



Northeast Redevelopment Area (NERA)

City of Burien

FINAL
Supplemental Environmental
Impact Statement
(FINAL SEIS)

November 2009



Prepared for:
City of Burien
400 SW 152nd Street
Suite 300
Burien, WA 98166



Prepared by: Otak, Inc.
10230 NE Points Drive, Suite 400
Kirkland, WA 98033

FACT SHEET

PROJECT NAME Northeast Redevelopment Area (NERA) — Redevelopment Strategy

NERA LOCATION East of 8th Avenue South, south of 138th Street, and west of Des Moines Memorial Drive (see Figure 1.1-2).

PROPOSED ACTION AND ALTERNATIVES The City of Burien is considering several planning and land use alternatives for part of the northeast portion of Burien. Alternatives 1 and 2 would implement and expand upon existing comprehensive plan policies, calling for the redesignation and rezoning of SPA-4 to two land use and zoning designations specific to subareas of the NERA.

The proposed alternatives are:

- ◆ Alternative 1 (Preferred Alternative) — Change the comprehensive plan designations and zoning classifications for the entire NERA, and modify existing comprehensive plan and zoning language. The existing designation of SPA-4 would be changed to two new designations and zones, “Airport Industrial (AI)” and “Professional Residential (PR).” The AI zone would allow the flexibility to develop a mixture of land uses that are compatible with the airport in a business park setting. Potential uses include technological, light manufacturing, light industrial and office facilities. New auto sales and commercial/retail uses would be allowed in a portion of the AI designated area. The PR zone would allow existing residential and new residential uses, and new non-residential uses such as, professional office, convenience retail, art studios, and home-based businesses, and residential.

- ◆ Alternative 2 — Change the comprehensive plan designations and zoning classifications for the entire NERA and modify existing comprehensive plan and zoning language. The existing comprehensive plan designation and zone of SPA-4 would be changed to two new designations and zones, “Airport Industrial (AI)”

FACT SHEET

PROPOSED ACTION AND ALTERNATIVES (continued)

and “Professional Residential (PR)”. The AI zone would allow for flexibility in use to include a mixture of uses that are compatible with the airport in a business park setting. Potential uses include technological, light manufacturing, light industrial, and office facilities. This alternative would not permit auto sales or commercial/retail uses, other than retail uses that support the business park/employment functions of the area. The PR zone would allow existing residential and new residential uses, and new non-residential uses such as, professional office, convenience retail, art studios, and home-based businesses.

- ◆ Alternative 3 (*the “No Action” Alternative*) — Leave the existing comprehensive plan and zoning classifications and language of SPA-4 in place. SPA-4 zoning regulations require any new development to have a minimum of 2 acres and to be rezoned to SPA-4. Allowed uses include: warehouse, light industrial, office and no residential use.

PROPONENT

City of Burien

LEAD AGENCY

City of Burien

RESPONSIBLE OFFICIAL and CONTACT FOR FURTHER INFORMATION

Scott Greenberg
Community Development Director
City of Burien
400 SW 152nd Street, Suite 300
Burien, WA 98166

LICENSES, PERMITS AND OTHER REQUIRED APPROVALS

Burien City Council approval of any Comprehensive Plan or zoning changes

AUTHORS AND PRINCIPAL CONTRIBUTORS

- ◆ Otak, Inc.
- ◆ The Transpo Group
- ◆ Heartland, LLC.
- ◆ City of Burien

DATE OF ISSUE OF DRAFT SEIS

October 5, 2009

FACT SHEET

END OF DRAFT SEIS COMMENT PERIOD	November 4, 2009
DATE OF ISSUE OF FINAL SEIS	November 23, 2009
DATE OF FINAL ACTION	The decision on comprehensive plan and zoning amendments is expected to be made by the Burien City Council in December 2009.
TYPE AND TIMING OF SUBSEQUENT ENVIRONMENTAL REVIEW	State Environmental Policy Act (SEPA) review of the NERA is intended to be complete upon conclusion of the SEIS process. The City of Burien will consider adoption of a Planned Action Ordinance and/or may require future environmental reviews of individual development projects.
LOCATION OF BACKGROUND DATA, DRAFT SEIS AND COPIES OF THIS FINAL SEIS WITH APPENDICES	Burien City Hall 400 SW 152 nd Street, Suite 300 Burien, WA 98166 This information can also be found on the City of Burien website: www.burienwa.gov
COST	\$15.00 for printed document \$9.00 for document files on disk (in PDF format that requires Acrobat Reader program for viewing)
TO REQUEST COPIES OF THIS SEIS AND SEIS DOCUMENTS, PLEASE CONTACT	Susan Coles City of Burien 400 SW 152 nd Street, Suite 300 Burien, WA 98166 Phone: (206) 248-5510 Fax: (206) 248-5539 E-mail: susanc@burienwa.gov

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Acronyms and Abbreviations

ADT	Average Daily Traffic
AI	Airport Industrial
ATZ	Approach Transition Zone
BMC	Burien Municipal Code
dnl	Day-Night Average Sound Level
EA	Environmental Assessment
EPA	Environmental Protection Agency
FAA	Federal Aviation Administration
HSS	Highway of Statewide Significance
I	Industrial
LOS	Level of Service
N/A	Not applicable
NERA	Northeast Redevelopment Area
NEST	New Economic Strategy Triangle
OFA	Runway Object Free Area
PSE	Puget Sound Energy
PSRC	Puget Sound Regional Council
PR	Professional Residential
RPZ	Runway Protection Zone
SCL	Seattle City Light
SEIS	Supplemental Environmental Impact Statement
SEPA	State Environmental Policy Act
SPA-4	Special Planning Area 4
Sea-Tac Airport	Seattle-Tacoma International Airport
SPU	Seattle Public Utilities
SWSSD	Southwest Suburban Sewer District
TDM	Transportation Demand Management
The City	City of Burien
The Port	Port of Seattle
TIF	Transportation Impact Fee
ULID	Utility Local Improvement District
vph	vehicles per hour
VVSD	Valley View Sewer District
WDFW	Washington Department of Fish and Wildlife
WDNR	Washington Department of Natural Resources
WSDOT	Washington State Department of Transportation

Chapter 1: Description of Alternatives

1.1 Background

In 2008, the City of Burien and Port of Seattle began working on a strategy to assist with redevelopment of the area north and west of the Sea-Tac Airport third runway. This area—the Northeast Redevelopment Area (NERA)—is currently a mixture of single-family homes, vacant land, and a few commercial businesses. (Refer to Figure 1.1-1 Vicinity Map and Figure 1.1-2 Natural Conditions in the NERA).

The City previously studied this area in 2002. That work resulted in a new comprehensive plan and zoning classification (Special Planning Area 4, or SPA-4), a series of comprehensive plan policies to guide the desired redevelopment, new zoning regulations, and design guidelines. These policies and regulations comprise Alternative 3 (No-Action Alternative), described in Section 1.3.3.

Over the past seven years, the Sea-Tac Airport third runway opened, dozens of homes were demolished as part of the Port of Seattle buyout program, and little redevelopment occurred. The new zoning regulations required a minimum of two acres of land to redevelop into commercial uses, but also prohibited new homes from being built anywhere in the NERA.

