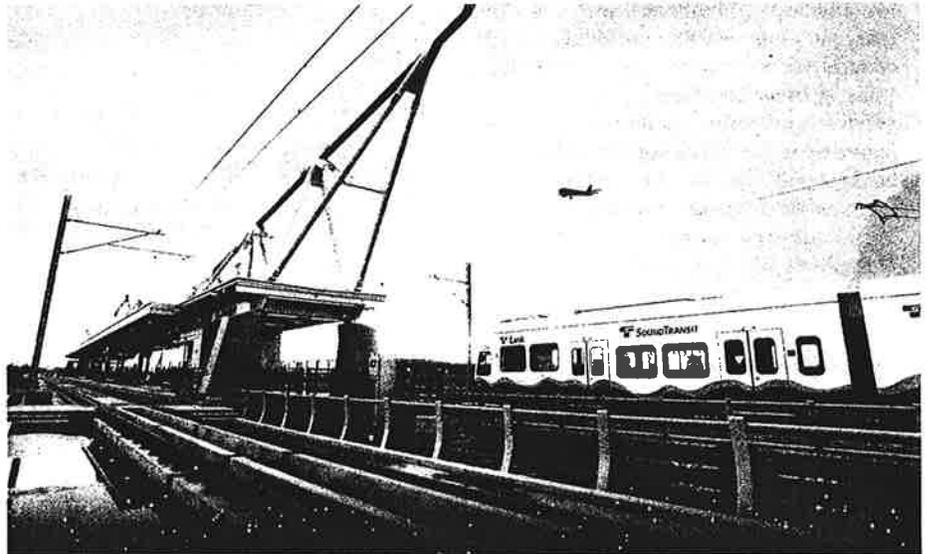
BLUEPRINT

A Port of Seattle publication about construction progress at Seattle-Tacoma International Airport

The connection is made: SeaTac/Airport Station opens

Sound Transit's Link light rail made an on-time arrival at the new winged steel and glass SeaTac/Airport Station in time for the holiday season at Sea-Tac Airport.

Officiating on Dec. 19, 2009, as Sound Transit dedicated the new station were Seattle Mayor and Sound Transit Board Chair Greg Nickels, Port of Seattle Commissioner John Creighton, City of SeaTac Mayor Ralph Shape, Regional Administrator-Federal Transit Administration Rick Krochalis,



A Sound Transit Link Light Rail train pulls into the new SeaTac/Airport Station, signaling the launch of light rail service for air travelers, airport employees and others.

Governor's Chief of Staff Jay Manning, Rep. Dave Upthegrove, King County Council and Sound Transit Board Member Julia Patterson, Port CEO Tay Yoshitani and other special guests.

About 10 a.m., the first train carrying light rail passengers to the airport was met with a celebration that included members of the world famous Radio City Rockettes, the Highline High School Jazz Band and other fanfare.

The airport connection is part of the Link system that began running between downtown Seattle and Tukwila in July 2009. The light rail trains operate 20 hours a day on weekdays, starting just after 5 a.m. (6 a.m. on Sundays) and run until nearly 1 a.m. (midnight on Sunday). They arrive about every 10 minutes. During rush hours, trains operate even more frequently. You can buy tickets,

passes and ORCA (frequent user) cards for riding the train at the SeaTac/Airport Station's ticket vending machines using cash, credit or debit cards. For fare information and other details visit www.soundtransit.org.

The SeaTac/Airport Station is connected to the fourth floor of the airport's parking garage via a pedestrian bridge. A covered and level walkway—separated and screened from the main parking area—connects passengers to the north end of the Main Terminal via the northernmost skybridge. The walk takes about four minutes. Luggage carts, printable airline boarding pass kiosks, restrooms, flight information and a seating area are available at or near the station.

Sound Transit gave the new station the apropos theme of "flight." Its prominent design, together with a dramatic new pedestrian bridge from the station over



In mid-November, Seattle Mayor Greg Nickels, Port Commissioner John Creighton, and King County Executive Kurt Triplett (left to right) were on hand when Sen. Patty Murray revealed the Dec. 19 opening date. King County Council Member Dow Constantine also attended the announcement ceremony at the SeaTac/Airport Station. (Sound Transit photos)



Continued on page 4



- ✦ Limousine drivers picking up arriving travelers at Sea-Tac Airport are now credentialed through a program similar to the one for taxi cabs that has been in place for many years.

The Port of Seattle worked with some members of the limousine industry to develop standards designed to increase customer confidence and ensure chauffeurs are safe and friendly. Drivers must be trained in customer service and driver safety and must pass a health exam, drug screening and background check. Drivers who do not have the required credential are no longer allowed to pick up passengers at Sea-Tac.

- ✦ The Centers for Disease Control and Prevention, which has staff in Sea-Tac's South Satellite, offers a wealth of information on the H1N1 influenza on their Web site: www.cdc.gov/h1n1flu or www.flu.gov. There is even information specifically for the workplace, including the travel industry and airline flight crews, at the following site: www.cdc.gov/h1n1flu/guidance/#workplace.

- ✦ Sea-Tac Airport now has free Wi-Fi—so anybody with a Wi-Fi-enabled laptop can go online anytime while at the airport.

Google, in partnership with the Port of Seattle, is providing the free access until Jan. 15, after which the Port will continue the free service.

- ✦ New parking rates for Sea-Tac Airport customers are now simpler with two flat-rate pricing options—"general parking" and "terminal direct."

This new program eliminated the hourly and daily designations and multi-tiered rates. The new terminal direct option gives parkers the fastest and most convenient place to park—the fourth floor of the garage with its easy access to the skybridges and Main Terminal.

The new parking fees are as follows: \$4 per hour for the fourth floor (terminal direct) and \$3 per hour for general parking. Both options are available for short-term or long-term parking. A full day of parking in general parking is \$26 and a full day on fourth floor is \$35.



The Delta Air Lines red, white and blue will be making more international connections to and from Sea-Tac Airport beginning in 2010.

Delta in 2010: China, Japan & more Holland

Delta Air Lines recently announced plans to expand international service to Sea-Tac Airport for summer 2010. The airline expects to launch nonstop routes to Beijing, China, and Osaka, Japan—positioning Sea-Tac as a major gateway to Asia. Delta also announced plans for additional nonstop flights to Amsterdam.

Delta's Asian expansion is powered by its partnership with Alaska Air Group. The new nonstop flights to Beijing and Osaka will be timed to conveniently connect with Delta and Alaska's 267 combined daily departures to 64 destinations from Sea-Tac, and will complement Delta's existing daily service to Tokyo-Narita. Delta and Alaska offer

customers reciprocal code share, lounge and frequent-flyer benefits to make it easier to connect between the airlines' domestic and international networks at Seattle.

Each of Delta's new services will use Boeing 767-300 aircraft. Plans are for the five-times-weekly Beijing service to begin on June 4, 2010. The daily Osaka service is scheduled to begin on June 7, 2010.

Expanded service to Amsterdam will begin June 1, 2010, increasing from seven to 10 weekly flights aboard a combination of Airbus A330-300 and Boeing 767-300 aircraft.

Delta merged with Northwest Airlines in 2008, becoming the world's largest airline.

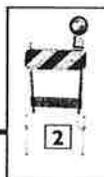
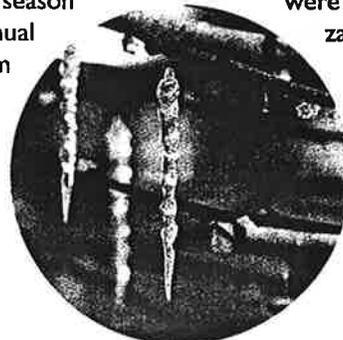
Thank merchants for music & fun

Concessionaires—otherwise known as the Merchants at Sea-Tac—spread cheer again this season by sponsoring the annual Holiday Entertainment Program at Sea-Tac.

They arranged for musical entertainment and performances throughout the Main Terminal,

concourses and satellites, to coincide with the airport's busy year-end travel season.

The merchants also have been sharing in-store promotions and discounts on products and services. Word is they also were responsible for some zany characters organizing games and handing out coupons and prizes. And, hey, how about the coloring books, crayons and gift wrapping!



Employees can help safeguard busy airport

Port of Seattle Police request employees' help in watching for suspicious behaviors, especially around the baggage carousels and parking garage, during peak travel times when Sea-Tac Airport is bustling with people.

"As members of the Sea-Tac community, we all can contribute to making travel during busy times as positive as possible for travelers," said Police Chief Colleen Wilson. "By being especially alert, employees help support the police focus on deterring thefts during the recent holidays and other times of year," she said.

Port Police work proactively with the Transportation Security Administration, Federal Air Marshals, the airlines and the Port Security Department to deter theft.

When you travel or advise others, Chief Wilson recommends the following luggage dos and don'ts:

- Pick up bags immediately upon arrival.
- Make your luggage easy to recognize (bright color or marking) and not expensive looking.
- Never leave items unattended.
- Avoid putting expensive items in checked baggage.
- Record serial numbers of your possessions.
- Report stolen items to police.

The same common sense applies to parked vehicles, the chief said, such as her following suggestions for employees and travelers who park at the airport or elsewhere:

- Roll up the windows and lock the car.
- Consider installing an anti-theft device.
- Take the removable face of your CD player with you.
- Never leave valuable items or garage door openers inside the vehicle—use the trunk.
- Do not hide a key on your vehicle.



Sea-Tac employees are encouraged to pay extra attention around baggage carousels.



Employees are asked to call 911 if they see a crime or notice any activity that is suspicious. For non-emergencies or if you have any questions, call the Port Police business phone at 206-787-3490 (after business hours press 5).

Scouts, interns gain insights into aviation

Sea-Tac Airport and airline employees continue to provide new learning opportunities and aviation-related experiences for area young people.

Boy Scouts earn new badges

Alaska Airlines, working with the Chief Seattle Council of the Boy Scouts of America, recently sponsored the first-ever Aviation Merit Badge Day at Sea-Tac Airport. Port of Seattle Aviation Division and Federal Aviation Administration employees partnered with Alaska to provide insights into airport operations.

During the day's activities, the scouts learned about the dynamics of flight and the basics of flying an airplane. They packed classrooms at the Alaska Airlines Flight Operations Center in the City of

SeaTac, and visited the company's hangar at Sea-Tac Airport for a close look at a Boeing 737-700. They also learned about airport management, flight operations, air traffic control and careers in aviation. At the end of the day, 152 scouts had earned the aviation badge.

Interns gain real-world experience

Nine high school and college students served as interns at Sea-Tac Airport in 2009, working in fields such as security, environmental programs, engineering and emergency planning. They also toured areas rarely seen by the public and removed invasive species from Walker Creek Basin as a service project.

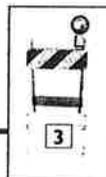
These paid internships show students



After creating a three-segment route using Alaska Airlines' reservation system, a Scout plots his trip on an aeronautical chart. Flight planning is one of the requirements for an aviation merit badge. (Alaska Airlines photo)

the variety of occupations needed to keep the airport running, and the extensive coordination that goes on with the airlines and Federal Aviation Administration.

College internships at the airport are open to all. High school internships are targeted to students within the airport communities. For details, contact Derek Bender at bender.d@portseattle.org.



The connection is made:
SeaTac/Airport Station opens

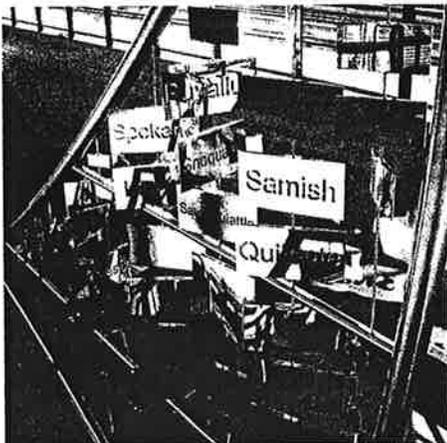
Continued from page 1

International Boulevard, strengthens the connection between the airport and the City of SeaTac, where there is a passenger drop-off/pick-up location. The bridge was built in cooperation with the city.

The Port and Sound Transit began working together in 2004 to prepare for the project. In 2006, they launched the first large work contract to bring light rail to the airport and upgrade and expand road capacity to handle increasing airport-area traffic. The project team relocated roads to accommodate the rail guide way, and built a new return-to-terminal road loop to reduce traffic congestion on airport roads, particularly in front of the terminal.

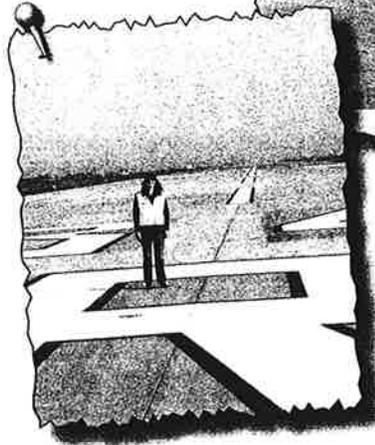
The free Link Connector 575 bus shuttle that operated between the Tukwila International Boulevard Station at South 154th Street and the airport was discontinued with the launch of light rail service to Sea-Tac. Metro Transit's bus 194 express service between downtown Seattle and the airport is scheduled to end in early 2010.

Minor work and finishing touches on the station, parking garage walkway and roadways are scheduled for 2010. Roadway improvements will include landscaping; final paving of ramps near the station and garage; and artwork, clock tower and entry sign installations to greet motorists as they arrive at the airport.



The SeaTac/Airport Station features art installations such as "Flying Sails," by artist Werner Klotz, which spans the mezzanine and platform levels. The plates feature the names of First Nation tribes from Washington state and cities from around the world that share the same latitude or longitude as Seattle.

The crew painting markings on the reconstructed runway accommodate aircraft passing through the work area. Taxiing aircraft were part of the scene throughout this project. Hundreds passed through daily.



Airport Duty Manager Michelle Moshner, who coordinated the runway reconstruction activity for the Port of Seattle's Airport Operations Department, has the fresh pavement to herself in this photo shot prior to the runway reopening.

Runway rebuilt in 180 days

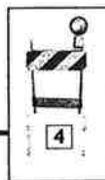
Sea-Tac Airport's oldest and longest runway was closed and rebuilt in 2009 and returned to service in the fall as planned.

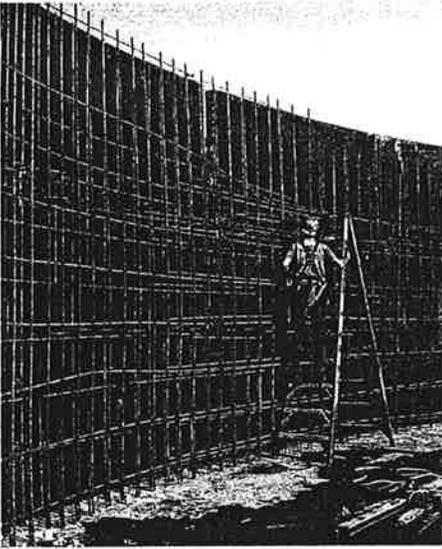
One of the finishing touches was painting the runway markings, including the designations at each end of the runway for identification by approaching aircraft, 16L on the north end and 34R on the south. Numbers are determined by the compass location of the runways and their alignment with the two other runways (right, center and left).