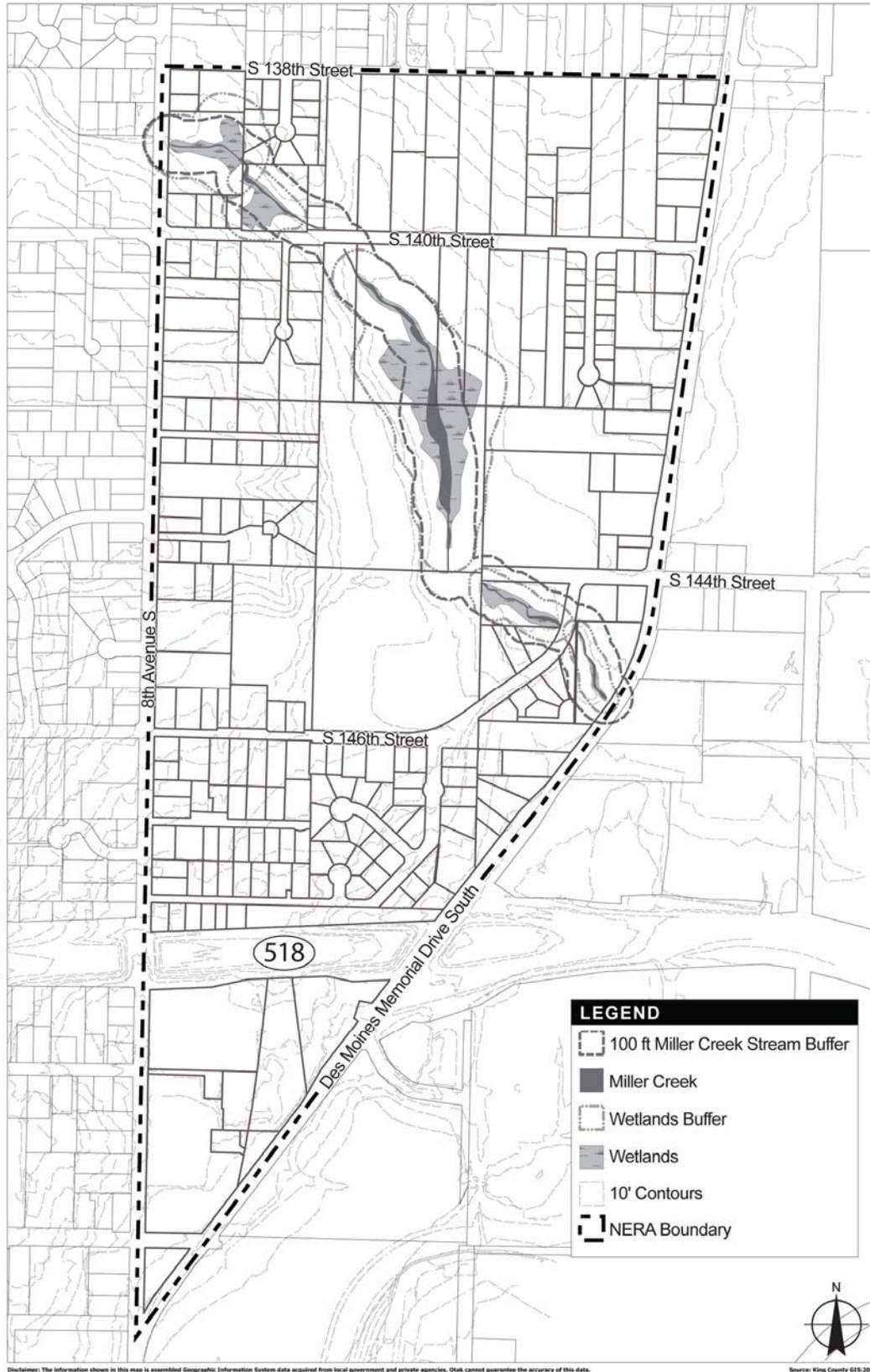
In 2008, the City recognized that it needed to re-evaluate its NERA policies and regulations to make them more flexible and responsive to market forces. To guide the effort, the Burien City Council established the following objectives for the redevelopment strategy program:

- The NERA strategy will be realistic and implementable.
- The NERA strategy will build upon previous work, including but not limited to:
 - The City of Burien’s Comprehensive Plan, Bicycle and Pedestrian Plan, and applicable development regulations
 - The City of Burien’s 2002 Supplemental Environmental Impact Statement (SEIS) and Planned Action Ordinance for the NERA
 - The New Economic Strategy Triangle (NEST) Study
 - The Miller Creek Basin Plan
 - The Port of Seattle Airport Comprehensive Development Plan
 - The Port of Seattle’s agreements with the Federal Aviation Administration (FAA)
- The NERA strategy will recognize and be designed to respond appropriately to market forces and dynamics.

Figure 1.1-1 NERA Vicinity Map



Figure 1.1-2 Natural Conditions in the NERA



Disclaimer: The information shown in this map is assembled Geographic Information System data acquired from local government and private agencies. OtaK cannot guarantee the accuracy of this data.

Source: King County GIS: 2005

- The NERA strategy will be flexible and capable of being phased to promote cost-effective and timely decision-making.
- The NERA strategy will identify specific tools and resources for implementation by the City of Burien, Port of Seattle, and individual private and public property owners.
- The NERA strategy will provide maximum possible revenues to the City of Burien and maximum possible returns to the Port of Seattle and individual property owners.
- The NERA strategy will conform to FAA and airport safety regulations, land use restrictions, and design rules and standards as provided by the Port of Seattle. These include height restriction, appropriate types of landscaping, minimization of glare, and other requirements.

1.1.1 Sea-Tac Airport Third Runway

In November 2008, Sea-Tac Airport completed the construction of a third runway on the west side of the airport, in close proximity to the City of Burien. Through the construction of the third runway, many homes were purchased by the Port of Seattle due to their location within FAA restriction zones and based on noise analysis. FAA restrictions apply to certain areas within the NERA due to the proximity of the third runway and airport operations. These restrictions ensure safety and compatibility of land uses and are in place due to flight path restrictions or based on funding used to purchase the property. Within the NERA, the regulated areas are located north of the third runway. The FAA regulatory zones include the Runway Protection Zone (RPZ) and the Approach Transition Zone (ATZ).

The alternatives in this document respond to and were influenced by FAA regulations.

1.1.1.1 The Runway Protection Zone

The RPZ begins 200 feet north of the end of the proposed third runway at Sea-Tac Airport (Figure 1.1-3). The RPZ is a trapezoidal area that extends 2,500 feet north and is 1,750 feet in width at its northernmost and widest end. Most of the RPZ is located in the City of SeaTac, but the northwest corner enters the City of Burien. Approximately five acres of the NERA is located in the RPZ.

Because the RPZ is used to minimize potential impacts to people and property on the ground, and to prevent interference with arriving and departing aircraft, land uses within the RPZ are restricted by FAA. Land uses specifically prohibited from occurring in the RPZ include residences, places of public assembly (churches, schools, hospitals, office buildings, shopping centers, and other uses with similar concentrations of people) and

Figure 1.1-3 ATZ and RPZ Detail



Disclaimer: The information shown in this map is assembled Geographic Information System data acquired from local government and private agencies. Otak cannot guarantee the accuracy of this data.

Source: King County GIS:2005

golf courses. The FAA prefers that the RPZ be open space, but some uses are permitted (such as parking and stormwater facilities) if they:

- Do not attract wildlife.
- Are outside of the Runway Object Free Area (OFA). The OFA is an 800-foot wide area immediately adjacent to the runway that extends along the center line of the runway the full length of the RPZ. Structures are not permitted within the OFA and the RPZ (Figure 1.1-3). In the RPZ area outside the OFA, parking facilities are discouraged, but may be allowed, as may passive recreation uses and temporary construction laydown areas. Fuel storage facilities are not allowed in the OFA and generally are not allowed in other parts of the RPZ.
- Do not interfere with navigational aids.

1.1.1.2 The Approach Transition Zone

The ATZ is a rectangular extension of the trapezoidal shape of the RPZ and extends beyond the RPZ (Figure 1.1-3). Much of the third runway's ATZ is located in the City of Burien. Approximately 80 acres of the NERA is located in the ATZ. The north boundary of the ATZ is located 2,500 feet north of the RPZ and is 1,750 feet wide. The boundaries of the ATZ were based off of estimated noise contours.

The FAA prefers that structures located in the ATZ be as far away from the extended runway centerline as practical. In addition, the FAA requires land uses within the ATZ to comply with regional policies. Regional policies require that land uses in the ATZ of the third runway:

- Are aeronautical in use or provide a noise buffer.
- Are compatible with airport operations.
- Do not attract wildlife.
- Do not interfere with navigational aids.

Two areas within the ATZ are subject to FAA land use restrictions, approximately seven acres in the north part of the NERA and along S. 140th Street and approximately nine acres in the south part of the NERA, just north of the RPZ. No structures are permitted on these sites, only infrastructure, parking and open space.

1.2 Purpose and Need for the Proposed Alternatives

The proposed alternatives are based on the NERA Redevelopment Plan and Implementation Strategy (Redevelopment Plan) completed in 2009. The Redevelopment Plan was completed in response to the City's acknowledgment that adopted policies and land use requirements needed to be re-evaluated and the existing SPA-4 designation needed to be modified in order to be more market responsive.

Policy direction for SPA-4 can be found in Burien's Comprehensive Plan, Policy 1.5. This policy direction encourages development of business park and other airport related uses in areas of the NERA affected by aircraft noise from Sea-Tac Airport with requirements that help to minimize potential affects to surrounding neighborhoods. The desired character, as well as performance and design standards are described in the policy as well.

1.3 Description of the Alternatives

Alternatives 1 and 2 propose land uses consistent with those identified in the Redevelopment Plan. Alternatives 1 and 2 would change the comprehensive plan designation and zoning within the NERA from SPA-4 to Airport Industrial (AI) and Professional Residential (PR). Alternative 1 is the preferred alternative and would allow new auto sales and commercial uses over a portion of the NERA. Alternative 2 would not allow auto sales or commercial uses as allowed in Alternative 1.

Redevelopment under Alternatives 1 and 2 in the NERA would encourage land uses that:

- Are compatible with airport operations;
- Contribute to the economic base and stability of the City of Burien;
- Protect the built and natural environments; and
- Offer opportunities and flexibility for an existing residential area.

The AI and PR land use designations each allow different types of uses, which each have a differing set of potential impacts. The two proposed land use categories are further described in Sections 1.3.1.1 and 1.3.1.2.

Alternative 3 (the No Action Alternative) would not change the existing comprehensive plan designation or zoning, retaining the SPA-4 designation.

Each of the three alternatives is further described below.

1.3.1 Alternative 1 (Preferred Alternative)

In this alternative, the comprehensive plan and zoning designations of the NERA would be changed from SPA-4 to two new zones, Airport Industrial (AI) and Professional Residential (PR). The proposed changes in land use designations would be applicable to the entire NERA, approximately 158 acres of land. Auto sales and commercial uses would be allowed over a portion of AI-designated area. Redevelopment in the AI area would create a business park-like setting. The PR designation would cover 28 acres. The AI designation would consist of approximately 130 acres, of which 71 acres of the AI designated land would have the potential for development of into commercial retail use, including auto sales.

The Port of Seattle is in the process of purchasing 100 parcels in the NERA and plans to remove the existing houses and businesses from these parcels. As of September 2009 the Port was in the final stages of purchasing the pre-determined buy-out properties. Not all structures had been removed by that time, but the Port ultimately intends to remove the structures.

Access to and from the NERA under Alternative 1 would be primarily from several controlled access points on Des Moines Memorial Drive, 8th Avenue South, South 140th Street and a new connector (S. 146th Lane) roadway off of Des Moines Memorial Drive. A new internal street system would provide coordinated access within the NERA to these arterials. Direct access to 8th Avenue South north of SR 518 would be limited to less intensive PR uses that could not connect to the internal street system due to natural constraints such as topography.

A public trail is proposed along Miller Creek under all alternatives including Alternative 1, as proposed in the City of Burien Pedestrian & Bicycle Facilities Plan. The trail and the Miller Creek open space corridor would serve as amenities for future redevelopment projects in the NERA. The proposed trail corridor would likely be 25 feet wide (including a path with open space on either side) to accommodate pedestrian and bicycle use and adjacent open space. The proposed trail may be located inside the required wetland buffers per the City's critical area regulations. The trail corridor would provide open space and recreational benefits for properties in the NERA and the community-at-large. Location and design of the trail would be determined prior to, or as part of, approval of development proposals on lands adjacent to the creek. The cost, ownership, and maintenance of the trail would also be determined at that time.

A regional stormwater management area is proposed in Alternatives 1 and 2 based on the Redevelopment Plan. Stormwater facilities within the management area would capture flow from all areas of the NERA north of SR 518. The locations of these facilities would take advantage of restricted land within City of Burien and Port of Seattle owned properties. The design of the regional stormwater management area would incorporate open space, including Miller Creek and the adjacent public trail corridor. The exact design, ownership and maintenance of the stormwater management area would be

determined in the future prior to, or as part of, approval of development proposals in the NERA.

To respond to the need for different types and intensities of land uses, the following land use categories are proposed for the NERA:

- Professional Residential (PR)—Low Development Intensity
- Airport Industrial (AI)—Moderate to High Development Intensity
- Airport Industrial (AI*), with auto sales and commercial retail uses permitted over a portion of the AI designated area—Moderate to High Development Intensity

Figure 1.3-1 shows the proposed land use designations for Alternative 1. These categories correlate to the subareas and recommendations of the NERA Redevelopment Plan.

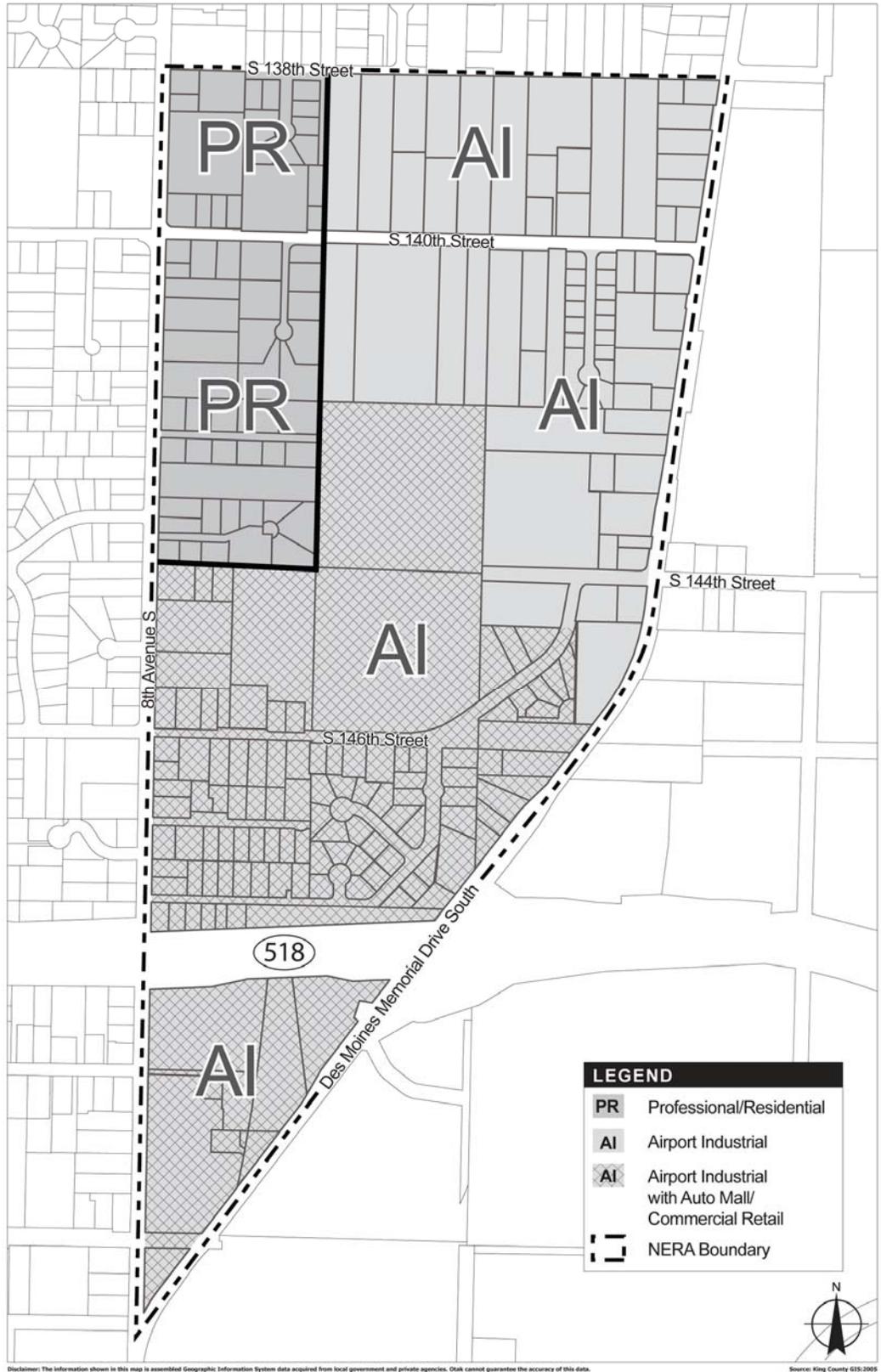
Table 1.3-1 depicts the acres of land that would be assigned to each land use category under Alternative 1. With this alternative there would be approximately 28 acres of in the land use category PR and 130 acres in the land use category AI.

Table 1.3-1: Acres of Land Use Categories by Alternative

	Alternative 1	Alternative 2	Alternative 3
Professional Residential (PR)	28 acres	28 acres	N/A*
Airport Industrial (AI)	59 acres	130 acres	N/A*
Airport Industrial with auto sales and commercial retail uses allowed (AI*)	71 acres	0 acres	N/A*
Total	158 acres	158 acres	145 acres*

**Alternative 3 (No Action) identifies 45.5 acres in land use Category A, 72 acres in Category B and 27.5 acres in Category C. Alternative 3, based on Alternative 1 in the 2002 FEIS calculated did not include land area within the Miller Creek critical area, and did include the SR 518 right-of-way. Therefore the total land area calculated at that time was 145 acres. Although the calculations differ slightly, the same geographical area for the NERA is considered for each alternative. Please refer to Alternative 3 descriptions for more detailed information about the types and intensities of land uses in each of these categories.*

Figure 1.3-1 Land Use Category Locations – Alternative 1



The following sections describe the proposed land use categories in more detail.

1.3.1.1 Professional Residential (PR)—Low Development Intensity

The PR land use category would be the least intensive and would have the fewest potential impacts. Because land uses in PR would generate minimal noise or business-related traffic, the impacts associated with these uses would be minimal to neighbors, particularly with mitigating measures such as vegetative screening and design guidelines.

Land uses allowed under this category would include professional office, convenience retail, art studios, home-based businesses, and residential. In addition to the non-residential and existing residential uses allowed in this area, new residential uses also can be developed, including the ability to subdivide property. The PR land use category is located outside of all FAA regulatory zones. The PR includes some lands restricted by Miller Creek and associated wetlands and buffers, as well as steep slopes. Types of land uses allowed in the PR zone can be found in Appendix B.

The maximum allowable building coverage for all PR-classified land in the NERA, would be between 35 and 70 percent, depending on the use. The maximum allowable impervious surface (buildings, roads, parking lots and other paved areas) coverage would be 70 percent for single-family uses and 85 percent for other allowed uses.

1.3.1.2 Airport Industrial (AI)—Moderate to High Development Intensity

The AI land use category would include uses that have moderate to high intensity and moderate to high potential impacts developed within a business park setting. Uses allowed under this category would include light manufacturing, light industrial, and office or technological research parks that may include uses such as, general office, corporate headquarters, and high-tech research, flex-tech or flex-industrial uses (see Appendix B). Although there are no real estate industry standards for defining “flex” (flexible) industrial or “flex” technology, the following definitions are provided for specific reference to the NERA.