When originally built in the mid-1940s, this runway was about 5,000 feet long. It was extended several times to reach the current length of 11,900 feet. The reconstruction project completed a comprehensive rebuilding of the entire runway—from runway lights to the concrete pavement itself. The new 20-inch thick runway and adjoining taxiways were built in 180 days while maintaining a fully operational airfield. Nearly 1,000 aircraft passed safely through the work area daily.

Other project facts:

- The concrete from the original 1944 runway was recycled by crushing it into gravel and used as the sub base for the new runway. More than 60,000 cubic yards of concrete was crushed on site.
- 120,000 cubic yards of new concrete was used to create the new runway and taxiways. In comparison, 65,000 cubic yards of concrete was used for the third runway—8,500 feet long and 17 inches thick.
- 100,000 cubic yards of asphalt was milled and trucked off-site, equal to 12,500 dump truck loads, and 60,000 tons of new asphalt was brought onto the site.
- Materials also included 20,000 linear feet of storm drain pipe, 20,000 linear feet of electrical duct bank, 12 inches of crushed rock sub base, four inches of asphalt-treated base, and 20 inches of portland cement concrete.
- More than 500,000 pounds of metals were salvaged from the old runway, equal to the takeoff weight of a Boeing 777.
- Striping required more than 3,000 gallons of paint.





Above, a worker assembles a curving helix wall for Sea-Tac's consolidated rental car facility. Below, an artist's rendering shows what the completed structure will look like when it opens two years from now.



Work goes full speed ahead

Construction of the new rental car facility to serve Sea-Tac Airport is nearly 25 percent complete and moving forward on schedule for opening in 2012.

Current work includes building the first of two helixes, or spiral ramps, that cars will use to get into, out of and between floors in the five-level structure. Concrete is being poured for footings, walls, foundations, columns and decks. Crews recently installed the third and tallest crane for lifting the super-sized components of the structure into place. A storm water vault to serve the facility and two fuel farms are complete.

This facility is being built on a 23-acre site north of the airport. Designed to serve the needs of up to 45 million customers a year, it will house 11 full-

service rental car companies and about 5,400 vehicles. The project includes Main Terminal improvements to support bus service for rental car customers, a bus maintenance facility, and off-site road improvements.

Rental car companies that serve Sea-Tac are now housed in the airport garage and other locations.

Consolidating operations and the bus service supports the Port's sustainability efforts. The Port is in the process of seeking Leadership in Energy and Environmental Design (LEED) certification for the rental car facility and the bus maintenance facilities.

This project created about family-wage 1,000 jobs in 2009, and by the time it opens, construction activities will have generated more than 3,000 jobs.

New facility includes 'green' treatment for storm water

Sea-Tac Airport's consolidated maintenance warehouse and distribution center not only supports maintenance efficiency, but also handles storm water runoff in an environmentally friendly way.

The Port of Seattle's Aviation Maintenance Department will start transferring stores to the new facility and accepting deliveries there in early 2010. Located a few blocks south of the airport, it will house as much as \$5 million of material that will support 15 maintenance shops and nearly a dozen labor trades. It will allow the storage of spare parts in one primary location and quick delivery of parts and equipment needed to keep the airport functioning.

This new facility was built using a low-

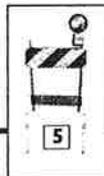


Sea-Tac Airport's recently completed maintenance warehouse and distribution center manages storm water in a way that is better for the environment.

impact development approach. It will manage storm water through a system that infiltrates runoff into the surrounding soil more slowly, mimicking Mother Nature. It includes a retention "swale" (shallow, sloped area) with a secondary chamber of crushed oyster shells. Runoff is directed into the swale, where it drains slowly through layers of grass, a mix

of soil and organic material, sand and pea gravel, drain rock and finally, the underlying native soil. Any storm water that doesn't infiltrate through these multiple layers is filtered by a two-foot-by-20-foot bed of crushed oyster shell, which reduces metals in the water.

This is the first large-scale use of oyster shell as a storm water treatment media, and exemplifies the Port's commitment to sustainability and finding alternative uses for natural products.





Sea-Tac to grow recycling rate

Sea-Tac Airport, which *Scientific American* magazine reported as one of the airports saving the most money through recycling, recently set a goal to boost its recycling rate even more in the next five years.

Currently, Sea-Tac recycles 23 percent of its waste (trash) per year. By reducing the amount of trash going to landfills, the airport saves about \$180,000 annually. The latest target is to recycle 50 percent more and save about \$250,000 a year.

To help accomplish this goal, the Port of Seattle is expanding the Sea-Tac recycling program outdoors. The Port is installing six sets of large-capacity trash and recycling compactors on the ramp to handle recyclable and non-recyclable material from aircraft, ground support and other ramp operations. All six are expected to be in place by early 2010.

The new compactor locations are outside the following gates: A-10, B-4, C-1, D-11, N-6 and S-16.

An electronic key system will record usage by each tenant. Compactors will have sensors that monitor capacity and signal when they need to be emptied. There will be a fee for trash disposal but not for recycling.

This program has added benefits. By having compactors, the airport will reduce the number of trucks hauling trash. This is expected to improve ramp safety; and reduce emissions, fuel consumption and transportation costs. In contrast to open-top dumpsters, the compactors will have doors that close automatically to reduce debris and wildlife attractants on the airfield.

For help with general questions about recycling call (206) 787-5395.

Sea-Tac Airport already recycles 880 tons of mixed paper, cardboard, aluminum cans and plastic and 140 tons of glass per year. About 145 tons of organic food waste and coffee grounds are composted. In addition, 43 tons of bulk grease from the airport is recycled as bio-diesel fuel annually.



A new way to save fuel & emissions

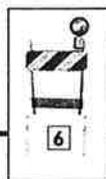
Thanks to a \$5 million grant from the U.S. Department of Energy, Sea-Tac Airport has a jump start on being the first airport in the United States to fully electrify its fleet of ground support equipment.

Sea-Tac will use the money, beginning in 2010, to add electric charging stations on the ramp for airplane ground support equipment, and replace 200 gas and

diesel vehicles with electric vehicles. The project is expected to save more than 400,000 gallons of fuel per year and reduce emissions by more than 4,500 metric tons per year.

The focus of the conversion will be gasoline baggage tractors and loading equipment, large consumers of petroleum fuel at the airport.

The grant money to purchase new electric vehicles will be matched in a cooperative effort by the Port of Seattle and airlines. Currently the airport has about 650 ground support vehicles.



Kudos go to concessions

Sea-Tac Airport recently took first place in the Best "Green" Concessions Practice awards among airports in North America.

The honor was announced during the 2009 Airports Council International-North America (ACI-NA) Concessions Conference in Indianapolis.

During 2008 alone, Sea-Tac concessionaires recycled more than 1,300 tons of material, avoiding disposal costs and generating revenue through rebates on recyclables. Concessionaires made waste reduction a priority through recycling and composting, and by donating enough unsold food to serve 8,000 meals a year to needy families in surrounding communities.

Sea-Tac also received second place in the ACI-NA competition for Best Convenience Retail Program.

Prepared for potential of flooding

The Port of Seattle leased back-up electric generators and stockpiled fuel and other necessities to ensure that Sea-Tac Airport is able to operate in the event of Green River flooding this winter due to water releases from the Howard Hanson Dam.

Port staff identified vulnerabilities and potential impacts of flooding to Port properties, including power continuity, aircraft fuel and staffing.

Working groups formed at both the seaport and the airport are carrying out needed tasks. These groups include utilities, fueling, cargo/freight transport, commuter/continuity of operation planning, land use, debris management and public safety.

The dam, owned by the U.S. Army Corps of Engineers, is the primary flood protection facility for all of the lower Green River Valley. Following

the high water level behind the dam in January 2009, the Corps discovered two depressions in the right abutment adjacent to the dam. While the Corps is assessing the damage to the abutment, the amount of water to be stored behind the dam is being reduced in order to protect its integrity. While the dam itself is not in immediate danger of failing, there is increased flood risk through April 2010 to downstream communities until seepage issues with the abutment are addressed.

Airport tenant employees are advised to check with their employers about their plans in the event of flooding that affects the workplace.

Any situation that affects airport operations and employees will be posted on the Port Web site at www.portseattle.org/seatac.

Port completes green projects

The Port of Seattle is wrapping up the last major section of environmental mitigation related to building the third runway and other major improvements at Sea-Tac Airport over the past decade.

The five-plus-acre site is the former Des Moines Creek Nursery location on the east side of Des Moines Memorial Drive, just north of State Route 518, in the City of SeaTac.

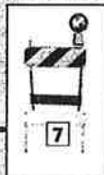
Included are wetland restoration; wetland and riparian enhancement and buffer restoration with more than 13,000 new native trees and shrubs; enhancement of Miller Creek including installation of habitat features such as large woody debris; plus conversion of a storm drain pipe to a shallow, sloped area called an open "swale," for better treatment of rainwater runoff.

This brings the total number of mitigated wetland acres near the airport

to more than 102. The Port also created or enhanced 68 acres along the Green River in Auburn.

In a separate but related effort, the Port is converting four construction storm water ponds for permanent use. These ponds were originally built to manage runoff from the third runway project. They are being lined with weed control fabric and covered with netting to discourage birds, which can be hazardous to aircraft. With the new conversions, the airport has a total of 12 storm water vaults and detention ponds.

Thousands of recently planted native trees and shrubs help mitigate major projects at Sea-Tac, including the third runway, which has been open for more than a year.



Did you know?

The Port of Seattle is known as the Green Gateway for waterborne cargo from Asia to the Midwest and beyond—and as the Green Gateway for passengers using Sea-Tac Airport.

Award-winning environmental programs make the airport one of the nation's greenest. Read more at www.portseattle.org/seaport/cargo/GreenGateway.shtml.

THE GREEN GATEWAY





Life is Good employee Madlina Nena, right, with Louise McKinney, an Airport Concessions Disadvantaged Business Enterprise partner in the Hudson Group operation at Sea-Tac.

Good Job! Merchants open new stores

Sea-Tac Airport recently added more inviting new concessions to the Pacific Marketplace selection.

Hudson Group opened their newest **Life is Good** store in the airport's Central Terminal.

The Life is Good concept was created by Bert and John Jacobs, two brothers from Boston. Their cheery alter ego, a grinning stick figure named Jake, is the basis of the brothers' success. This cartoon has blossomed into an icon of optimism for Life is Good, with the objective of spreading good cheer through their retail outlets.

The Sea-Tac location is proving popular.

Customers are surrounded by comfortable, soft-hued merchandise. Apparel, toys and even pet products can be found at the new store. So now, airport employees and travelers alike can take home a piece of Jake – and more importantly a smile – from Life is Good.

Hudson also has a license to sell official **2010 Winter Olympics** and **USA** brand merchandise at a new temporary mini-store on Concourse C next to Alaska Lodge. It will be open until March, after the games, in Vancouver, B.C., conclude.

For burger lovers, Concessions International opened **Runway Grills** on Concourse D and in the South Satellite, with hot dogs, chicken items, garden burgers, breakfast sandwiches and more.

Offerings by Airport Jobs

Port Jobs' Airport Jobs Employment Center is offering the following classes, workshops and assistance to airport employees:

- Food Handlers Card training
- Alcohol Serving Card training
- Basic Food Education & Training Program Assistance
- Financial and Community Resources
- Airport University programs, through partnerships with South Seattle and Highline Community Colleges: Basic & Intermediate Computer classes and Leadership & Supervision
- Free tax preparation, provided by United Way, Jan. 12 to April 15, 2010

For details, call (206) 835-7501, email airport-jobs.mailbox@portseattle.org, or visit www.airportjobs.org.



Tammy Lathan, general manager of Concessions International, trains restaurant workers through the Airport Jobs Employment Center. Concessions International operates Seattle's Best Coffee, Kobo and Runway Grill.



BLUEPRINT is a publication about construction at Seattle-Tacoma International Airport. If you have questions or comments about the content, call Aviation Public Affairs, (206) 787-4604, write to Editor, Blueprint/Public Affairs, Seattle-Tacoma International Airport, P.O. Box 68727, Seattle, WA 98168-0727, or send e-mail to st.laurent.m@portseattle.org.

The Port of Seattle operates under the State of Washington's Public Disclosure Act. To obtain public records, please direct specific requests in writing to: Vanessa Ressler, commission-public-records@portseattle.org, phone (206) 787-3094, fax (206) 728-3205.

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Port of Seattle Commissioners

- Tom Albro
- Bill Bryant
- John Creighton
- Rob Holland
- Gael Tarleton

Watch new Commissioners at their first Port Commission meeting - www.portseattle.org/about/organization/commission/commission.shtml

Chief Executive Officer
Tay Yoshitani

Airport Managing Director

Mark M. Reis

Public Affairs

Director, Jane Kilburn
Assistant Director, Terri-Ann Betancourt
Editor, Marlys St. Laurent



www.portseattle.org





Notice of Application

61

City of Burien

400 SW 152nd St. (Suite 300)

Burien, Washington 98166

Date	December 30, 2009
Applicant	Ruth Dykeman Children's Center
Proposal	The Applicant requests a Shoreline Substantial Development Permit, Critical Area Review and Short Plat to divide the southern portion of the Ruth Dykeman Children's Center property into three single family lots.
File No.	PLA 09-1693 File is available for viewing at Burien City Hall during regular business hours.
Location	1033 SW 152 nd St., Burien, Washington
Tax Parcel No.	1923049054
Current Zoning	RS-7,200 Single-Family Residential Zone
Application Submitted/Complete	Submitted: November 20, 2009 Complete: December 18, 2009
Other Permits Needed	Right-of-Way Use Permit, Building Permit
Existing Environmental Info.	Wetland & Stream Analysis Report (Sewall Wetland Consulting, Inc.) Level 1 Downstream Analysis (D.R. Strong Consulting Engineers)
Review Process and Public Comment	The decision on this application will be made by the Community Development Director. Prior to the decision, there is an opportunity for the public to submit written comments. Written comments must be received prior to 5:00 p.m. on January 30, 2010. Send written comments to the project planner (see below). Please indicate your name and address and refer to the file indicated above. Only people who submitted comments as indicated above may appeal the decision on this application.
Project Planner (for written comments and more information)	Stephanie Jewett, AICP Department of Community Development City of Burien 400 SW 152 nd St. (Suite 300) Burien, WA 98166 Phone: (206) 439-3152 E-Mail: stephaniej@burienwa.gov
Published in the Seattle Times	Date of Notice: December 30, 2009

cc: Burien City Council
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B-Town Blog
Web site: www.burienwa.gov



Notice of Application

City of Burien 400 SW 152nd Street (Suite 300)

Burien, Washington 98166

Date December 29, 2009

Applicant David Hoang/Kenny Pham

Proposal Type I Land Use Review for a Six-Unit Apartment Complex

File No. PLA 09-1715
File is available for viewing at Burien City Hall during regular business hours.