- *Flex-Industrial* typically refers to buildings serving primarily warehousing or light-industrial manufacturing/service uses, where office space is an accessory use.
- *Flex-Technology* (sometimes referred to as “flex tech” in this document) typically refers to a building serving tenants where the primary uses are office, light-manufacturing, data center and/or laboratory spaces, with much less emphasis on warehousing and transportation of goods.

Higher intensity uses include the uses listed above, as well as air cargo facilities, light manufacturing and warehousing and limited convenience stores and retail uses that support the business park/employment functions of the AI land use category. As an

additional permitted use within the AI designation, specific to Alternative 1, commercial uses including new auto sales facilities and auto-malls would be allowed in the southern portion of the AI designated area as shown in Figure 1.3-1.

Uses associated with land use category AI would attract more people, generate more traffic, and potentially have greater impacts than land use category PR uses would have. The area of AI located north of the ATZ boundary (between South 140th Street and South 138th Street) would require more mitigating measures along its north boundary than the other areas of AI because it would be closer to existing residential uses. Due to FAA restrictions, some of the areas designated as AI are undevelopable. This restricted land would be used for parking and regional stormwater management facilities.

In the AI zone there would be no maximum allowable building coverage. Maximum allowable impervious surface coverage would be 85 percent with the potential of up to 95 percent with contribution to regional stormwater management facilities.

1.3.2 Alternative 2

As under Alternative 1, Alternative 2 includes redesignating and rezoning the entire NERA (see Figure 1.3-2). The new land use designations would include the same two land use categories proposed under Alternative 1, PR and AI, depicted in Figure 1.3-2 and Appendix B. Alternative 2 is the same as Alternative 1, except auto sales and retail uses are not allowed under Alternative 2. Approximately 28 acres would be changed to land use category PR, and 130 acres to land use category AI.

As under Alternative 1, Alternative 2 access to and from the NERA would be primarily from several controlled access points on Des Moines Memorial Drive, 8th Avenue South, South 140th Street and a new connector (S. 146th Lane) roadway off of Des Moines Memorial Drive. A new internal street system would provide coordinated access within the NERA to these arterials. Direct access to 8th Avenue South north of SR 518 would be limited to less intensive PR uses that could not connect to the internal street system due to natural constraints such as topography.

As under Alternative 1, Alternative 2 would include a public trail along Miller Creek as proposed in the City of Burien Pedestrian & Bicycle Facilities Plan. The trail and the Miller Creek open space corridor would serve as amenities for future redevelopment projects in the NERA. The proposed trail may be located inside the required wetland buffers per the City's critical area regulations. Location and design of the trail would be determined prior to, or as part of, approval of development proposals on lands adjacent to the creek. The cost, ownership, and maintenance of the trail would also be determined at that time.

A regional stormwater management area is proposed in Alternative 2 (and also in Alternative 1), based on the Redevelopment Plan. Stormwater facilities would capture flow from all areas of the NERA north of SR 518. The locations of these facilities would

take advantage of restricted land within City of Burien and Port of Seattle owned properties. The design of the regional stormwater management area would incorporate open space, including Miller Creek and the adjacent public trail corridor. The exact design, ownership and maintenance of the stormwater management area would be determined prior to, or as part of, approval of development proposals in the NERA.

1.3.3 Alternative 3 (No Action)

Under the No Action Alternative, the present comprehensive plan and zoning designation of SPA-4, with land use categories A, B and C would remain (see figure 1.3-3). Therefore, requiring a contract rezone of any new development to SPA-4 and following SPA-4 zoning regulations and design standards. Please refer to Appendix C for allowed land uses.

The following land use categories apply to the No Action Alternative.

- Land use category A — 45.5 acres (Low Development Intensity)
- Land use category B — 72.5 acres (Moderate Development Intensity)
- Land use category C — 27 (Highest Development Intensity)

Alternative 3, based on 2002 FEIS calculated land uses did not include area within the Miller Creek critical area, and did include the SR 518 right-of-way. Therefore the total land area calculated for the NERA at the time of the 2002 FEIS totaled 145 acres. Although the calculations differ slightly, from the land area totals in Alternative 1 and 2, the same geographical area for the NERA is considered for each alternative.

Under the No Action Alternative, the street system and public trail would be developed as envisioned under the current City of Burien Comprehensive Plan and Pedestrian and Bicycle Facilities Plan. The internal collector street system and regional stormwater management area in the NERA proposed under Alternatives 1 and 2 may not be realized under the No Action Alternative, since these were later envisioned as part of the Redevelopment Plan.

Figure 1.3-2 Land Use Category Locations – Alternative 2

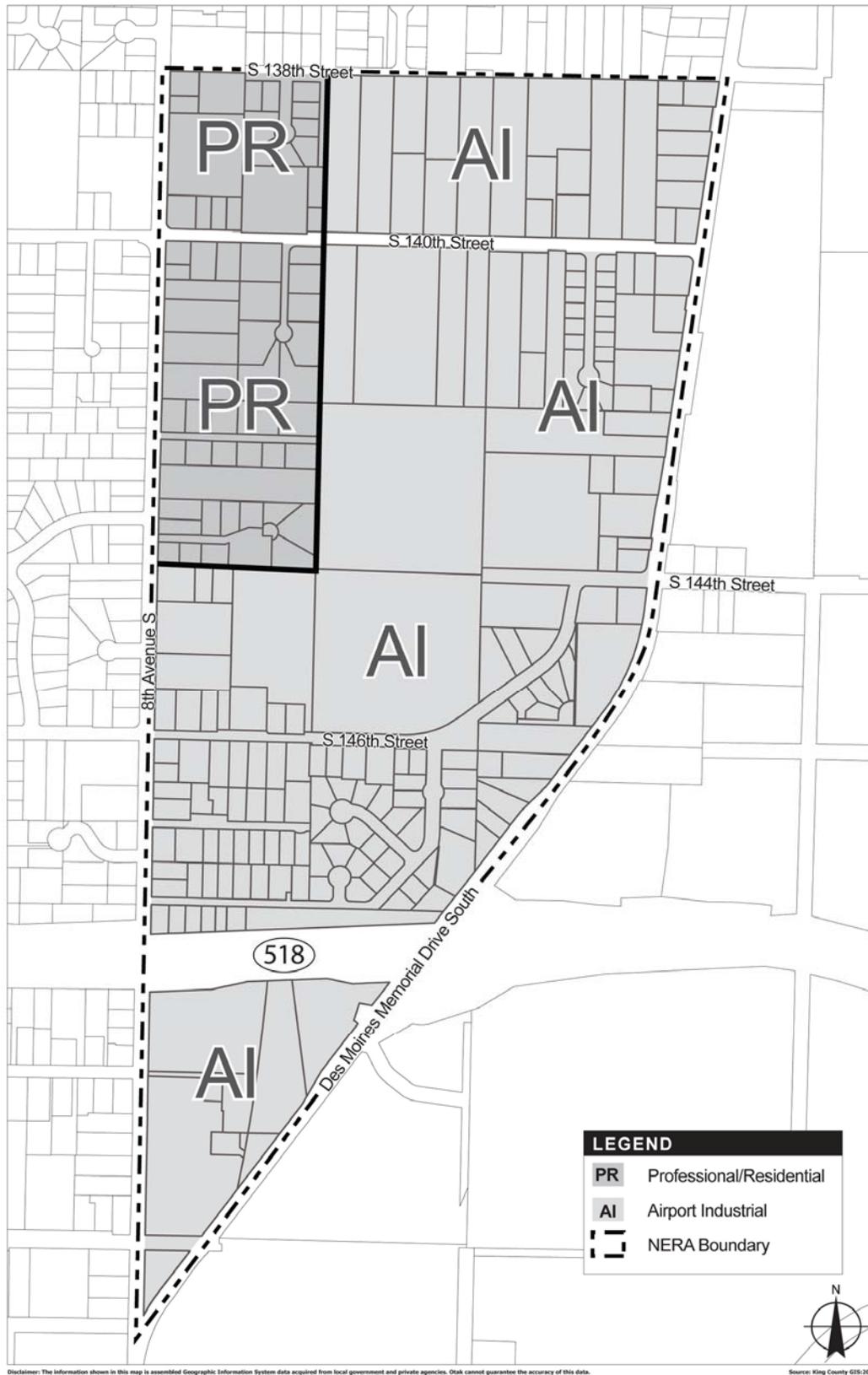
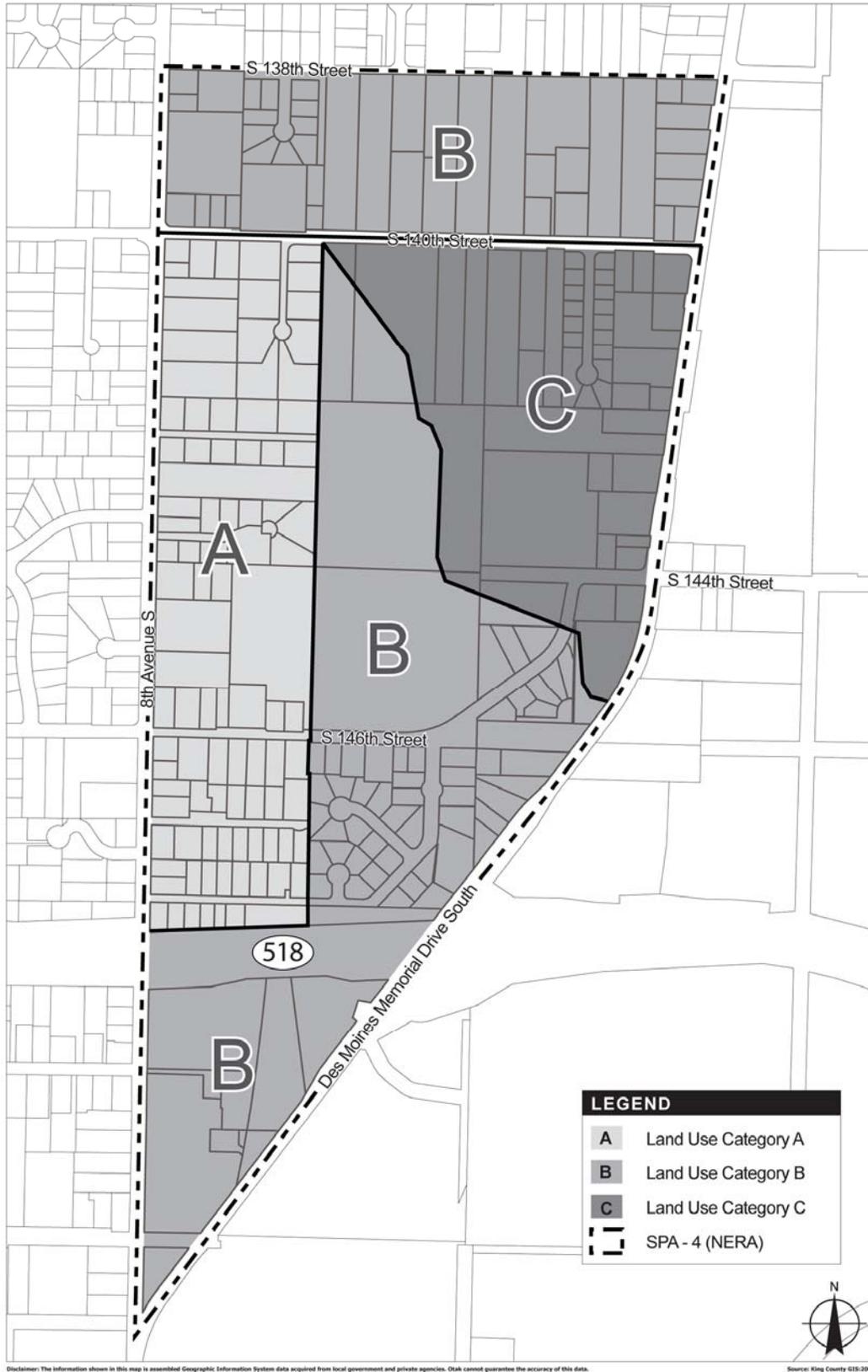


Figure 1.3-3 Land Use Category Locations – Alternative 3 (No Action)



1.4 Environmental Impacts of the Alternatives and Mitigating Measures

The possible or probable significant adverse environmental impacts of each alternative and proposed mitigating measures are summarized in Table 1.4-1. This SEIS assumes full redevelopment of the land covered by each alternative. In reality, market forces, natural constraints (Miller Creek, wetlands and slopes) and regulatory constraints (such as FAA restrictions) could significantly reduce the projected level of development and associated environmental impacts. By analyzing highest level of potential impacts associated with full build-out, the City is anticipating that there would not be environmental impacts greater than those analyzed in this SEIS throughout all phases of future redevelopment in the NERA. This should allow for less intensive environmental review in the future.

1.5 Related Actions

The Washington State Department of Transportation (WSDOT) is currently studying the configuration of the SR 518/Des Moines memorial Drive interchange. WSDOT's recommendations are expected by the end of 2009.

1.6 Public Involvement

The NERA Redevelopment Plan and Implementation Strategy (Redevelopment Plan) included public outreach and stakeholder involvement to help shape the development of the conceptual redevelopment alternatives. Stakeholders included Burien City Council, Planning Commission, and Business & Economic Development Partnership members, as well as staff from the City of Burien, City of SeaTac and Port of Seattle.

The NERA Redevelopment Plan included two conceptual redevelopment alternatives, both proposing uses compatible with Sea-Tac Airport operations and related FAA restrictions and with the neighborhoods in the vicinity of the NERA. The two conceptual alternatives and a no-action alternative were selected for further evaluation in this SEIS.

The Redevelopment Plan included frequent public involvement activities, which began in Summer 2008, and included public State Environmental Policy Act (SEPA) scoping meeting that helped to inform the analysis of this SEIS. The City notified property owners within the NERA and within 500 feet of the NERA in a variety of ways in advance of public meetings during the study process. In addition, citizens could request to receive mailings or refer to the City's website for all report materials. The public involvement efforts included.

- Quarterly NERA Redevelopment Plan updates published in the City of Burien quarterly newspaper and posted online at the City's website, beginning in June 2008 and continuing through September 2009.

- May 2008 Stakeholders Meetings: Members of the study team met with representatives from the City of Burien and Port of Seattle to confirm goals, objectives and the general vision for the NERA, and then toured the area.
- October 23-23, 2008 Stakeholders and Public Meetings: Information gathered from workshop sessions with City of Burien and Port of Seattle staff and the general public, paired with findings from the existing conditions research, served as a framework for the draft conceptual redevelopment scenarios for sub-areas of the NERA. The results of the existing conditions analysis and the draft redevelopment scenarios were presented to stakeholder groups and the general public in workshop sessions. Input gained from the stakeholder workshop sessions will help shape both the short term and the longer term vision for the NERA. The public and stakeholders were contacted through the publication of a project information sheet and a notice of the public meeting. The project information sheet was sent to NERA property owners and owners within 500 feet of the NERA, as well as posted at City Hall and on the City of Burien website.
- April 29, 2009 SEPA Scoping Meeting: The purpose of this meeting was to obtain input to help shape the scope of this SEIS, and to obtain comments on the draft recommendations of the proposed Redevelopment Plan.
- September 8, 2009 Planning Commission meeting held at Burien City Hall. City staff presented the proposed alternatives to the Commission.
- October 13, 2009 Planning Commission meeting held at Burien City Hall. City staff presented the proposed alternatives to the Commission.
- October 20, 2009 Planning Commission meeting held at Burien City Hall. The meeting included a public hearing for the Draft SEIS and proposed Comprehensive Plan and zoning amendments.
- October 27, 2009 Planning Commission meeting held at Burien City Hall. The Commission discussed the proposed alternatives and Comprehensive Plan amendments and zoning changes for the NERA.
- November 10, 2009 Planning Commission meeting held at Burien City Hall. The Commission discussed the alternatives, with associated Comprehensive Plan amendments and zoning changes and recommended Alternative 1.

Table 1.4-1: Comparison of Environmental Impacts and Mitigating Measures

Affected Environment	Alternative 1	Alternative 2	Alternative 3 (No Action)
Earth Resources			
Environmental Impacts	No probable significant adverse environmental impacts are anticipated.	No probable significant adverse environmental impacts are anticipated.	No probable significant adverse environmental impacts are anticipated.
Mitigating Measures	No mitigating measures are needed.	Same as Alternative 1.	Same as Alternatives 1 and 2.
Water Resources: Aquifer Recharge			
Environmental Impacts	No probable significant adverse environmental impacts are anticipated.	No probable significant adverse environmental impacts are anticipated.	No probable significant adverse environmental impacts are anticipated.
Mitigating Measures	No mitigating measures are needed.	Same as Alternative 1.	Same as Alternatives 1 and 2.
Water Resources: Miller Creek			
Environmental Impacts	Potential temporary impacts to riparian wetland and buffer habitat could occur. Construction of regional stormwater facilities adjacent to the creek could involve vegetation clearing, minor grading, and placement of fill. No long-term probable significant adverse environmental impacts are anticipated.	Potential temporary impacts to riparian wetland and buffer habitat could occur. Construction of regional stormwater facilities adjacent to the creek could involve vegetation clearing, minor grading, and placement of fill. No long-term probable significant adverse environmental impacts are anticipated.	Same as Alternatives 1 and 2, except that potential temporary impacts related to construction of regional stormwater facilities would not occur.
Mitigating Measures	No mitigating measures are proposed; existing regulations are adequate to address potential adverse impacts. Runoff from new impervious areas would be detained and treated in regional stormwater facilities in order to reduce runoff flows and durations.	Same as Alternative 1.	Same as Alternatives 1 and 2.