Location 329 South 150th Street, Burien, WA

Tax Parcel No. 176060-0271

Current Zoning RM-24 Multi-Family Residential Zone

Application Submitted/Complete
Submitted: November 24, 2009
Complete: December 18, 2009

Other Permits Needed Building Permit

Other Studies Needed None

Existing Environmental Info. Technical Information Report by Site Survey & Mapping dated November 2, 2009

Review Process and Public Comment The decision on this application will be made by the Community Development Director. Prior to the decision, there is an opportunity for the public to submit written comments. **Written comments must be received prior to 5:00 p.m. on January 19, 2010.** Send written comments to the project planner (see below). Please indicate your name and address and refer to the file indicated above. Only people who submitted comments as indicated above may appeal the decision on this application.

Project Planner (for written comments and more information)
Charles W. "Chip" Davis
Department of Community Development
City of Burien
400 SW 152nd Street (Suite 300)
Burien, WA 98166
Phone: (206) 248-5501 E-Mail: chipd@burienwa.gov

Published in the Seattle Times Date of Notice: December 29, 2009

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**CITY OF BURIEN
AGENDA BILL**

Agenda Subject: Motion to Adopt Ordinance 527, Establishing April 1, 2010, as the Effective Date of the North Highline South Annexation		Meeting Date: January 11, 2010
Department: City Manager	Attachments: <u>Ordinance 527</u>	Fund Source: Activity Cost: Amount Budgeted: Unencumbered Budget Authority:
Contact: Mike Martin		
Telephone: 206/248-5503		
Adopted Initiative: Yes <input checked="" type="checkbox"/> No	Initiative Description: North Highline Annexation	
<p>PURPOSE/REQUIRED ACTION: The purpose of this agenda item is for Council to consider an ordinance establishing an effective date of April 1, 2010, for the North Highline South annexation.</p> <p>BACKGROUND (Include prior Council action & discussion): On February 2, 2009, the City Council adopted Resolution No. 288 which directed the City Clerk to file with the King County Boundary Review Board a notice of intent to annex the North Highline South Annexation Area. The Boundary Review Board held a public hearing on the proposed annexation on March 30, 2009, and approved the annexation with a modified legal description on April 16, 2009.</p> <p>On April 27, 2009 the City Council passed Resolution No. 292 calling for a special election to be held in conjunction with the primary election on August 18, 2009 and to submit the question of annexation as a ballot question as authorized by RCW 35A.14.085. The qualified voters within the North Highline South Annexation Area boundaries voted at the primary election to approve the proposed annexation.</p> <p>The next step in the annexation process is for the City Council to establish an effective date for the annexation. We are recommending an effective date of April 1, 2010. This date allows the maximum amount of revenue to be provided to the City from King County while allowing time for technical work needed to make the annexation effective. City Council previously discussed this item at your November 9, November 23, December 7 and December 14, 2009 meetings.</p> <p>OPTIONS (Including fiscal impacts): Select a different effective date for the annexation.</p>		
Administrative Recommendation: Adopt Ordinance 527		
Committee Recommendation: N/A		
Advisory Board Recommendation: N/A		
Suggested Motion: I move adoption of Ordinance 527 establishing April 1, 2010 as the effective date of the North Highline South Annexation		
Submitted by: Mike Martin Administration		City Manager 
Today's Date: January 6, 2010	File Code: R:\CC\Agenda Bill 2010\011110cm-1 N Highline Annexation Date.docx	

CITY OF BURIEN, WASHINGTON**ORDINANCE NO. 527**

**AN ORDINANCE OF THE CITY OF BURIEN, WASHINGTON,
PROVIDING FOR ANNEXATION OF THE NORTH HIGHLINE
SOUTH ANNEXATION AREA; PROVIDING FOR SEVERABILITY;
AND, ESTABLISHING THE DATE THAT THE ANNEXATION
SHALL BECOME EFFECTIVE**

WHEREAS, the City Council of the City of Burien, Washington, has determined that it would be in the best interest and general welfare of the City of Burien and the North Highline Potential Annexation Area to annex certain property lying in an area north of existing City of Burien corporate boundary, referenced as the North Highline South Annexation Area; and

WHEREAS, the Growth Management Act and the King County Countywide Planning Policies encourage transition of unincorporated urban and urbanizing areas within Potential Annexation Areas from county governance to city governance; and

WHEREAS, the North Highline South Annexation Area is within the City of Burien's Potential Annexation Area adopted pursuant to Burien City Council Ordinance No. 455; and

WHEREAS, on February 2, 2009, the City Council of the City of Burien adopted Resolution No. 288 which directed the City Clerk to file with the King County Boundary Review Board a notice of intent to annex the North Highline South Annexation Area, and

WHEREAS, the Boundary Review Board held a public hearing on the proposed annexation on March 30, 2009, and

WHEREAS, the Boundary Review Board approved the annexation on April 16, 2009 within a modified legal description of the North Highline South Annexation Area boundaries, which boundaries are legally described in Exhibit "A" attached hereto and incorporated by the reference as though fully set forth herein, and

WHEREAS, the City Council on April 27, 2009 passed Resolution No. 292 calling for a special election to be held in conjunction with the primary election on August 18, 2009 and to submit the question of annexation as a ballot question as authorized by RCW 35A.14.085, and

WHEREAS, the qualified voters within the North Highline South Annexation Area boundaries voted at the primary election to approve annexation as presented in the ballot question, and

WHEREAS, the City intends to adopt an ordinance or ordinances providing for implementation of interim zoning regulations applicable to the North Highline South Annexation Area upon the effective date of annexation as set forth herein,

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

Section 1. Annexation. That the City Council of the City of Burien does hereby determine that the annexation approved by the qualified voters within the North Highline South Annexation Area boundaries at the August 18, 2009 primary election, shall be made; and that, pursuant to this determination, the territory described in Exhibit "A", attached hereto and incorporated herein by this reference, is hereby annexed to and made a part of the City as of the effective date herein set forth.

Section 2. Application of Laws. That upon the effective date of annexation the territory described in Exhibit "A" shall on that date become subject to all the laws and ordinances of the City now in force or which may hereafter be enacted.

Section 3. Taxation. That, upon the effective date of annexation, the territory herein annexed shall assume and be assessed and taxed at the same rate and on the same basis as other property within the City as of the effective date of annexation; provided that, the territory annexed shall not assume any voter-approved, bonded indebtedness that existed as of that date.

Section 4. Solid Waste Collection Franchise. That, upon the effective date of annexation, the proper officers of the City shall promptly proceed with such procedures as are proper: (1) to issue the holder of any franchise providing solid waste collection services in the territory annexed herein, and canceled as a result of this annexation, a franchise authorizing continued solid waste collection activities, all in accordance with RCW 35A.14.900; and (2) the proper officers of the City are further authorized to negotiate an alternative agreement with the holder of any such canceled franchise as may be in the best interests of the City, subject to final action by the City Council.

Section 5. Filing. That, pursuant to RCW 35A.14.700, proper certification shall be given to the State Office of Financial Management.

Section 6. Effective Date. That the annexation of the territory described herein shall become effective on April 1, 2010.

Section 7. Severability. Should any section, paragraph, sentence, clause or phrase of this ordinance, or its application to any person or circumstance, be declared unconstitutional or otherwise invalid for any reason, or should any portion of this ordinance be pre-empted by state or federal law or regulation, such decision or pre-emption shall not affect the validity of the remaining portions of this ordinance or its application to other persons or circumstances.

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

CITY OF BURIEN

Joan McGilton, Mayor

ATTEST/AUTHENTICATED:

Monica Lusk, City Clerk

Approved as to form:

Chris Bacha, Interim City Attorney
Kenyon Disend, PLLC

Filed with the City Clerk:
Passed by the City Council:
Ordinance No.: 527
Date of Publication:

EXHIBIT A

BOUNDARIES OF THE PROPOSED NORTH HIGHLINE ANNEXATION AREA

The legal description of the boundaries of the proposed North Highline Annexation Area, located in Section 12, Township 23 North, Range 3 East, W.M. and in Sections 4, 5, 7, 8 and 9, Township 23 North, Range 4 East, W.M. and, all in King County, Washington, more particularly described as follows:

Beginning at the northeast corner of existing City of Burien as established by King County Ordinance 10236, said corner also being the intersection of the west margin of Des Moines Memorial Drive South (Des Moines Way South) with the north margin of South 128th Street said point being also on the city limits of SeaTac as established by King County Ordinance 8820 and situated in the Southwest quarter of Section 9, Township 23 North, Range 4 East, W.M., King County, Washington;

Thence easterly along said north margin of South 128th Street and said city limits of SeaTac to the east margin of Military Road South and an angle point in said north margin of South 128th Street and the city limits of Tukwila as established by City of Tukwila Ordinance 1574;

Thence continuing along said north margin of South 128th Street and said city limits of Tukwila to the intersection with the south line of Section 9, Township 23 North, Range 4 East, W.M.;

Thence east along the south line of said Section 9 to the intersection with a line lying 250 feet (measured perpendicular to) westerly of and parallel with the centerline of Pacific Highway South;

Thence northerly along said parallel line to the south line of the north 34 feet of the North half of the South half of the Southeast quarter of the Southeast quarter of said Section 9;

Thence continuing northerly along said parallel line which lies 250 feet westerly of and parallel with the centerline of Pacific Highway South a distance of 5 feet more or less to a point located opposite Highway Engineers Station PT 527 + 88.4 on said centerline;

Thence continuing northerly along said line, North 12°21'28" West a distance of 200.30 feet to the south line of the north half of the north half of the south half of the southeast quarter of the southeast quarter of said Section 9;

Thence along said south line, South 88°56'52" West to a point which lies 564.93 feet westerly of the west margin of Pacific Highway South when measured along said line;

Thence North 00°05'43" East to a point on the north line of the south half of the north half of the southeast quarter of the southeast quarter, said point being 453.07 feet westerly from the west margin of Pacific Highway South when measured along said line;

Thence westerly along said north line to a point which lies 609.72 feet east of the west line of the Southeast quarter of the Southeast quarter of said Section 9, said point also being the southwest corner of Lot "A" of City of Tukwila Boundary Line Adjustment No. L98-0033 recorded under Recorder's Number 9810059013, records of King County, Washington;

Thence northerly along the west line of said Lot "A" to a point on the north line of the southeast quarter of the southeast quarter of said Section 9 which is located 614.26 feet east of the northwest corner thereof, said point also being an angle point on the westerly line of said Lot "A";

Thence easterly along said north line to a point located 300 feet westerly of the west margin of Pacific Highway South when measured along said north line, said point also being an angle point in the westerly line of said Lot "A";

Thence northwesterly along the westerly line of Lots "A", "B", "C", and "D" of said City of Tukwila Boundary Line Adjustment to a point on the north line of the northeast quarter of the southeast quarter of Section 9 which is located 100 feet east of the northwest corner thereof, said point also being the northwest corner of said Lot "D";

Thence easterly along said north line to the westerly limited access line of PSH No. 1 (SR-99);

Thence generally northerly along said westerly limited access line to its intersection with the north margin of South 116th Way (South 116th Place);

Thence northwesterly along said north margin of South 116th Way to the new westerly right-of-way line and limited access line for Primary State Highway No. 1 (S.R. 99) as approved 7-23-57 and shown on Sheets 1 & 2 of 7;

Thence northerly along said new westerly right-of-way line to the intersection with the south margin of South 108th Street;

Thence departing from said city limits of Tukwila westerly along said south margin of South 108th Street to the intersection with the east line of the Southwest quarter of the Southwest quarter of Section 4, Township 23 North, Range 4 East, W.M.;

Thence north 30 feet along said east line to the southeast corner of the Northwest quarter of the Southwest quarter of said Section 4;

Thence west 30 feet along the south line of the Northwest quarter of the Southwest quarter of said Section 4 to the west margin of 20th Avenue South;

Thence northerly along said west margin of 20th Avenue South to the north line of the south 136 feet of the Northwest quarter of the Southwest quarter of said Section 4;

Thence westerly along the north line of the south 136 feet of the Northwest quarter of the Southwest quarter of said Section 4 to the intersection with the west line of said Section 4;

Thence southerly along the west line of said Section 4 to the north margin of South 112th Street;

Thence westerly along said north margin of South 112th Street to intersection with the north line of said Section 8;

Thence westerly along said north line to the intersection with the east margin of State Route 509;

Thence southerly along said east margin of State Route 509 to the north margin of South 116th Street;

Thence westerly along said north margin of South 116th Street and Southwest 116th Street to the west margin of 10th Avenue Southwest;

Thence northerly along said west margin of 10th Avenue Southwest to the north margin of Southwest 114th Street;

Thence westerly along said north margin of Southwest 114th Street to the east margin of 15th Avenue Southwest;

Thence northerly along said east margin of 15th Avenue Southwest to the south margin of Southwest 112th Street.

Thence westerly along said south margin of Southwest 112th Street to the east margin of Seola Beach Drive Southwest;

Thence southerly along said east margin of Seola Beach Drive Southwest to the intersection with the north line of Government Lot 3, Section 12, Township 23 North, Range 3 East, W.M. said point being the northwest corner of the existing City of Burien;

Thence easterly along said north line and the boundary of said existing City of Burien as established by King County Ordinance 10236 to the west margin of 30th Avenue Southwest;

Thence north 30 feet to the north margin of Southwest 116th Street;

Thence easterly along the north margin of Southwest 116th Street to the intersection with the east margin of 12th Avenue Southwest;

Thence southerly along said east margin of 12th Avenue Southwest to the east margin of Ambaum Boulevard Southwest;

Thence southerly along said east margin of Ambaum Boulevard Southwest to the intersection with the north margin of Southwest 128th Street;

Thence easterly along said north margin of Southwest 128th Street and South 128th Street, also being the Burien City Limits as established by King County Ordinance 10236, to the intersection with the west margin of Des Moines Memorial Drive South (Des Moines Way South) and the Point of Beginning.

**CITY OF BURIEN
AGENDA BILL**

Agenda Subject: Motion to Adopt Proposed Ordinance No. 531, Approving an Optional Downtown Burien Fee-In-Lieu of Parking Program and Amending the Burien Zoning Code		Meeting Date: January 11, 2010	73
Department: Community Development	Attachments: 1-Proposed Ordinance No. 531 2- Ord. 531 Exhibit A, Zoning Code Amendments	Fund Source: N/A Activity Cost: N/A Amount Budgeted: N/A Unencumbered Budget Authority: N/A	
Contact: Charles W. "Chip" Davis, Planner			
Telephone: (206) 248-5501			
Adopted Initiative: Yes No	Initiative Description: Implement Downtown Parking Study		
PURPOSE/REQUIRED ACTION: The purpose of this agenda item is for the Council to consider adopting an ordinance approving an ordinance and amendments to the City's Zoning Code relating to the implementation of an optional Fee-in-Lieu of Parking Program for Downtown Burien.			
BACKGROUND (Include prior Council action & discussion): In 2005, Burien began a study of downtown parking capacity and demand which culminated in a February 2007 Downtown Parking Stakeholder Group Report. That report included as one recommendation the use of a fee-in-lieu of parking program to eliminate a possible barrier to downtown development and provide another tool to encourage small business reuse and/or redevelopment of existing parcels. The proposed Fee-In-Lieu of Parking Program replaces the current minimum on-site parking requirements for commercial and mixed-use development and creates a funding source for construction of additional public parking in downtown. Funds are reserved for the provision of public parking in the Downtown Commercial and Old Burien zones or for other projects which reduce the demand for parking in downtown, as determined by the City Council. Implementation of the program is a reasonable measure which is in line with the policy direction of Comprehensive Plan Goal TR-9 Parking to facilitate development of downtown into a denser, pedestrian-friendly, transit supportive and high-quality multiple-use urban center. The Burien Business and Economic Development Partnership (BEDP) discussed the proposed program at their August 14, 2009 meeting and the Planning Commission held several public meetings related to the program, including a public hearing on December 15, 2009. The Planning Commission recommended approval of the proposed ordinance and zoning code amendments following the public hearing at their December 15, 2009 meeting. The proposed ordinance (see Attachment 1) and proposed Exhibit A containing amendments to the Burien Zoning Code implementing the program (see Attachment 2) are submitted for your review and approval.			
OPTIONS (Including fiscal impacts): 1. Modify the proposed ordinance, including new supportive findings.			
Administrative Recommendation: Adopt proposed Ordinance No. 531, granting approval of the Fee-in-Lieu of Parking Program and amending the Burien Zoning Code.			
Committee Recommendation: N/A			
Advisory Board Recommendation: The Planning Commission unanimously recommended approval of of the proposed ordinance and zoning code amendments.			
Suggested Motion: Move to Adopt Ordinance No. 531, approving the Fee-in-Lieu of Parking Program and amending the Burien Zoning Code.			
Submitted by: Charles W. "Chip" Davis Administration 		Mike Martin City Manager 	
Today's Date: January 6, 2010		File Code: \\File01\records\CC\Agenda Bill 2010\011110cd-1 Fee-In-Lieu of Parking.docx	

CITY OF BURIEN, WASHINGTON

ORDINANCE NO. 531

AN ORDINANCE OF THE CITY OF BURIEN, WASHINGTON, AMENDING TITLE 19 OF THE BURIEN MUNICIPAL CODE RELATED TO ZONING; ESTABLISHING AN OPTIONAL FEE-IN-LIEU OF PARKING PROGRAM FOR PARKING RELATED IMPROVEMENTS IN DOWNTOWN BURIEN; SETTING FORTH POLICIES AND PROVISIONS FOR ADMINISTRATION OF THE PROGRAM; ESTABLISHING A PARKING CAPITAL FUND; PROVIDING FOR SEVERABILITY AND ESTABLISHING AN EFFECTIVE DATE.

WHEREAS, the Burien Comprehensive plan encourages sustainable development in the Downtown Commercial and Old Burien zones “by: ...enhancing the downtown area, including reusing existing structures, facilities, and infrastructure and modifying them according to our current needs and technology; and balancing community needs for capital facilities and services with the ability to finance them...”; and

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

WHEREAS, the Burien Comprehensive Plan also contains Goal TR-9 Parking which outlines Objectives and Policies related to establishing coordinated parking strategies that achieve the City’s overall goals for economic activity, transportation and circulation, existing and future land use and downtown design; and

WHEREAS, the Burien Comprehensive Plan directs that the downtown area “evolve over time from a sprawling, inefficient, auto-oriented, moderate quality suburban shopping area to a dense, distinctive, pedestrian-friendly, transit supportive, high-quality multiple-use urban center”; and

WHEREAS, it is sometimes difficult in the downtown area to provide the required parking, urban density and pedestrian friendly, transit-supportive design on the same piece of property; and

WHEREAS, Burien Municipal Code Chapter 19.20.030.2 currently requires a parking plan based on parking demand for all new commercial development in the DC (Downtown Commercial) and SPA-1 (Old Burien) Zones to establish the minimum number of on-site

76 parking spaces for the development, in accordance with BMC 19.47 Downtown Design Standards; and

WHEREAS, in general, it is recognized that constructing on-site parking improvements is preferred to payments in lieu of construction, in certain instances, it may be in the best interest of the community to accept payments in lieu of construction to provide for parking improvements that will help maintain or assist in redevelopment of the DC and SPA-1 zones into a compact urban form; and

WHEREAS, the purpose for establishment of a Fee-in-Lieu of parking program is to support redevelopment of downtown Burien into a vibrant, pedestrian friendly, and transit supportive urban form, while supporting economic development through avoidance of negative impacts related to development of on-site parking and through creation of a funding source for provision of additional publicly available parking; and

WHEREAS, the Fee-in- Lieu Program would allow development in the DC and SPA-1 zones, under some circumstances, to pay a fee for each parking space that otherwise would have been required, rather than construct the parking space; and

WHEREAS, optional Fee-in-Lieu programs with a fixed fee per stall, indexed to approximately 70 percent of the cost of developing parking stalls has been found to be a successful approach in other cities; and

WHEREAS, the fund into which the fee is paid would be reserved for future provision of publicly accessible parking spaces in the DC and SPA-1 zones or for other uses determined by the City Council to reduce the demand for parking in the DC and SPA-1 zones; and

WHEREAS, the Burien Business and Economic Development Partnership (BEDP) discussed the proposed program and amendments at their August 14, 2009 meeting; and

WHEREAS, the Planning Commission held three public meetings on July 28, 2009, August 25, 2009 and December 8, 2009, to discuss the proposed amendments; and

WHEREAS, the Planning Commission held a public hearing on December 15, 2009 to receive citizens' comments on the proposed amendments; and

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

WHEREAS, the City Council held a public meetings on January 4, 2010 and January 11, 2010 to review and discuss the proposed program and amendments.

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

Section 1. Fee-in-Lieu of Parking Program Established. The City Council of Burien hereby establishes a Fee-in-Lieu of Parking program with the objective of furthering implementation of the City of Burien Comprehensive Plan policies and amends Title 19, as shown on Exhibit A incorporated by reference as if fully set forth herein.

Section 2. Per Space Fee and Payment. The per-parking space fee for this program shall be uniform throughout the DC and SPA-1 zones and initially set to recover approximately 70 percent to 80 percent of the City's cost for developing a surface parking stall, based on City of Burien cost data. As the downtown develops into a more dense urban environment, the City may choose to increase the fee to more closely reflect the full cost of developing structured parking. The fee associated with this Fee-in-Lieu Program is established as of the effective date of this ordinance to be \$7,000 for each parking space the City grants the developer an option not to construct. The fee shall be adjusted annually, based on changes in the State of Washington Department of Transportation's Construction Cost Index. The actual in-lieu of parking fee amount to be paid shall be the current fee at the time of payment. The Fee-in-Lieu Parking Program fee shall be paid in full to the City, prior to the issuance of building permits for the building or the portion of the building thereof associated with the fees.

Section 3. Parking Capital Fund Established. A parking capital fund shall be established, and revenue from the Fee-in-Lieu payments shall be deposited into said fund. Fee-in-Lieu Parking Program fees and all the interest earnings on those fees shall be limited in use to provision of publicly accessible parking or other expenditures reasonably anticipated to reduce parking demand in the DC and SPA-1 zones. Other funds deemed by the City Council as appropriate for parking capital development, long term leasing, or for use in satisfying the terms of a public private partnership agreement to develop parking facilities or for other expenditures reasonably anticipated to reduce parking demand in the DC and SPA-1 zones may be deposited to said parking capital fund. The parking capital fund will be managed by the Finance Department.

Section 4. Project Implementation. City projects funded in association with the Fee-in-Lieu Parking Program may be implemented either by the construction of publicly accessible parking spaces or for other qualifying uses through the City's Capital Improvement Program or by disbursement of funds to a developer constructing publicly accessible parking improvements in accordance with a public-private partnership agreement. Parking capital funds may also be used to convert existing private parking spaces to publicly accessible parking spaces through the purchase or long term lease of underutilized private parking spaces, or for other activities to reduce the demand for parking in the DC and SPA-1 Zones. Planning for parking capital improvement projects funded by Fee-in-Lieu of Parking Program fees will be initiated at the discretion of the City Manager, contingent upon budget approval by the City Council. It should be recognized that to provide for a logical and cost effective construction of parking improvements, projects funded by Fee-in-Lieu Parking Program fees may be phased and may be

78 constructed such that the parking spaces do not directly serve the parcels from which the fee was collected.

Section 5. Program Review. The fee-amount and performance of the Fee-in-Lieu program shall be reviewed biennially, with the initial report made to the City Council beginning in January of the second full calendar year following the effective date of this ordinance.

Section 6. Severability. Should any section, paragraph, sentence, clause or phrase of this ordinance, or its application to any person or circumstance, be declared unconstitutional or otherwise invalid for any reason, or should any portion of this ordinance be pre-empted by state or federal law or regulation, such decision or pre-emption shall not affect the validity of the remaining portions of this ordinance or its application to other persons or circumstances.

Section 7. Effective Date. This ordinance shall be published in the official newspaper of the City, and shall take effect and be in full force five (5) days after the date of publication.

ADOPTED BY THE CITY COUNCIL AT A REGULAR MEETING THEREOF ON THE _____ DAY OF _____, 2010, AND SIGNED IN AUTHENTICATION OF ITS PASSAGE THIS _____ DAY OF _____, 2010.

CITY OF BURIEN

Mayor

ATTEST/AUTHENTICATED:

Monica Lusk, City Clerk

Approved as to form:

Christopher Bacha, Interim, City Attorney
Kenyon Disend, PLLC

Filed with the City Clerk:
Passed by the City Council:
Ordinance No. 531
Date of Publication:

EXHIBIT A
AMENDED SECTIONS OF TITLE 19
RELATING TO FEE-IN-LIEU OF PARKING PROGRAM
IMPLEMENTATION

19.10 Definitions

19.10.005	User Guide.	19.10.084	Critical aquifer recharge areas
19.10.010	Accessory	19.10.085	Critical areas
19.10.012	Accessory living quarters	19.10.090	Critical facility
19.10.015	Adjoining	19.10.095	Cultural facility
19.10.017	Adult entertainment facilities	19.10.100	Day care center
19.10.018	Airplane unit load device	19.10.105	Day care operation
19.10.019	Alley	19.10.107	Deciduous
19.10.020	Alteration	19.10.108	Deck
19.10.025	Amusement arcade	19.10.110	Director
19.10.026	Animal, small	19.10.111	Ditches
19.10.027	Antenna	19.10.112	Domestic fowl
19.10.030	Applicant	19.10.115	Dwelling unit
19.10.031	Aquifer	19.10.120	Dwelling unit, accessory
19.10.032	Architectural scale	19.10.123	Dwelling unit, apartment
19.10.035	Arterial street	19.10.124	Dwelling unit, primary
19.10.036	Articulation	19.10.125	Dwelling unit, townhouse
19.10.037	Artwork	19.10.130	Dwelling unit, senior citizen assisted
19.10.038	Balcony		
19.10.038.2	Base flood	19.10.135	Dwelling unit, single detached
19.10.038.3	Base flood elevation		
19.10.038.5	Bed and breakfast establishment	19.10.140	Eating and drinking establishment
19.10.038.6	Beehive	19.10.141	Endangered Species Act
19.10.038.7	Best available science	19.10.142	Enhancement
19.10.038.8	Best management practices (BMPs)	19.10.143	Equipment enclosure
19.10.039	Blank walls	19.10.144	Equipment, heavy
19.10.040	Buffer	19.10.145	Erosion
19.10.045	Building	19.10.150	Erosion hazard areas
19.10.050	Building coverage	19.10.155	Essential public facility
19.10.051	Building Modulation	19.10.157	Evergreen
19.10.052	Camouflaged	19.10.158	FAA
19.10.054	Cargo container	19.10.159	Facade
19.10.055	Cemetery	19.10.160	Family
19.10.056	Class A pedestrian-oriented street	19.10.165	Family day care home I
19.10.057	Class B pedestrian-oriented street	19.10.170	Family day care home II
19.10.058	Collocation	19.10.173	FCC
19.10.060	Community facility	19.10.174	Federal Emergency Management Agency
19.10.065	Community residential facility	<u>19.10.174.2</u>	(FEMA) floodway <u>Fee-In-Lieu</u>
19.10.067	Compensatory mitigation	19.10.175	Fence
19.10.068	Confinement area	19.10.177	Fish Habitat
19.10.070	Construction code	19.10.179.1	Flood fringe
19.10.073	Continuing use	19.10.179.2	Flood hazard areas
19.10.075	Convenience auto service	19.10.179.3	Flood Insurance Rate Map
19.10.080	Convenience retail	19.10.179.4	Flood Insurance Study for King County
19.10.081	Cornice	19.10.179.5	Flood protection elevation
19.10.083	Courtyard	19.10.179.6	Floodplain
		19.10.179.7	Floodproofing

19.10.174.2 Fee-In-Lieu -- The *Fee-in-Lieu* program allows commercial development in certain zones, under some circumstances, to pay a fee for each parking space that otherwise would have been required, rather than construct the parking space.

19.10.175 Fence - A barrier for the purpose of enclosing space or separating *lots*, composed of:

1. Masonry or concrete walls, excluding retaining walls; or
2. Wood, metal or concrete posts connected by boards, rails, panels, wire or mesh.