Table 1.4-1: Comparison of Environmental Impacts and Mitigating Measures

Affected Environment	Alternative 1	Alternative 2	Alternative 3 (No Action)
Water Resources: Wetlands			
Environmental Impacts	Potential temporary impacts to riparian wetland and buffer habitat could occur. Construction of regional stormwater facilities adjacent to the creek could involve vegetation clearing, minor grading, and placement of fill. Additional stormwater runoff as a result of increased impervious surface areas with redevelopment could increase bank erosion, sedimentation, and flooding problems in the adjacent wetlands.	Potential temporary impacts to riparian wetland and buffer habitat could occur. Construction of regional stormwater facilities adjacent to the creek could involve vegetation clearing, minor grading, and placement of fill. Additional stormwater runoff as a result of increased impervious surface areas with redevelopment could increase bank erosion, sedimentation, and flooding problems in the adjacent wetlands.	Same as Alternatives 1 and 2, except that potential temporary impacts related to construction of regional stormwater facilities would not occur.
Mitigating Measures	Existing Burien regulations are adequate to address potential adverse impacts. Runoff from new impervious areas would be detained and treated in regional stormwater facilities in order to reduce runoff flows and durations.	Same as Alternative 1.	Same as Alternatives 1 and 2, except that runoff from new impervious surface areas would be retained and treated on individual sites rather than in a regional facilities.
Plants and Animals			
Environmental Impacts	No sensitive species or habitats would be impacted. No probable significant adverse environmental impacts are anticipated.	No sensitive species or habitats would be impacted. No probable significant adverse environmental impacts are anticipated.	No sensitive species or habitats would be impacted. No probable significant adverse environmental impacts are anticipated.
Mitigating Measures	No mitigating measures are needed.	Same as Alternative 1	Same as Alternatives 1 and 2.

Table 1.4-1, continued: Comparison of Environmental Impacts and Mitigating Measures

Affected Environment	Alternative 1	Alternative 2	Alternative 3 (No Action)
Land Use Planning and Zoning			
Environmental Impacts	No probable significant adverse impacts to land use would occur.	No probable significant adverse impacts to land use would occur.	No probable significant adverse impacts to land use would occur.
Mitigating Measures	No mitigating measures are needed.	Same as Alternative 1.	Same as Alternatives 1 and 2.
Economic Base, Fiscal and Employment Conditions			
Environmental Impacts	No probable significant adverse impacts to land use would occur.	No probable significant adverse impacts to land use would occur.	No probable significant adverse impacts to land use would occur.
Mitigating Measures	No mitigating measures are needed.	Same as Alternative 1.	Same as Alternatives 1 and 2.
Transportation			
Environmental Impacts: Traffic Volumes	2,050 to 3,350 PM peak hour trips	1,860 PM peak hour trips	2,850 PM peak hour trips
Environmental Impacts: Intersections / Level of Service	All of the intersections in the NERA would operate at an acceptable level of service with proposed mitigating (see below).	All of the intersections in the NERA would operate at an acceptable level of service with proposed mitigating (see below).	All of the intersections in the NERA would operate at an acceptable level of service with proposed mitigating (see below).
Mitigating Measures	SR 518 westbound off ramp at Des Moines Memorial Drive (DMMD): Installation of a traffic signal. Intersection of DMMD at 8th Avenue South: Installation of a traffic signal.	Same as Alternative 1.	Same as Alternatives 1 and 2.

Table 1.4-1: Comparison of Environmental Impacts and Mitigating Measures

Affected Environment	Alternative 1	Alternative 2	Alternative 3 (No Action)
Mitigating Measures, cont'd.	<p>Intersection of DMMD at S 140th St: Installation of two-way left-turn lane on DMMD. Installation of a traffic signal may be required to accommodate the higher traffic volumes if the Auto Mall areas are developed as general retail land uses.</p>		
	<p>DMMD, between S 136th and S 156th Streets: Roadway widening, including a refuge/merge lane or two-way left turn lane. Currently included in City of SeaTac's 2009-2018 Transportation Improvement Program.</p>		
	<p>Intersection of 8th Avenue S and S 146th Street: Installation of a traffic signal, when warranted.</p>		
	<p>8th Avenue S: Reconstruction of roadway including installation of pedestrian and bicycle improvements.</p>		
	<p>Along S 140th St and S 144th/146th St within NERA: Installation of pedestrian and bicycle improvements.</p>		
	<p>Develop land use and construction regulations requiring a shared internal road system built to commercial road standards, within NERA.</p>		
	<p>In addition to the above measures for all three alternatives, installation of all-way stop control should be considered at the intersection of 8th Ave S/S 140th</p>		

Table 1.4-1: Comparison of Environmental Impacts and Mitigating Measures

Affected Environment	Alternative 1	Alternative 2	Alternative 3 (No Action)
St under Alternative 3.			
Water			
Environmental Impacts	Would increase demand for water service with 1.003 to 1.227 million gsf potential development, but no probable significant adverse impacts would be expected to occur.	Would increase demand for water service with as much as 1.359 million gsf potential development, but no probable significant adverse impacts would be expected to occur.	Would also increase demand for water service due to proposed higher development intensity (approximately 1.733 million gsf of potential development), but no probable significant adverse impacts would be expected to occur.
Mitigating Measures	No mitigating measures required.	Same as Alternative 1.	Same as Alternatives 1 and 2.
Sewer			
Environmental Impacts	Would increase demand for sewer service with 1.003 to 1.227 million gsf potential development, but no probable significant adverse impacts would be expected to occur.	Would increase demand for sewer service with as much as 1.359 million gsf potential development, but no probable significant adverse impacts would be expected to occur.	Would also increase demand for sewer service due to proposed higher development intensity (approximately 1.733 million gsf of potential development), but no probable significant adverse impacts would be expected to occur.
Mitigating Measures	No mitigating measures required.	Same as Alternative 1.	Same as Alternatives 1 and 2.
Electricity			
Environmental Impacts	Would increase demand for electricity service with 1.003 to 1.227 million gsf	Would increase demand for electricity service with as much as 1.359 million	Would also increase demand for electricity service due to proposed

Table 1.4-1: Comparison of Environmental Impacts and Mitigating Measures

Affected Environment	Alternative 1	Alternative 2	Alternative 3 (No Action)
	<p>potential development, but no probable significant adverse impacts would be expected to occur assuming Seattle City Light's plans for a new substation in the area are implemented.</p> <p>Without adequate electrical capacity, redevelopment of the NERA to the extent planned may not be feasible.</p>	<p>gsf potential development, but no probable significant adverse impacts would be expected to occur assuming Seattle City Light's plans for a new substation in the area are implemented.</p> <p>Without adequate electrical capacity, redevelopment of the NERA to the extent planned may not be feasible.</p>	<p>higher development intensity (approximately 1.733 million gsf of potential development), but no probable significant adverse impacts would be expected to occur assuming Seattle City Light's plans for a new substation in the area are implemented.</p> <p>Without adequate electrical capacity, redevelopment of the NERA to the extent planned may not be feasible.</p>
Mitigating Measures	<p>Consult with Seattle City Light to coordinate power distribution capacity requirements prior to development planning activities.</p> <p>Develop construction regulations and economic incentives that encourage energy-efficient appliances, fixtures, and systems.</p> <p>Develop programs to encourage the use of energy-efficient appliances, fixtures, and systems by occupants throughout Burien, especially in areas near the NERA, to decrease electricity demand by existing customers, in order to potentially mitigate or delay costly infrastructure upgrades.</p>	Same as Alternative 1.	Same as Alternatives 1 and 2.

Table 1.4-1: Comparison of Environmental Impacts and Mitigating Measures

Affected Environment	Alternative 1	Alternative 2	Alternative 3 (No Action)
Solid Waste, Natural Gas, Telecommunications			
Environmental Impacts	Would increase demand for services with 1.003 to 1.227 million gsf potential development, but no probable significant adverse impacts would be expected since the new customers would be expected to pay for services, including necessary infrastructure.	Would increase demand for services with as much as 1.359 million gsf potential development, but no probable significant adverse impacts would be expected since the new customers would be expected to pay for services, including necessary infrastructure.	Would also increase demand for services due to proposed higher development intensity (approximately 1.733 million gsf of potential development), but no probable significant adverse impacts would be expected to occur since the new customers would be expected to pay for services including necessary infrastructure.
Mitigating Measures	No mitigating measures needed.	Same as Alternative 1.	Same as Alternatives 1 and 2.
Stormwater Drainage			
Environmental Impacts	Increased impervious surface coverage could increase runoff into Miller Creek and the drainage basin, leading to increased flooding if not properly mitigated. New stormwater capacity would be required and would improve existing conditions. Redevelopment would be required to comply with adopted regulations, and as such no probable significant adverse impacts would be expected.	Increased impervious surface coverage could increase runoff into Miller Creek and the drainage basin, leading to increased flooding if not properly mitigated. New stormwater capacity would be required and would improve existing conditions. Redevelopment would be required to comply with adopted regulations, and as such no probable significant adverse impacts would be expected.	Same as Alternatives 1 and 2. However, the regional stormwater management area is not proposed as part of Alternative 3.
Mitigating Measures	Existing regulations would be sufficient to mitigate potential adverse impacts.	Same as Alternative 1.	Same as Alternatives 1 and 2. However, the regional stormwater management area is not proposed as

Table 1.4-1: Comparison of Environmental Impacts and Mitigating Measures

Affected Environment	Alternative 1	Alternative 2	Alternative 3 (No Action)
	<p>The regional proposed stormwater management area would detain flow to reduce peak flows and flow durations. In addition, water quality best management practices to reduce pollutants from new impervious areas would be required.</p> <p>The City should consider requiring onsite low impact development alternatives to reduced quantities of stormwater runoff. And the City should adopt the proposed zoning incentive allowing additional impervious surface area through participation in the regional stormwater management project.</p>		<p>part of Alternative 3. Also zoning incentives are not proposed under Alternative 3, which proposes redevelopment under already adopted SPA-4 Comprehensive Plan and zoning provisions.</p>
Noise			
Environmental Impacts	No probable significant adverse impacts are expected.	No probable significant adverse impacts are expected.	No probable significant adverse impacts are expected.
Mitigating Measures	No mitigating measures are required.	Same as Alternative 1.	Same as Alternatives 1 and 2.
Light and Glare			
Environmental Impacts	No probable significant adverse impacts are expected.	No probable significant adverse impacts are expected.	No probable significant adverse impacts are expected.
Mitigating Measures	No mitigating measures are required.	Same as Alternative 1.	Same as Alternatives 1 and 2.