19.10.177 Fish Habitat -- Habitat that is used by fish at any life stage at any time of the year, including potential habitat likely to be used by fish that could be recovered by restoration or management and includes off-channel habitat. [Ord. 394 § 1, 2003]

19.10.179.1 Flood fringe -- That portion of the *floodplain* outside of the *zero-rise floodway* which is covered by floodwaters during the *base flood*, generally associated with standing water rather than rapidly flowing water. [Ord. 394 § 1, 2003]

19.10.179.2 Flood hazard areas -- Those areas subject to inundation by the *base flood* including, but not limited to, *streams*, lakes, *wetlands* and closed depressions. [Ord. 394 § 1, 2003]

19.10.179.3 Flood Insurance Rate Map -- The official map on which the Federal Insurance Administration has delineated some areas of flood hazard. [Ord. 394 § 1, 2003]

19.10.179.4 Flood Insurance Study for King County -- The official report provided by the Federal Insurance Administration which includes flood profiles and the *Flood Insurance Rate Map*. [Ord. 394 § 1, 2003]

19.10.179.5 Flood protection elevation -- An elevation which is one foot above the *base flood elevation*. [Ord. 394 § 1, 2003]

19.10.179.6 Floodplain -- The total area subject to inundation by the *base flood*. [Ord. 394 § 1, 2003]

19.10.179.7 Floodproofing -- Adaptations which will make a *structure* that is below the *flood protection elevation* substantially impermeable to the passage of water and resistant to hydrostatic and hydrodynamic loads including the impacts of buoyancy. [Ord. 394 § 1, 2003]

19.10.179.8 Floodway, zero-rise -- The channel of a *stream* and that portion of the adjoining *floodplain* which is necessary to contain and discharge the *base flood* flow without any measurable increase in flood height. A measurable increase in *base flood* height means a calculated upward rise in the *base flood elevation*, equal to or greater than .01 foot, resulting from a comparison of existing conditions and changed conditions directly attributable to development in the *floodplain*. This definition is broader than that of the *FEMA floodway*, but always includes the *FEMA floodway*. The boundaries of the 100-year *floodplain*, as shown on the *Flood Insurance Study for King County*, are considered the boundaries of the zero-rise floodway unless otherwise delineated by a *critical area* study. [Ord. 394 § 1, 2003]

19.10.180 Footprint -- The exterior outline of a *structure* where it meets the earth.

DIRECTIONS: FIRST, read down to find use... THEN, across for REGULATIONS											
<div style="border: 1px solid black; padding: 5px; display: inline-block;"> DC Zone </div> USE ↓	↓REGULATIONS	Special Review Process (See Ch. 19.65)	MINIMUMS		MAXIMUMS			Landscape Category (See Ch. 19.25)	Minimum Required Parking Spaces (See Ch. 19.20)	Special Regulations (See also Section 19.15.025.1 and Miscellaneous Use, Development and Performance Standards Ch. 19.17)	
			Lot Area	SETBACKS		Lot Coverage					Building Height
				Front Setback	Interior Setback	Building Coverage	Impervious Surface Coverage				
19.15.025.2 <i>Mixed Use</i>	None	None	0'	0'	85%	95%	See Sec. 19.15.025 .1.F	E	See Sec. 19.20.030.2 [Ord. 292 § 6, 2000] See Sec. 19.20.040.3.B	1. Must have at least two <i>uses</i> listed in Sec. 19.15.025. 2. At least 75% of the <i>gross floor area</i> located at <i>street</i> level must be devoted to non-residential <i>uses</i> . 3. The following are not permitted: motor vehicle sales and rental; boat sales and rental; <i>recycling center</i> ; pawn shops and <i>self-service storage facility</i> .	
19.15.025.3 <i>Retail</i>	None	None	0'	0'	85%	95%	See Sec. 19.15.025 .1.F	E	See Sec. 19.20.030.2 [Ord. 292 § 6, 2000] See Sec. 19.20.040.3.B	1. The following are not permitted: motor vehicle sales and rental; boat sales and rental; <i>recycling center</i> ; pawn shops and <i>self-service storage facility</i> . 2. Repair uses are permitted subject to the following conditions: <ul style="list-style-type: none"> a) All activities shall be conducted indoors; and b) Patrons wishing services must be able to carry item(s) in by hand (examples include watch, shoe, jewelry and small hand tool repair); and c) The Director has the final determination on what constitutes small-scale repair uses consistent with the purpose and intent of the zone and all applicable comprehensive plan policies. [Ord. 484 § 1, 2008] 	
19.15.025.4 <i>Dwelling Units</i>	None	None	0'	0'	85%	95%	See Sec. 19.15.025 .1.F	E	See Sec. 19.20.030.2 [Ord. 292 § 6, 2000]	1. Not permitted at <i>street</i> level abutting a <i>Class A Pedestrian-Oriented Street</i> . 2. All resident parking must be in structured parking (such as garages or <i>under-building</i> or underground parking). Carports are not considered structured parking. 3. Exterior hallways and corridors are not allowed.	

DIRECTIONS: FIRST, read down to find use... THEN, across for REGULATIONS											
<div style="border: 1px solid black; padding: 5px; display: inline-block;"> DC Zone </div> USE ↓	↓REGULATIONS	Special Review Process (See Ch. 19.65)	MINIMUMS		MAXIMUMS			Landscape Category (See Ch. 19.25)	Minimum Required Parking Spaces (See Ch. 19.20)	Special Regulations (See also Section 19.15.025.1 and Miscellaneous Use, Development and Performance Standards Ch. 19.17)	
			Lot Area	SETBACKS		Lot Coverage					Building Height
				Front Setback	Interior Setback	Building Coverage	Impervious Surface Coverage				
19.15.025.5 <i>Community Facility</i> <i>Cultural Facility</i> <i>Eating and Drinking Establishment</i> <i>Government Facility</i> <i>Lodging Facility</i> <i>Office</i> <i>Private Club</i> <i>Public Park and Recreation Facilities</i> <i>Recreational Facility</i> <i>School</i> <i>Theater</i>	None	None	0'	0'	85%	95%	See Sec. 19.15.025 .1.F	E	See Sec. 19.20.030.2 (Ord. 292 5-6, 2000) See Sec. 19.20.040.3.B	1. Auto rental is permitted as an <i>accessory use</i> to a <i>lodging facility</i> . The maximum number of cars allowed is the lesser of 30 cars or 5% of the total number of parking spaces on the <i>site</i> . The rental desk must be inside the <i>lodging facility building</i> . 2. Repair uses are permitted subject to the following conditions: a) All activities shall be conducted indoors; and b) Patrons wishing services must be able to carry item(s) in by hand (examples include watch, shoe, jewelry and small hand tool repair); and c) The Director has the final determination on what constitutes small-scale repair uses consistent with the purpose and intent of the zone and all applicable comprehensive plan policies. [Ord. 484 § 1, 2008]	
	19.15.025.6 <i>Family Day Care Home I and II</i>	None	See Special Regulation 1						E	See Sec. 19.20.030.2 (Ord. 292 5-6, 2000) See Sec. 19.20.040.3.B	1. Must comply with requirements of the <i>primary use</i> . 2. <i>Family Day Care Home II</i> : Must provide State certification of safe passenger loading area. 3. Use of the <i>Fee-In-Lieu of Parking Program in BMC 19.20.040.3.B</i> is an option for this use.
	19.15.025.7 <i>Day Care Center</i>	None	None	0'	0'	85%	95%	See Sec. 19.15.025 .1.F	E	See Sec. 19.20.030.2 (Ord. 292 5-6, 2000) See Sec. 19.20.040.3.B	1. Must provide State certification of safe passenger loading area.

DIRECTIONS: FIRST, read down to find use... THEN, across for REGULATIONS											
<div style="border: 1px solid black; padding: 5px; display: inline-block;"> DC Zone </div> USE ↓	↓REGULATIONS	Special Review Process (See Ch. 19.65)	MINIMUMS		MAXIMUMS			Landscape Category (See Ch. 19.25)	Minimum Required Parking Spaces (See Ch. 19.20)	Special Regulations (See also Section 19.15.025.1 and Miscellaneous Use, Development and Performance Standards Ch. 19.17)	
			<i>Lot Area</i>	SETBACKS		Lot Coverage					<i>Building Height</i>
				<i>Front Setback</i>	<i>Interior Setback</i>	<i>Building Coverage</i>	<i>Impervious Surface Coverage</i>				
19.15.025.8 <i>Religious Facility</i> [Ord. 479 § 1, 2007]	None	None.	0'	0'	85%	95%	See Sec. 19.15.025 .1.F	E	See Sec. 19.20.030.2 [Ord. 292 § 6, 2000] See Sec. 19.20.040.3.B		
19.15.025.9 <i>Public Utility</i>	Type 1	None	0'	0'	85%	95%	35 feet	E	See Sec. 19.20.030.2 [Ord. 292 § 6, 2000] See Sec. 19.20.040.3.B	1. Shall be designed, located, constructed and buffered to blend in with their surroundings and minimize adverse impacts on adjacent properties. Special attention shall be given to minimizing noise, light and glare impacts.	
19.15.025.10 <i>Essential Public Facility</i>	Type 3									1. Shall be designed, located, constructed and buffered to blend in with their surroundings and minimize adverse impacts on adjacent properties. Special attention shall be given to minimizing noise, light and glare impacts. 2. Shall comply with criteria for siting found in the Burien Comprehensive Plan.	
19.15.025.11 <i>Personal Wireless Service Facility</i>	See Chapter 19.50										

Note: All landscape categories added by Ord. 293, 2000

DIRECTIONS: FIRST, read down to find use... THEN, across for REGULATIONS											
<div style="border: 1px solid black; padding: 5px; display: inline-block;"> SPA-1 Old Burien </div> USE ↓	↓REGULATIONS	Special Review Process (See Ch. 19.65)	MINIMUMS		MAXIMUMS			Landscape Category (See Ch. 19.25)	Minimum Required Parking Spaces (See Ch. 19.20)	Special Regulations (See also Section 19.15.055.1 and Miscellaneous Use, Development and Performance Standards Ch. 19.17)	
			Lot Area	SETBACKS		Lot Coverage					Building Height
				Front Setback	Interior Setback	Building Coverage	Impervious Surface Coverage				
19.15.055.2 <i>Retail</i> <i>Office</i> <i>Recreational Facility</i>	None	None	0'	0'	85%	85%	3 stories	E	See See- 19.20.030. 2 (Ord. 523 §1, 2009) See Sec. 19.20.040. 3.B	1. The following are not permitted: motor vehicle sales and rental; boat sales and rental; <i>recycling center</i> ; and <i>self-service storage facility</i> . 2. For <i>retail use</i> , maximum <i>gross floor area per building</i> is 25,000 s.f. Up to 30,000 s.f. may be approved through a Type 1 review process. 3. Distribution, wholesaling, repair or manufacturing that support the <i>primary use</i> are allowed as an <i>accessory use</i> . 4. An <i>amusement arcade</i> is allowed as an <i>accessory use</i> .	
19.15.055.3 <i>Eating and Drinking Establishment</i>	None	None	0'	0'	85%	85%	2 stories	E	See See- 19.20.030. 2 (Ord. 523 §1, 2009) See Sec. 19.20.040. 3.B	1. Distribution, wholesaling or manufacturing that support the <i>primary use</i> are allowed as an <i>accessory use</i> . 2. An <i>amusement arcade</i> is allowed as an <i>accessory use</i> .	
19.15.055.4 <i>Lodging Facility</i> <i>Cultural Facility</i> <i>Community Facility</i> <i>School</i>	Type 1	None	0'	0'	85%	85%	4 stories	E	See See- 19.20.030. 2 (Ord. 292 § 6, 2000) See Sec. 19.20.040. 3.B		
19.15.055.5 <i>Family Day Care Home I and II</i>	None	See Special Regulation 1								1. Must comply with requirements of the <i>primary use</i> . 2. <i>Family Day Care Home II</i> : Must provide State certification of safe passenger loading area. 3. Use of the <i>Fee-In-Lieu of Parking Program in BMC 19.20.040.3.B</i> is an option for this use.	

DIRECTIONS: FIRST, read down to find use... THEN, across for REGULATIONS											
<div style="border: 1px solid black; padding: 5px; display: inline-block;"> SPA-1 Old Burien </div> USE ↓	REGULATIONS	Special Review Process (See Ch. 19.65)	MINIMUMS		MAXIMUMS			Landscape Category (See Ch. 19.25)	Minimum Required Parking Spaces (See Ch. 19.20)	Special Regulations (See also Section 19.15.055.1 and Miscellaneous Use, Development and Performance Standards Ch. 19.17)	
			Lot Area	SETBACKS		Lot Coverage					Building Height
				Front Setback	Interior Setback	Building Coverage	Impervious Surface Coverage				
19.15.055.6 <i>Day Care Center</i>	None	None	0'	0'	85%	85%	2 stories	E	See Sec. 19.20.030.2 (Ord. 292 5-6, 2000) See Sec. 19.20.040.3.B	1. Must provide State certification of safe passenger loading area.	
19.15.055.7 <i>Mixed Use</i>	Type 1	None	0'	0'	85%	85%	3 stories	E	See Sec. 19.20.030.2 (Ord. 292 5-6, 2000) See Sec. 19.20.040.3.B	1. Maximum residential density is 24 dwelling units per acre. 2. Shall provide retail and/or eating and drinking establishment uses on the floor adjacent to a street, or if the site does not abut a street, on floor adjacent to parking lot. 3. At least 25% of the gross floor area must be designed and used for retail, office and/or eating and drinking establishment uses.	
19.15.055.8 <i>Public Park and Recreation Facilities</i>	Type 1	None. See Spec. Reg. 1	0'	0'	80%	85%	3 stories	E	See Sec. 19.20.030.2 (Ord. 292 5-6, 2000) See Sec. 19.20.040.3.B	1. Lighting for structures and fields shall be directed away from residential areas.	
19.15.055.9 <i>Government Facility</i> <i>Private Club</i> <i>Religious Facility</i>	Type 1	None	0'	0'	80%	85%	3 stories	E	See Sec. 19.20.030.2 (Ord. 292 5-6, 2000) See Sec. 19.20.040.3.B		

DIRECTIONS: FIRST, read down to find use... THEN, across for REGULATIONS											
<div style="border: 1px solid black; padding: 5px; display: inline-block;"> SPA-1 Old Burien </div> USE ↓	↓ REGULATIONS	Special Review Process (See Ch. 19.65)	MINIMUMS		MAXIMUMS			Landscape Category (See Ch. 19.25)	Minimum Required Parking Spaces (See Ch. 19.20)	Special Regulations (See also Section 19.15.055.1 and Miscellaneous Use, Development and Performance Standards Ch. 19.17)	
			Lot Area	SETBACKS		Lot Coverage					Building Height
				Front Setback	Interior Setback	Building Coverage	Impervious Surface Coverage				
19.15.055.10 <i>Public Utility</i>	Type 1	None	20'	30'	80%	85%	3 stories	E	See Sec. 19.20.030.2 (Ord. 292 § 6, 2000) See Sec. 19.20.040.3.B	1. Shall be designed, located, constructed and buffered to blend in with their surroundings and minimize adverse impacts on adjacent properties. Special attention shall be given to minimizing noise, light and glare impacts.	
19.15.055.11 <i>Essential Public Facility</i>	Type 3	Development standards shall be determined on a case-by-case basis through the Type 3 review process.								1. Shall be designed, located, constructed and buffered to blend in with their surroundings and minimize adverse impacts on adjacent properties. Special attention shall be given to minimizing noise, light and glare impacts. 2. Shall comply with criteria for siting found in the Burien Comprehensive Plan.	
19.15.055.12 <i>Personal Wireless Service Facility</i>	See Chapter 19.50										

Note: All landscape categories added by Ord. 293, 2000

19.20 Parking and Circulation

19.20.010	User guide.
19.20.020	Purpose.
19.20.030	General requirements.
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19.20.080	Commute trip reduction.
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19.20.100	Off-street parking plan design standards.
19.20.110	Off-street parking construction standards.
19.20.120	Internal circulation road standards.
19.20.130	Maintenance.

19.20.010 User Guide

This Chapter contains information on vehicle and pedestrian circulation area, parking areas and related improvements. Information on the number of *parking spaces* required for a particular *use* can be found in the use zone charts, BMC 19.15. However, this Chapter does provide a process for determining the case-by-case parking requirement for some *uses*. It also contains a process for increasing or decreasing the parking requirements of this Code, and a process for reducing/meeting the minimum off-street parking requirement through contribution to a parking *Fee-in-Lieu* program for commercial *uses* in certain land use zones. Finally, this Chapter contains requirements regarding the location and minimum dimensions of parking areas and other vehicular and pedestrian circulation areas. For regulations regarding vehicles parked on residential property, see Chapter 10.11 BMC. [Ord. 492 § 2, 2008, Ord. 292 § 1, 2000]

19.20.020 Purpose

The purpose of this chapter is to provide adequate parking for all *uses* allowed in this Code; to reduce demand for parking by encouraging alternative means of transportation including public transit, rideshare and bicycles; and to increase pedestrian mobility by:

1. Setting minimum off-street parking standards for different land *uses* that assure safe, convenient and adequately sized parking facilities;
2. Providing incentives to rideshare through preferred parking arrangements;
3. Providing for parking and storage of bicycles;
4. Providing safe direct pedestrian access from public *rights-of-way* to *structures* and between developments; ~~and~~
5. Requiring *uses* which attract large numbers of employees or customers to provide transit stops; ~~and~~
6. Providing for payment of a *Fee-in-Lieu* of providing off-street parking as otherwise required by BMC 19.20 for commercial uses in the DC and SPA-1 zones.

[Ord. 292 § 1, 2000]

19.20.030 General requirements

1. **Parking Plan Required.** Prior to issuance of any permits for a new *building, structure* or *use*, or for the enlargement of an existing *building, structure* or *use* that requires off-street parking, the *applicant* shall submit a parking plan for approval by the *Director*. This plan shall contain all design features and elements necessary to show compliance with this Chapter.
2. **Parking Requirement Not Specified.** If this Code does not specify a parking requirement for a *use*, the *Director* shall establish the minimum requirement based on a study of anticipated parking demand. In the study the *applicant* shall provide sufficient information to demonstrate that the parking demand for a specific *use* will be satisfied. Parking studies shall be prepared by a professional engineer with expertise in traffic and parking analyses, unless an equally qualified individual is authorized by the *Director*.
3. **Fee-in-Lieu Option.** The minimum number of stalls to be provided through payment of a *Fee-in-Lieu* of parking as allowed by this Chapter shall be based on a schedule derived from Institute of Transportation Engineers (ITE) standard parking rates for Land Uses, as adjusted periodically to reflect Downtown Burien parking usage. This schedule may be amended as needed by the City Council.
 - A. The decision to allow or require payment in lieu of construction will be made by the decision maker of the underlying land use review or by the Director if a land use review is not required.
 - B. Provision of required parking through the *Fee-in-Lieu* program shall be optional on the part of the applicant and City, except that *Fee-in-Lieu* payment shall be required for existing buildings with a change of use that requires parking in excess of that available on-site or through a shared parking agreement.
 - C. Per Space Fee. The per space parking fee for this program shall be uniform throughout the DC and SPA-1 zones. The fee shall be adjusted annually, based on changes in the State of Washington Department of Transportation's Construction cost Index.
 - D. Fee Payment. All applicants shall pay the *Fee-in-Lieu* Parking Program fee in accordance with provisions of this chapter at the time that the applicable building permit or certificate of occupancy when a building permit is not required is ready for issuance. The actual *Fee-in-Lieu* payment shall be based upon the schedule in effect at the time of permit issuance.
 - E. Accounting. The City shall maintain a record of all of the properties that have met their required parking space obligation by paying the appropriate fee for the spaces.
 - F. Future Obligation. Payment of the *Fee-in-Lieu* of parking shall not relieve the development or property owner from any future obligation to participate financially in construction of publically accessible parking spaces through additional funding mechanisms (e.g. a local improvement district, business improvement district). Payment of the *Fee-in-Lieu* of parking does not guarantee the developer or property owner that parking spaces will be constructed for the sole use of or in the immediate proximity of that development.
 - G. Program Review. The fee-amount and performance of the *Fee-in-Lieu* program shall be reviewed biennially, with the initial report made to the City Council beginning in January of the second full calendar year following the effective date of the implementing ordinance.

34. If the *site* is in the DC zone, the requirements contained in BMC 19.47 supersede any conflicting provisions of this Chapter. The provisions of this Chapter that do not conflict with BMC 19.47 apply to DC-zoned properties.
45. Except as permitted with a temporary use permit pursuant to BMC 18.80, required *parking spaces* shall be available for the parking of operable passenger motor vehicles of customers, patrons, employees and residents only and shall not be used for any other purpose. [Ord. 292 § 1, 2000]

19.20.040 Computation of required off-street parking spaces

1. Number of Parking Spaces. Off-street parking areas shall contain at a minimum the number of *parking spaces* as stipulated in BMC 19.15. If the formula for determining the number of off-street *parking spaces* results in a fraction, the number of off-street *parking spaces* shall be rounded to the nearest whole number with fractions of .50 or greater rounding up and fractions below .50 rounding down. In the case of two or more *uses* on the same *site*, the total requirements for off-street parking shall be the sum of the requirements for each *use* computed separately, except as permitted in BMC 19.20.050 pertaining to shared parking. [Ord. 313 §1, 2000]
2. Guest Parking. For *tourhouse* or *apartment dwelling units*, the *Director* may require additional *parking spaces* for guests if there is inadequate guest parking proposed on the *site*, and
 - A. Adequate, safe on-street parking is not available, or
 - B. The on-street parking is located in or adjacent to an RS zone.
3. Modification of Number of Required Parking Spaces.
 - A. An *applicant* may request a modification of the minimum required number of *parking spaces* by submitting a study of anticipated parking demand complying with BMC 19.20.030.2, proving that parking demand can be met with a reduced parking requirement. In such cases, the *Director* may approve a reduction of the minimum required number of *parking spaces* on a case-by-case basis.
 - B. In the DC and SPA-1 zone, the *applicant* may meet his/her parking obligation, computed using BMC 19.15, in either one of the following ways, ~~or a combination thereof~~:
 - i. By providing the required number of *parking spaces* in accordance with this Chapter the Fee-in-Lieu of Parking Demand Rate Schedule for Downtown Burien Zones as shown on Table 19.20-2.
 - ~~ii. With the consent of the *Director*, the *applicant* may provide, or pay the per space cost of providing the additional *parking spaces* in a municipal parking facility within the DC, SPA-3 or CR zones. The cost per *parking space* shall be established by the City Council.~~
 - ii. By performing a study of anticipated parking demand in accordance with BMC 19.20.030.2. Fee-in-Lieu of parking is not available if required parking is determined through a parking demand study.
 - iii. In accordance with BMC 19.20.030.3, the applicant may meet a portion of his/her parking obligation through contribution to a parking Fee-in-Lieu program. The cost per

parking space for the parking *Fee-in-Lieu* program shall be established by the City Council.

4. Parking for Shell Building Permits. When the city has received a shell building permit application, off-*street* parking requirements shall be based on the possible tenant improvements or *uses* authorized by the zone designation and compatible with the limitations of the shell permit. When the range of possible *uses* result in different parking requirements, the *Director* will establish the amount of parking based on a likely range of *uses*. The *Director* may deny a certificate of occupancy for an individual *use* if the number of *parking spaces* required by BMC 19.15 and this chapter are not provided.
5. Bicycle Parking. At least one bicycle parking slot for every 12 required motor vehicle *parking spaces* shall be provided in all non-residential developments. Bicycle parking shall be bike rack or locker-type parking facilities unless otherwise specified.
 - A. The *Director* may reduce bicycle parking facilities for patrons when it is demonstrated that bicycle activity will not occur at that location;
 - B. Bicycle parking facilities for patrons shall be located within 100 feet of the *building* entrance and shall be designed to allow either a bicycle frame or wheels to be locked to a *structure* attached to the pavement or building.
 - C. All bicycle parking and storage shall be located in safe, visible areas that do not impede pedestrian or vehicle traffic flow, and shall be well lit for nighttime use.
6. Handicapped Parking Requirements. Off-*street* parking and access for physically handicapped persons shall be provided in accordance with the Uniform Building Code, Vol. 1, Chapter 11 Accessibility, also known as the Washington State Regulations for Barrier Free Facilities. [Ord. 292 § 1, 2000]

19.20.050 Shared parking and access requirements.

Shared parking and access between *sites* and between different *uses* is encouraged. To ensure the long-term availability of the shared parking and/or access, a covenant, easement or other contract for shared parking and/or access between the cooperating property owners shall be approved by the *Director*. This document must be recorded with King County records and elections divisions as a deed restriction on both properties and cannot be modified or revoked without the consent of the *Director*. If any requirements for shared parking are violated, the affected property owners must provide a remedy satisfactory to the *Director* or provide the full amount of required off-*street* parking for each *use*, in accordance with the requirements of this chapter, unless a satisfactory alternative remedy is approved by the *Director*. [Ord. 292 § 1, 2000]

19.20.060 Loading space requirements.

1. *Loading spaces* shall be located so that trucks shall not obstruct pedestrian or vehicle traffic movement or project into any public *right-of-way*. All *loading space* areas shall be separated from required parking areas and shall be designated as truck *loading spaces*.
2. Any *loading space* located within 100 feet of an RS or RM zone shall be *screened* and operated to reduce noise and visual impacts. Noise mitigation measures may include architectural or structural barriers, berms, walls, or restrictions on the hours of operation. [Ord. 292 § 1, 2000]

19.20.070 Stacking spaces for drive-through facilities.

A drive-through facility shall be designed and located so that sufficient stacking space is provided for handling of motor vehicles using such facility during peak business hours of the facility. A stacking space shall be an area measuring eight feet by 20 feet with direct forward access to a service window of a drive-through facility. Stacking spaces and the entrance and exit for the drive-through facility shall be located to prevent any vehicles from extending onto the public *right-of-way*, or interfering with any pedestrian circulation, traffic maneuvering, or other *parking space* areas. Stacking spaces shall not be counted as required *parking spaces*. [Ord. 292 § 1, 2000]

19.20.080 Commute trip reduction.

All major employers (as defined by state law) shall demonstrate compliance with requirements of local and state laws on commute trip reduction (CTR). [Ord. 292 § 1, 2000]

19.20.090 Pedestrian circulation and access.

1. All *uses*, except *single detached dwelling units*, shall provide pedestrian access onto the *site*. Pedestrian access points shall be provided at all pedestrian arrival points to the development including the property edges, adjacent *lots*, abutting *street* intersections, crosswalks, and at transit stops. Pedestrian access shall be coordinated with existing development to provide circulation patterns between developments.
2. Pedestrian walkways shall form an on-*site* circulation system that minimizes the conflict between pedestrians and traffic at all points of pedestrian access to on-*site* parking and *building* entrances, and between *buildings*.
3. Pedestrian access and walkways shall comply with City of Burien development standards and meet the following minimum design standards:
 - A. Access and walkways shall be well-lit and physically separated from driveways and *parking spaces* by *landscaping*, berms, barriers, grade separation or other means to protect pedestrians from vehicular traffic;
 - B. Access and walkways shall be a minimum of 5 feet of unobstructed width and meet City standards for surfacing of walkways or sidewalks;
 - C. Access shall be usable by mobility impaired persons and shall be designed and constructed to be easily located by the sight-impaired pedestrian by either grade change, texture or other equivalent means;
 - D. A crosswalk shall be required when a walkway crosses a driveway or a paved area accessible to vehicles. Raised crosswalks or speed bumps may be required at all points where a walkway crosses the lane of vehicle travel. [Ord. 292 § 1, 2000]

19.20.100 Off-street parking plan design standards.

1. Parking Area Location: Off-*street* parking shall be located on the same *site* as the development served by the parking. The *Director* may approve off-*site* parking for *uses* located in zones other than RS or RM, if:

- A. The *applicant* provides an acceptable alternative plan in the event that the off-*site* parking does not work, and
 - B. Appropriate legal documents establishing the off-*site* parking area are submitted for *Director* approval pursuant to BMC 19.20.050, and
 - C. Off-*street* parking for a *use* must be located in a zone that allows that *use*. For example, off-*street* parking for a *retail use* is not allowed in an RS zone.
2. Driveway Location, Design and Construction. Access between off-*street* parking areas and abutting public *streets* shall be designed, located and constructed in accordance with City of Burien development standards.
 3. Dead End Alley Access to Parking. No dead-end alley may provide access to more than eight required off-*street parking spaces*.
 4. Driveways and Parking Areas in *Setbacks*.
 - A. Driveways and parking areas for *single detached dwelling units* and *townhouse* or *apartment dwelling units* with individual garages or carports shall not exceed 20 feet in width in any required *setback*, except if:
 - i. The driveway/parking area serves a 3-car or larger garage; and
 - ii. No more than 15 percent of the required *setback* area is displaced by the driveway.
 - B. Driveways for all other developments may cross required *setbacks* or landscaped areas abutting a public *right-of-way* in order to provide access between the off-*street* parking areas and the *street*. Maximum width within the *setback* or landscaped area is 12 feet for one-way traffic and 24 feet for two-way traffic. A wider encroachment may be allowed, provided no more than 20 percent of the required *landscaping* or *setback* area is displaced by the driveway.
 5. Minimum Parking Space and Parking Lot Aisle Dimensions. The minimum *parking space* and *parking lot aisle* dimensions for the most common parking angles are shown on Table 19.20-1. For parking angles other than those shown on the chart, the minimum *parking space* and *parking lot aisle* dimensions shall be determined by the *Director*.
 6. Compact Parking Spaces. In any development containing more than 20 *parking spaces*, up to 50 percent of the total number of required *parking spaces* may be sized to accommodate compact cars. Each space shall be clearly identified as a compact car space by painting the word "COMPACT" in capital letters, a minimum of eight inches high, on the pavement at the base of the *parking space* and centered between the striping.
 7. Landscaping Requirements. Parking lots shall be landscaped in accordance with BMC 19.25.070.
 8. Additional Width Abutting Landscaped Area. Any *parking spaces* abutting a landscaped area on the driver or passenger side of the vehicle shall provide an additional 18 inches above the minimum space width requirement to provide a place to step other than in the landscaped area.