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Chapter 2: Clarifications and Corrections to DSEIS

2.1 Summary of Clarifications and Corrections

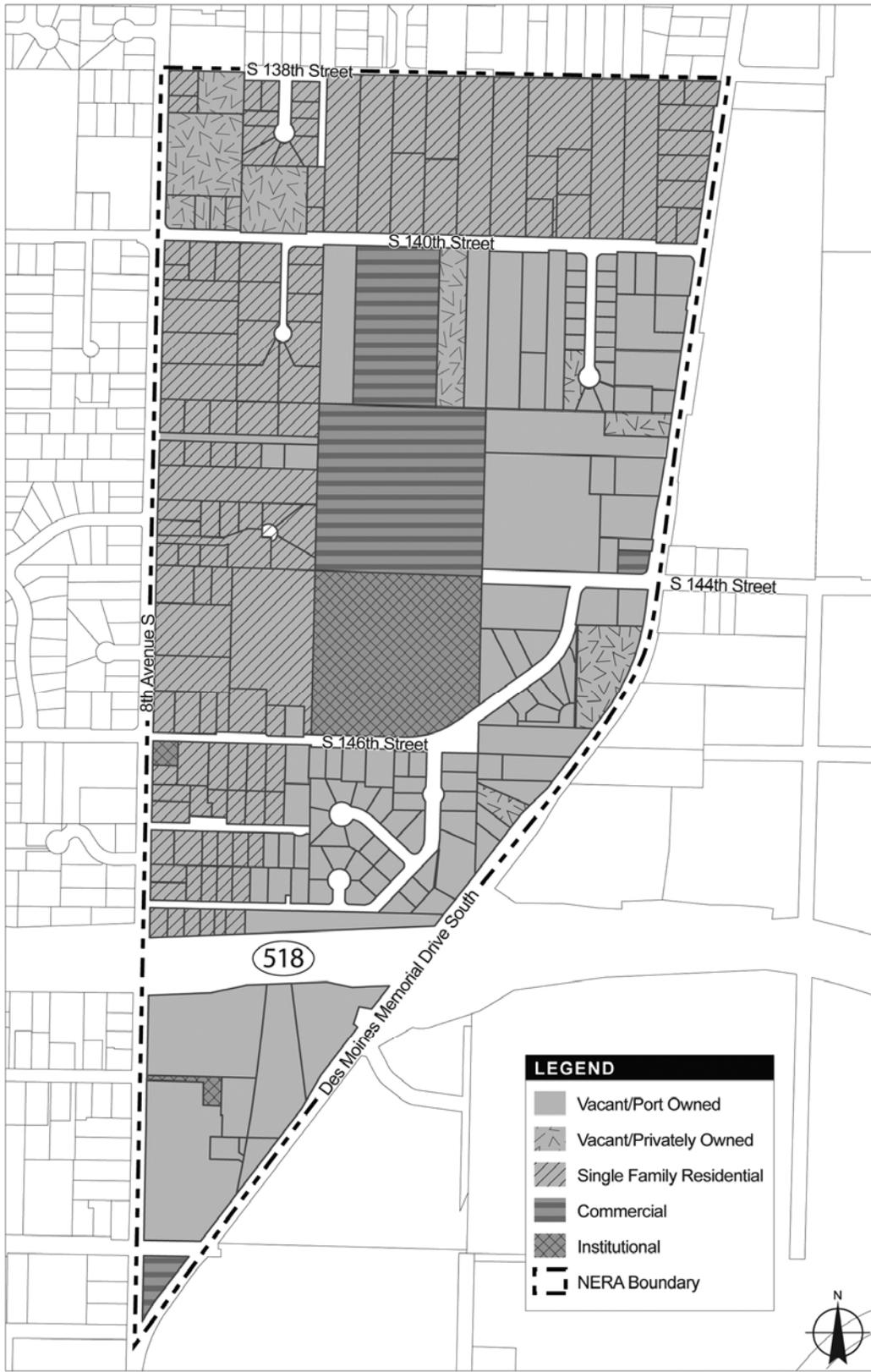
This chapter consists of clarifications and corrections to the Draft Supplemental Environmental Impact Statement (DSEIS) based on public comment provided to the City of Burien via letters, emails, and public testimony at public hearings, as well as, miscellaneous items identified by City of Burien Staff and project consultants.

The Final Supplemental Environmental Impact Statement (FSEIS) includes clarifications and/or corrections to the DSEIS. These are identified in this FSEIS using underlined text (underlined) for additions and strikethrough (~~strikethrough~~) text for deletions.

2.2 Draft SEIS Fact Sheet and Chapter 1 and 2—Clarifications and Corrections

The Draft SEIS Fact Sheet and Chapter 1 are included in this FSEIS in their entirety to provide clarity to the reader. The fact sheet and table of contents have been updated as applicable and are fully incorporated in the document. No substantive comments were received on the information provided in Chapter 1. Because the fact sheet and Chapter 1 are included in their entirety, individual clarifications and corrections are not repeated in this chapter. Chapter 2 corrections include a revised figure on Page 2-11. Replace Figure 2.4-2 Existing Land Uses in the NERA with the following updated figure, which accurately reflects the land uses and ownership of the NERA as known at the time of the preparation of this FSEIS.

Figure 2.4-2: Existing Land Uses in the NERA



Disclaimer: The information shown in this map is assembled Geographic Information System data acquired from local government and private agencies. Oak cannot guarantee the accuracy of this data.

Source: King County GIS/2005

2.3 Draft SEIS Chapter 3 Clarifications and Corrections

Clarifications and Corrections to the Draft SEIS related to Chapter 3 are limited to the Section 3.6 Transportation. No clarifications or corrections are being made to any other section of Chapter 3 *Environmental Impacts of the Alternatives*.

Draft SEIS Chapter 3.6, Transportation—Clarifications and Corrections

The Draft SEIS Section 3.6, Transportation to be modified as follows:

Page 3-24, modify the first paragraph as follows:

This section compares the potential traffic impacts of the three alternatives. For purposes of the transportation analysis, Alternative 3 is an update of the previous Alternative 1 in the original Northeast Special Planning Area (NESPA) SEIS, which was the preferred alternative. The three alternatives include a range of land use intensities, generating different levels of traffic that would impact the street system and the traffic operations within the NERA. A comparison of the land use alternatives in terms of traffic generation, future traffic volumes, and levels of service is presented. Based on the traffic volumes and operations analyses, potential transportation system improvement needs are identified for the various alternatives. The proposed action and alternatives address possible changes to the City of Burien Comprehensive Plan and zoning language. The City's Comprehensive Plan and associated Transportation Element are based on a 2020 horizon year, which is the basis for the transportation analysis of the Draft SEIS.

Page 3-26, revise Section 3.6.2 as follows:

Each of the three alternatives would result in a different level of traffic generated within the NERA. Table 3.6-2 compares the PM peak hour trip generation estimates for each of the three alternatives.

PM peak hour trips usually represent the highest traffic volumes of the day and therefore are used to identify potential traffic impacts and improvement needs. The trip generation estimates were developed consistent with the travel forecast model used for the Transportation Element of the City of Burien Comprehensive Plan and subsequent transportation impact fee ordinance.

As shown in Table 3.6-2, Alternative 1 could potentially generate the most traffic of the three alternatives, if the entire portion of the AI area designated for commercial/retail use is developed in intensive commercial/retail use. This would generate a maximum of approximately ~~3,350~~ 3,220 PM peak hour trips. However, if this area is developed as a combined auto sales and commercial/retail area, a

lower trip generation rate would be assumed, and ~~2,050~~ 1,920 PM peak hour trips would be expected at full build-out in 2020.

The higher commercial/retail trip rate for the proposed commercial/retail uses under Alternative 1 was based on a mix of commercial/retail land use categories that was developed as part of the 2007 evaluation of a primarily retail alternative for the NERA (Burien Northeast Redevelopment Area Retail Alternative Traffic Assessment Memorandum, Transpo Group, September 19, 2007).