9. Reduction of Parking Space Depth. The *parking space* depth may be reduced up to 18 inches when vehicles overhang a walkway if the remaining walkway provides a minimum of 60 inches of unimpeded passageway for pedestrians.
10. Parking for Single Detached Dwelling Units.
 - A. *Dwelling units* may have tandem or end to end *parking spaces* for each *dwelling unit* but shall not combine parking for separate *dwelling units* in tandem parking areas.
 - B. All vehicle parking and storage must be in a garage, carport or on an approved *imperious surface*. Any *imperious surface* used for vehicle parking or storage must have direct and unobstructed driveway access. *Parking spaces* for a *single detached dwelling unit* shall be adequately sized and located to accommodate a standard-sized vehicle without the vehicle extending into the public *right-of-way* or *vehicular access easement or tract*.
11. Vanpool and Carpool Parking Design Standards. Vanpool/carpool parking areas shall meet the following minimum design standards:
 - A. A minimum vertical clearance of 7 feet 3 inches shall be provided to accommodate van vehicles if designated vanpool/carpool *parking spaces* are located in a parking structure; and
 - B. A minimum turning radius of 26 feet 4 inches with a minimum turning diameter (curb to curb) of 52 feet 5 inches shall be provided from *parking lot aisles* to adjacent carpool/vanpool *parking spaces*.
12. Parking Area Lighting. Lighting shall be provided for safety of traffic and pedestrian circulation on the *site*, as required by the Uniform Building Code. It shall be designed to minimize direct illumination of abutting properties and adjacent *streets*. The *Director* shall have the authority to waive the requirement to provide lighting. [Ord. 292 § 1, 2000]

19.20.110 Off-street parking construction standards.

1. Surfacing. Off-street parking areas shall have dust-free, all-weather surfacing. Off-street parking areas shall conform to City of Burien development standards.
2. Grading. *Grading* work for access and parking areas shall comply with City of Burien development standards.
3. Drainage. Drainage and erosion/sedimentation control facilities shall be provided in accordance with City of Burien development standards.
4. Parking Space Markings. Asphalt or concrete surfaced parking areas shall have *parking spaces* marked by surface paint lines or suitable substitute traffic marking material in accordance with the Washington State Department of Transportation Standards. Wheel stops or curbing are required where a parked vehicle would encroach on adjacent property, pedestrian access or circulation areas, *right-of-way* or landscaped areas.
5. Curbing. All access and parking areas shall be enclosed with cast in place vertical curbs or functionally equivalent structural barriers. [Ord. 479 § 1, 2007, Ord. 292 § 1, 2000]

Internal access roads to off-*street* parking areas shall conform with the surfacing and design requirements for private commercial roads set forth in City of Burien development standards. [Ord. 292 § 1, 2000]

19.20.130 Maintenance.

The property owner shall maintain all off-*street* access and parking areas. Maintenance shall include removal and replacement of dead and dying trees, grass and shrubs, removal of trash and weeds, and repair and maintenance of traffic control devices, *parking space* striping, signs, light standards, *fences*, walls, surfacing materials, curbs, railings and *landscaping*. [Ord. 292 § 1, 2000]

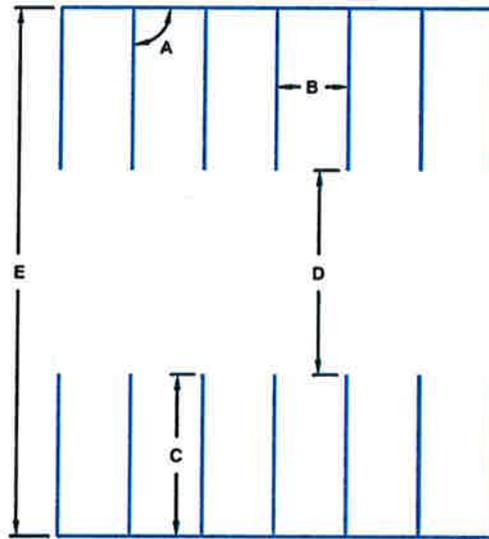
**TABLE 19.20-1
MINIMUM PARKING SPACE DIMENSIONS**

A Parking Space Angle	B Minimum Parking Space Width	C Minimum Parking Space Length	D Minimum Parking Lot Aisle Width		E Minimum Unit Width	
			1-Way	2-Way	1-Way	2-Way
0	Compact 7.5	18.0	10.0	20.0	25.0	35.0
	Standard 8.5	24.0	12.0	20.0	29.0	37.0
30	Compact 7.5	15.0	10.0	20.0	38.0	48.0
	Standard 8.5	16.5	10.0	20.0	42.0	52.0
45	Compact 7.5	15.0	11.0	20.0	42.82	51.82
	Standard 8.5	19.0	13.0	20.0	51.88	58.88
60	Compact 7.5	15.0	13.0	20.0	46.48	53.48
	Standard 8.5	19.0	17.5	20.0	58.9	61.4
75	Compact 7.5	15.0	16.5	20.0	49.36	52.86
	Standard 8.5	19.0	20.0	20.0	61.1	61.1
90	Compact 7.5	15.0	20.0	20.0	50.0	50.0
	Standard 8.5	19.0	24.0	24.0	62.0	62.0

[Ord. 292 § 1, 2000]

Also see Fig. 19.20-1

Figure 19.20-1



[Ord. 292 § 1, 2000]

TABLE 19.20-2
FEE-IN-LIEU OF PARKING
PARKING RATE DEMAND SCHEDULE FOR DOWNTOWN BURIEEN ZONES

LAND USE DESCRIPTION	ITE LAND USE CODE	UNIT VARIABLE	PARKING SUPPLY RATE
Hotel	310	Room	0.80
Business Hotel	312	Room	0.60
Motel	320	Room	0.80
Bowling Alley	437	Lane	2.70
Movie Theater with Matinee	444	Seats	0.20
Health/Fitness Club	492	1,000 sf. GFA	4.50
Athletic Club	493	1,000 sf. GFA	3.30
Church	560	1,000 sf. GFA	0.90
Day Care Center	565	1,000 sf. GFA	2.70
Museum	580	1,000 sf. GFA	0.70
Library	590	1,000 sf. GFA	2.40
Convention Center	595	Attendee	0.30
Office Building	701	1,000 sf. GFA	2.70
Medical-Dental Office Building	720	1,000 sf. GFA	3.10
Government Office Building	730	1,000 sf. GFA	3.20
US Post Office	732	1,000 sf. GFA	2.70
Judicial Complex	735	1,000 sf. GFA	2.70
Free-Standing Discount Store	815	1,000 sf. GFA	3.60
Hardware/Paint Store	816	1,000 sf. GFA	1.80
Shopping Center	820	1,000 sf. GFA	3.50
Tire Store	848	1,000 sf. GFA	2.60
Supermarket	850	1,000 sf. GFA	2.00
Apparel Store	870	1,000 sf. GFA	1.10
Pharmacy/Drugstore without Drive-Through Window	880	1,000 sf. GFA	1.70
Pharmacy/Drugstore with Drive-Through Window	881	1,000 sf. GFA	1.80
Furniture Store	890	1,000 sf. GFA	1.10
Carpet Store	892	1,000 sf. GFA	1.20
Video Rental Store	896	1,000 sf. GFA	2.30
Walk-In Bank	911	1,000 sf. GFA	2.20
Drive-In Bank	912	1,000 sf. GFA	2.30
Fast-Food Restaurant with Drive-Through Window	934	1,000 sf. GFA	9.00
Dry Cleaners	960	1,000 sf. GFA	1.10
Auto Sales/Service	1000	1,000 sf. GFA	3.60
Bar	1001	1,000 sf. GFA	12.40
Convenience/Gas	1002	Pump	1.80
Pool/Billiards, Martial Arts	1003	1,000 sf. GFA	12.40
General Retail	1004	1,000 sf. GFA	2.70
Strip Mall - Commercial	1005	1,000 sf. GFA	2.30
Retail-Associated Night Use	1010	1,000 sf. GFA	2.30
High-Turnover (Sit-Down) Restaurant (No bar or Lounge)	9321	1,000 sf. GFA	5.20
High-Turnover (Sit-Down) Restaurant (Bar or Lounge)	9322	1,000 sf. GFA	12.40
Fast-Food Restaurant without Drive-Through Window (Hamburger)	9331	1,000 sf. GFA	11.60
Fast-Food Restaurant without Drive-Through Window (non-Hamburger)	9332	1,000 sf. GFA	7.70

**CITY OF BURIEN
AGENDA BILL**

Agenda Subject: Discussion on Right-of-Way Property Acquisition Policy for Transportation, Drainage, and Utility Work in Burien		Meeting Date: January 11, 2010
Department: Public Works	Attachments: 1) <u>Existing ROW Acquisition Policy in Burien</u> 2) <u>City of Burien Right-of-Way Administrative Settlement Procedures</u>	Fund Source: Capital Project Funds Activity Cost: Project by Project Amount Budgeted: N/A Unencumbered Budget Authority: N/A
Contact: Larry Blanchard, Public Works Director		
Telephone: (206) 248-5514		
Adopted Initiative: Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>	Initiative Description: Describe a Right-of-Way Acquisition procedure to provide better control of on time on budget project management.	
<p>PURPOSE/REQUIRED ACTION: Provide language in the right-of-way acquisition procedures of the City of Burien for right-of-way and/or easements to construct transportation (multi-modal), drainage, and utility projects in the City of Burien for better control of on-time on-budget project delivery. No action is required at this time.</p> <p>BACKGROUND (Include prior Council action & discussion): It has come to the attention of staff that over the course of the past several years that the delivery of projects to be constructed on-time and on-budget becomes more difficult when the City of Burien does not have total control over the acquisition of property for transportation, drainage, and other utility projects especially when there is overhead utilities converted to underground facilities. By amending the Right-of-Way Property Acquisition Procedures then each capital project the City is constructing will have greater probability of being on-time and on-budget, because the City controls the process for acquiring property. Without this type of procedure being in effect prior to beginning negotiations with property owners the project schedule can be jeopardized. The City is then left @ the discretion of the Utility Companies as to when, and how aggressive they proceed with the acquisition of the necessary property.</p> <p>OPTIONS (Including fiscal impacts):</p> <ol style="list-style-type: none"> 1) Continue to rely on other utilities or agencies to acquire property or easements following our standard procedures for right-of-way acquisition; or 2) Determine all the right-of-way or easements necessary to complete any Capital Improvement, or Transportation Improvement project under the jurisdiction of the City of Burien in which there are other utility relocation(s) required as a part of the project. The City of Burien will take the lead in acquiring these properties under Burien's Right-of-Way Acquisition Procedures if so authorized to be revised. 		
Administrative Recommendation: Authorize the inclusion of the appropriate language to be inserted into Burien's Right-of-Way Acquisition Procedures to be submitted to City Council @ the next available City Council Meeting for review, consideration, and possible adoption.		
Committee Recommendation: N/A		
Advisory Board Recommendation: N/A		
Suggested Motion: None required.		
Submitted by: Administration <i>LRB</i>	Mike Martin City Manager <i>[Signature]</i>	
Today's Date: January 7, 2010	File Code: R:/CC/Agenda Bill 2010/011110pw-2 ROW ord	

Right-of-Way Procedures

AGENCY: City of Burien

The City of Burien (“AGENCY”), desiring to acquire Real Property in accordance with the state Uniform Relocation Assistance and Real Property Acquisition Act (Ch. 8.26 RCW) and state regulations (Ch. 468-100 WAC) and applicable federal regulations hereby adopts the following procedures to implement the above statutes and Washington Administrative Code. The Department of Public Works (“Department”) of the AGENCY is responsible for the real property acquisition and relocation activities on projects administered by the AGENCY. To fulfill the above requirements the Department of Public Works (“Department”) will acquire right-of-way in accordance with the policies set forth in the Washington State Department of Transportation *Right of Way Manual* (M 26-01) and *Local Agency Guidelines* manual (M 36-6). The AGENCY has the following expertise and personnel capabilities to accomplish these functions:

1. Include the following as they relate to the AGENCY’s request.
 - a. List the functions below for which the agency has qualified staff and the responsible position. Attach a list of the individuals on the AGENCY staff who currently fill those positions and a brief summary of their qualifications. This list will need to be updated whenever staffing changes occur. An AGENCY will be approved to acquire based upon staff qualifications.
 - (1) PROGRAM ADMINISTRATION
Capital Projects Manager
Agency Position
 - (2) APPRAISAL
King County Real Property Division or Approved Consultant
Agency Position
 - (3) APPRAISAL REVIEW
King County Real Property Division or Approved Consultant
Agency Position
 - (4) ACQUISITION
Approved Consultant or Capital Projects Manager aided by City Attorney for Minor Acquisitions
Agency Position
 - (5) RELOCATION
WSDOT or Approved Consultant
Agency Position
 - (6) PROPERTY MANAGEMENT
Finance Director- City of Burien
Agency Position

- b. Any functions for which the Agency does not have staff will be contracted for with WSDOT, another local agency with approved procedures or an outside contractor. An AGENCY that proposes to use outside contractors for any of the above functions will need to work closely with the WSDOT Local Agency Coordinator and Highways and Local Programs to ensure all requirements are met. When the AGENCY proposes to have a staff person negotiate who is not experienced in negotiation for FHWA funded projects the Coordinator must be given a reasonable opportunity to review all offers and supporting data before they are presented to the property owners.
 - c. An AGENCY wishing to take advantage of an Appraisal Waiver process on properties valued at \$10,000 or less should make their proposed waiver process a part of these procedures. The process outlined in LAG manual Appendix 25.146 has already been approved. The AGENCY may submit a process different than that shown and it will be reviewed and approved if it provides sufficient information to determine value.
 - d. Attach a copy of the Agency's administrative settlement policy showing the approving authority(s) and the process involved in making administrative settlements.
2. All projects shall be available for review by the FHWA and the state at any time and all project documents shall be retained and available for inspection during the plan development, right-of-way and construction stages and for a three year period following acceptance of the projects by WSDOT.
 3. Approval of the AGENCY's procedures by WSDOT may be rescinded at any time the Agency is found to no longer have qualified staff or is found to be in non-compliance with the regulations. The rescission may be applied to all or part of the functions approved.

 Mike Martin, City Manager
 City of Burien

 Date

**WASHINGTON STATE DEPARTMENT
 OF TRANSPORTATION**

Approved By: _____
 Real Estate Services

 Date

WAIVER OF APPRAISAL

The City of Burien desiring to acquire Real Property according to 23 CFR, Part 635, Subpart C and State directives and desiring to take advantage of the \$10,000.00 appraisal waver process approved by the Federal Highway Administration for Washington State, hereby agrees to follow the procedure approved for the Washington State Department of Transportation as follows:

Rules:

- A. The City may elect to waive the requirement for an appraisal if the acquisition is simple and the compensation estimate indicated on the PFE (Project Funding Estimate) is \$10,000.00 or less including cost-to cure items.
- B. The Agency must make the property owner(s) aware that an appraisal has not been done on the property and that one will be completed if they desire.
- C. Special care should be taken in the preparation of the waiver. As no review is mandated, the preparer needs to assure that the compensation is fair and that all the calculations are correct.

Procedures

- A. An Administrative Offer Summary (AOS) is prepared using data from the PFE.
- B. The AOS is submitted to Capital Projects Manager for approval.
- C. The Director of Public Works signs the AOS authorizing a first offer to the property owner(s).

APPROVED:

By:

Mike Martin, City Manager
City of Burien

Real Estate Services
Washington State Department
of Transportation

Project Funding Estimate

Rules:

- A. A Project Funding Estimate (PFE) is prepared for every project where Right-of-Way will be acquired.
- B. As a minimum, the PFE contains the following information.
 - 1. A parcel-by-parcel list of right of way costs reported on the Right-of-Way Estimate (WSDOT form 261-006).
 - 2. A total project right of way cost summary reported on the Right-of-Way Project Cost Breakdown and Summary (WSDOT Form 261-006A).
 - 3. A project data package including sales, sales map, neighborhood and project description, scope of sales search and, if applicable, damage studies, cost to cure documentation, and Assumptions and Limiting Conditions. Note: The PFE Parcel Worksheet is not a part of the data package.

Procedures:

The Agent assigned to do the PFE completes the estimate as follows:

- A. Inspect the project and become familiar with the engineering features of the plan.
- B. View individual parcels to determine the effects of acquisition.
- C. Prepares a Neighborhood and Project Description which defines existing uses, zoning, trends, transportation and utilities, economic influences, a synopsis of the project and its effect on parcels, and any changes in the aforementioned likely to be caused by the project.
- D. Gathers sufficient comparable land sales and listings for the various types of parcels and remainders within the project. All sales shall be inspected, photos taken and written up on Market Data (WSDOT Form 261-020) sheets. (If the sales are to be used exclusively on parcels where the Agency has determined to waive the appraisal, the sales need not be confirmed. In all other cases, a reasonable effort shall be made to confirm all sales. Unconfirmed sales will contain an explanation of the confirmation effort along with names and phone numbers of uncontracted parties.)
- E. Prepares project and sales vicinity map.

- F. Prepares PFE Parcel Worksheet for each parcel on the project.
- G. Includes any applicable damage studies.
- H. Includes cost-to-cure documentation for estimates and/or bids.
- I. Includes applicable Assumptions and Limiting Conditions if data Package will be referred to in the preparation of Abbreviated Appraisals.

City of Burien Right-Of-Way Administrative Settlement Procedures

The City of Burien Public Works Department follows the Washington State Department of Transportation (WSDOT) Acquisition Procedures as set forth in the WSDOT Right-Of-Way Manual and also detailed in the WSDOT Local Agency Guidelines Manual.

If during acquisition, an agreement to purchase cannot be reached based upon just compensation given on the "Summary Offer", the following parameters will serve as a guideline for an administrative settlement:

- A. The Director of Public Works or their authorized representative may authorize acquisition agents to offer up to \$1000 in excess of the amount of just compensation shown on the "Summary Offer". This authority is not to be used unless the owner refuses the City's initial offer. The first offer is always the amount of just compensation on the "Summary Offer".
- B. The Director of Public Works or their authorized representative may offer for each parcel an administrative settlement up to \$5,000 in excess of the amount of just compensation shown on the "Summary Offer".
- C. The City Manager is authorized to approve for each parcel an administrative settlement as follows:

Just Compensation as shown on the Summary Offer	Administrative Settlement (up to but not exceeding)
\$0 to \$80,000	\$8,000
\$80,000 to \$250,000	Summary Offer plus 10%
Settlements above \$250,000	Summary Offer plus \$25,000

- D. The Burien City Council shall approve administrative settlements exceeding the above maximums. The Director of Public Works/City Manager may submit proposed administrative settlements to the City Council for concurrence, even when such proposed settlement is within their approval authority.

**CITY OF BURIEN
AGENDA BILL**

Agenda Subject: Update on Compliance with National Pollution Discharge Elimination System Permit issued January 15, 2007		Meeting Date: January 11, 2010
Department: Public Works	Attachments: 1. NPDES Schedule 2. Summary of changes in 2009 KCSWDM	Fund Source: N/A Activity Cost: N/A Amount Budgeted: N/A Unencumbered Budget Authority: N/A
Contact: Larry Blanchard, PW Director		
Telephone: (206) 248-5514		
Adopted Work Plan Priority: Yes No <input checked="" type="checkbox"/>	Work Plan Item Description:	
<p>PURPOSE/REQUIRED ACTION: The purpose of this agenda item is for Council to receive an update on proposed amendments to the Surface Water Management Code and incorporating the King County Surface Water Design Manual.</p> <p>BACKGROUND (Include prior Council action & discussion): In January of 2007, the State Department of Ecology issued the first National Pollution Discharge Elimination System (NPDES) permit for Phase II communities in Western Washington. The Phase II NPDES permit is intended to implement the Clean Water Act. Certain provisions of the permit must be implemented by the City in August of this year. Although the City already has certain regulations in place that comply with many of the requirements of the Phase II NPDES permit, City staff are updating those regulations to ensure full compliance with the Permit. The attached summary amendments are intended to update the provisions of Chapter 13.10 BMC ("Surface Water Management Code") relating to new runoff regulatory mechanism and will provide for adoption of the King County Surface Water Design Manual ("SWDM").</p> <p>The NPDES implementation schedule and the summary of changes in 2009 SWDM have been prepared for review by the City Council. In order to meet the deadline for compliance, an ordinance must be effective by no later than February 16, 2010.</p> <p>OPTIONS (Including fiscal impacts): N/A</p>		
Administrative Recommendation: Receive the update and place the proposed amendments on the January 25 Business Agenda for consideration.		
Committee Recommendation: N/A		
Advisory Board Recommendation: N/A		
Suggested Motion: None required.		
Submitted by: Larry Blanchard Administration <i>LRB</i>		Mike Martin City Manager <i>MM</i>
Today's Date: January 6, 2010		File Code: R:/CC/Agenda Bill 2010/011110pw-1 NPDES Permit compliance

WESTERN WASHINGTON PHASE II MUNICIPAL STORMWATER PERMIT IMPLEMENTATION SCHEDULE			as of: 8-01-09																						
CHAPTER	SECTION	LINE	Dept. / Div. Partnership	2007				2008				2009				2010				2011				2012	
				J	F	M	A	M	J	J	A	M	M	J	A	M	M	J	A	M	M	J	A	J	F
S5	C2	a	Public Involvement & Participation					on going																	
S5	A1		Produce written SWMP document					update annually				update annually				update annually				update annually					
S5	C2	b	Surface Water Management Website Posting					on going																	
S9	A1		Annual Compliance Report																						
S5	A1	a	Track Costs of SWM Plan									on going													
S5	C1	a	Public Education & Outreach									on going													
S5	C1	b	Track Education & Outreach activities									on going													
S5	C3	d.ii	Illicit Discharge Hotline / Public Reporting									on going													
S5	C3	b	Discharge Regulatory Mechanism / Ordinance													update as needed									
S5	C3	f.i	Field Staff Training (Illicit Discharge)													on going									
S5	C4	a	Runoff Regulatory Mechanism / Ordinance													update as needed									
S5	C4	a.i	Ordinance to enforce Appendix 1 of the permit													update as needed									
S5	C4	a.i	Ordinance for variance criteria to Appendix 1													update as needed									
S5	C4	a.i	track number of variances to Appendix 1													update as needed									
S5	C4	a.ii	Ordinance for site planning & BMP selection																						
S5	C4	a.iii	Ordinance for private stormwater facility inspect																						
S5	C4	a.iv	Ordinance to allow low impact development																						
S5	C4	a.v	Ordinance for "Erosivity Waiver" in Appendix 1																						
S5	C4	b	Implement development permitting process													on going									
S5	C4	b	Apply permitting process to all project ≤ 1 acre													on going									
S5	C4	b.i	Review all Stormwater Site Plans													on going									
S5	C4	b.ii	Pre-development site inspection per Appendix 7													on going									
S5	C4	b.iii	Inspect all site erosion and sediment controls													on going									
S5	C4	b.iii	Enforce erosion and sedimentation control plan													on going									
S5	C4	b.iv	inspect new storm facilities prior to approval													on going									
S5	C4	b.iv	Maintenance plan for new facilities (bond program)													on going									
S5	C4	b.iv	Enforce maintenance plan (bond program)													on going									
S5	C4	b.vi	Enforcement strategy for non-compliance													on going									
S5	C4	c	Long-term O&M for facilities and BMPs													on going									
S5	C4	c	Inspect post construction stormwater controls													on going									
S5	C4	c.i	Ordinance to identify responsible parties for O&M													on going									
S5	C4	c.ii	Est. maint. Standard = to Ch.4 Vol.V of 05' SMMWW													on going									
S5	C4	c.ii	Perform timely maintenance													on going									
S5	C4	c.iii	Inspect all storm treatment & flow control facilities													on going									
S5	C4	c.iv	inspect all storm systems owned by developers													on going									
S5	C4	d	track records from new development inspections													on going									
S5	C4	f	Train all related staff in Comm. Dev.													on going									
S5	C3	f.i	Train all related staff on IDDE													on going									
S5	C3	c.ii	Prioritize Receiving Waters for inspection													on going									
S5	C3	f.ii	Ongoing Training Program / Documentation													on going									
S5	C5		O & M Program													on going									
S5	C5	a	Est. maint. Standard = to Ch.4 Vol.V of 05' SMMWW													on going									
S5	C5	c	Check all stormwater facilities after major storms													on going									
S5	C5	c.ii	Perform timely maintenance													on going									
S5	C5	c.iii	Inspect all storm treatment & flow control facilities													on going									
S5	C5	d	Inspect All city owned Catch Basins													on going									
S8	C1	a	Long-term Stormwater Monitoring													on going									
S8	C1	b.ii	BMP Effectiveness Monitoring													on going									
S5	C3	c.ii	inspect three receiving waters f													on going									
S5	C3	a	Develop Stormwater Mapping System													update as needed									
S5	C3	a.i	Map outfalls, receiving waters, & structural BMPs													on going									
S5	C3	a.iii	Map systems that do not drain to surface water													on going									
S5	C3	c.ii	Assessment of 3 High Priority Receiving Waters													on going									
S8	C2	a	Submit Status of Monitoring Plan													update as needed									
S5	A1		SWM Plan Fully Developed & Implemented																						
S5	C3		Illicit Discharge Detection and Elimination																						
S5	C3	c	Non-stormwater Discharge Program																						
S5	C3	c.ii	Identify possible discharge areas																						
S5	C3	c.ii	Implement field assessment activities																						
S5	C3	c.iii	Procedures for characterizing nature of discharge																						
S5	C3	c.iv	Procedures for tracing IDDE program																						
S5	C3	c.v	Procedures for removing discharge source																						
S5	C3	d	Inform public on hazards of illegal discharges																						
S5	C3	d.i	Distribute info on Illegal Discharges to Public																						
S5	C3	e	track number & type of spills																						
S5	C3	e	track number & type of illicit discharges																						
S5	C3	e	track number of inspections for illicit connections																						
S5	C3	e	feedback form illicit discharge education efforts																						
OTHER SWM DEADLINES			JARPA For Culvert Crossings																						
			HPA summary of work																						
			GASB-34																						

Surface Water Management Section
Operations and Maintenance Section
Public Works & Emergency Management
Community Development Department
City Clerk / P.I.O
Finance Department

Existing program noncompliant
In development
Implemented
Compliant
Compliance dead line
On going work required

SUMMARY OF CHANGES IN 2009 SURFACE WATER DESIGN MANUAL TO THE 2005 DESIGN MANUAL

The following is a summary of the most key changes made to the 2005 Surface Water Design Manual (SWDM). In general, there are three types of changes, those required by the Department of Ecology (DOE), those voluntary edits needed to improve standards, and those edits which correct minor errors. The edits required by DOE are intended to bring King County into compliance with the Phase I NPDES Municipal Stormwater Permit condition that requires all permittees including Phase II permit jurisdictions to have a stormwater manual that is equivalent to the latest version of the Stormwater Manual for Western Washington. In addition to the text edits, figures were redrafted using AUTOCAD to improve legibility and ease of use.

Chapter 1

- Drainage review thresholds updated to be equivalent to the DOE manual – they now include replaced impervious surface as well as new impervious surface.
- Thresholds for small project review updated to be equivalent to DOE thresholds.
- Downstream analysis requirement added to Core Requirement #2 to address impacts to identified water quality problems. Seven types of water quality problems are defined, along with mitigation requirements to be applied to specific problem types.
- Core Requirement #3 exemptions revised to be consistent with DOE thresholds and are now based on project area rather than threshold discharge area. Minor changes to the list of direct discharge major receiving waters. Exception to flow control facility requirement for Basic Flow Control Areas in highly urbanized basins eliminated. A minor change was made to the exceptions for Conservation Flow Control Areas and Flood Problem Flow Control Areas related to the cost of facilities to mitigate replaced impervious surface.
- Core Requirement #5 erosion control performance standard made more explicit.
- Core Requirement #8 soil treatment exemption requirements changed to conform to DOE standards. Changed threshold for Enhanced Basic treatment to be consistent with DOE manual. Modified Enhanced Basic water quality exception to allow use of a covenant that restricts future use of exposed metals on the property.
- Adjustment Section revised to include new process for approving and documenting adjustments that require an exception from the criteria for granting an adjustment.

Chapter 2

- Clarified requirements for Downstream Analysis related to water quality problems.
- Added requirement for submittal of electronic plans (CAD, .dwg file) and TIRs.
- Clarified requirements for Construction Stormwater Pollution Prevention (CSWPP) Plans.
- Clarified vertical datum requirement.

Chapter 3

- Minor edits to hydrologic analysis method to comply with DOE requirements.

Chapter 4

- Minor clarification of pipe standards to conform to current American Public Works Association (APWA) and King County Road Standards (KCRS) specifications.

Chapter 5

- Changed requirements to allow flow control orifices to be less than 0.5 inches, added debris protection screen.
- Made bollard spacing consistent with KCRS.
- Added notice of Underground Injection Control (UIC) Well registration requirement.
- Added flexibility in design of infiltration facilities to allow different storage configurations.
- Added means to reduce energy at the inlet to prevent scour in infiltration vault.

Chapter 6

- Stormfilter added to Basic Treatment Menu.
- Stormfilter paired with sand filter added to Sensitive Lake Treatment Menu.
- Stormfilter with ZPG, Stormfilter with CSF and sand filter added to Bog Protection Menu.
- Parking lot washing eliminated from Oil Control options.
- Clarification that new technologies must be approved through the DOE TAPE protocol.
- Eliminated use of SBUH for determining water quality design flow.
- Added vault access requirement when 5 x 10 foot grate is used for access.
- Added planting requirement for certain stormwater wetlands and presettling cells for certain media filters.
- Clarified sand filter design method.
- Updated Stormfilter design language.

Definitions

- Added definitions for commercial project/land use, industrial project/land use, and multifamily project/land use. Added definitions of the types of water quality problems addressed in the manual.

Appendix A

- Minor changes to improve maintenance standards.

Appendix C

- Changed requirement to allow reduced full dispersion flow path with outwash soil.
- Updated reforestation specifications.
- Updated erosion and sediment control requirements to be consistent with DOE manual.

Appendix D

- Minor revisions to regular and small site erosion control requirements to be consistent with DOE manual.

Reference Section

- Added Section 4-E detailing turbidity monitoring requirement and erosion control inspection checklist.
- Added Section 7-C showing Stormfilter Access requirements.
- Added FCBMPs to the list of required easements to TIR Worksheet.
- Added Section 8-Q, leachable metals covenant.