Ultimately, the commercial/retail area of the AI designation likely would be developed in a blend of land uses, so the highest level of trip generation is a presumed maximum, and the actual trip generation likely would fall somewhere in between the ~~2,050 to 3,350~~ 1,920 to 3,220 range estimated.

Alternative 2 would generate the least amount of traffic with ~~1,860~~ 1,740 PM peak hour trips. Alternative 3 would generate about 2,850 PM peak hour trips. All the alternatives also include projected trips generated by the 158 residential units in TAZ 281, located just outside the NERA.

Even though Alternative 1 would have the lowest square foot development, it would potentially generate more PM peak hour traffic than Alternative 2. This is due to the higher trip rates in Alternative 1 associated with commercial/retail development compared to the primarily industrial land uses assumed for Alternative 2.

In comparing the alternatives, Alternative 1 could generate approximately ~~18~~ 13 percent more trips than the projected trip generation of Alternative 3 at the high end of the range (with intensive commercial/retail use). Or Alternative 1 could generate approximately ~~28~~ 33 percent less trips than Alternative 3 at the low end of the range (auto sales use).

Table 3.6-2: 2020 Trip Generation Estimates for NERA

Alternative	PM peak hour trips
Alternative 1: Airport Industrial with Commercial/Retail or Auto sales	2,050 to 3,350 * <u>1,920 to 3,220*</u>
Alternative 2: Airport Industrial	1,860 <u>1,740</u>
Alternative 3: No Action (NESPA Alternative 1)	2,850

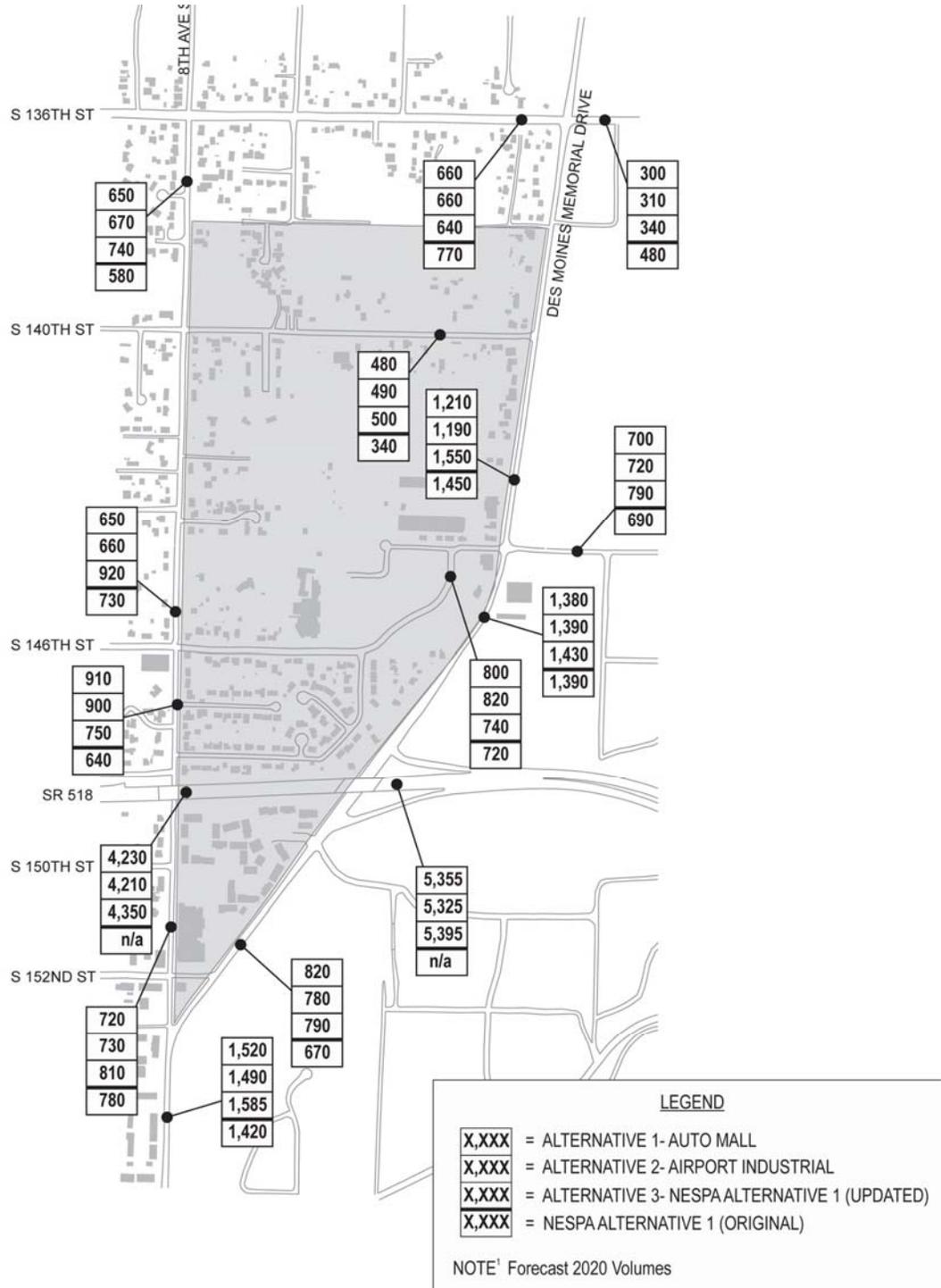
*Source: Transpo Group, Note: * If an auto sales area were developed, the lower PM peak hour trips would occur; if all commercial/retail were developed in the designated area of the AI zone, the higher PM peak hour trips would occur. Please refer to the Appendix for trip generation estimate calculations.*

Page 3-28, revise Section 3.6.3.1, fourth paragraph table reference as follows:

Land use forecasts for the NERA are presented in Table ~~3.7-1~~ 3.6-1 for the three alternatives.

Page 3-30, replace Figure 3.6-1 with the following figure which documents information for peak hour volume information for SR 518 interchange east and west of Des Moines Memorial Drive:

Figure 3.6-1: 2020 PM Peak Hour Traffic Forecasts



Page 3-32, modify the paragraph in Section 3.6.3.3 as follows:

Table ~~2.6-4~~ 2.6-5 previously summarized local and regional transportation improvement projects that would affect the NERA. Figure 2.6-3 shows the approximate locations of these planned improvements. These are used in the discussion of the traffic operations analyses.

Page 3-33, modify the paragraph in Section 3.6.4 as follows:

Where the forecast LOS at study intersection falls below the appropriate level of service standard, potential improvements were identified. The improvements reflect the transportation plans of the cities of Burien and SeaTac, and WSDOT. Additional improvements were also identified, if needed, to provide an acceptable LOS. The following describes the 2020 LOS and improvements needed to provide an acceptable LOS. The resulting LOS for intersections with identified improvements are summarized on Table ~~3.7-4~~ 3.6-4.

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Chapter 3: Public Comments and Responses

3.1 Method for Responding to Comments

A public hearing on the Northeast Redevelopment Area (NERA) Draft Supplemental Environmental Impact Statement was held on October 20, 2009. A 30-day public comment period was provided, which began on the Draft SEIS publishing date of October 5, 2009 and extended to November 4, 2009. This chapter documents and provides responses to each comment received during the public hearing and comment period.

Section 3.2 provides detailed responses to these comments with corrections or clarifications identified when necessary. Comments received after the November 4, 2009 deadline are not included in this Final SEIS. Table 3.2-1 within Section 3.2 lists the name of the comment author along with the full text of the comment. Table 3.2-2 is composed of paraphrased testimony from the October 20, 2009 public hearing.

All written letters are included in Appendix A.

Comments are organized by date received.

3.2 Public Comments and Responses

This section provides responses to public comment in a table format; please refer to Table 3.2-1. Written comments included six comments, which were submitted by both mail and email. Testimony from the October 20, 2009 public hearing is also included in this table with all comment paraphrased.

Table 3.2-1: Public Comment Summary

NO.	Date	Author Comment/Response
1	10/6/09	<p>Tayissa Chadwick (1243 s 136th St, Burien)</p> <p>Comment: “Concerning the Northeast Redevelopment Area from 8th Ave S to 138th St. I am in support of the proposed Alternative 1. Additionally, I feel it would be beneficial to extend the PR zone up to 136th st. Do you have any information on why they ended the area at 138th? Or how to find out about proposing the other two blocks be added?”</p> <p>Response: Thank you for your comment. The northern boundary of South 138th St. was established in 2002-2003 as part of the last major work on the NE Redevelopment Area. The City of Burien Comprehensive Plan actually envisions extension to the north in the future, but only the area east of 12th Avenue South, extending up to approximately South 128th Street. Please refer to the City’s current Comprehensive Plan land use graphic for the exact location.</p> <p>In regards to extending the zoning up to 136th street, the plan does not currently extend there due to concern about zoning too large of an area for commercial development, given the very limited level of development in the area over the last six years. Additionally, in 2002-2003, there was lack of support for the expansion of the boundary to 136thstreet.</p>
2	10/7/09	<p>Kyndra D. White (841 S 146th St, Burien)</p> <p>Comment: “We received the letter RE: The Proposed Comprehensive Plan and Zoning changes related to the NERA. I have read through the letter send to me, as well as looked at the info on the website. I am still unclear as to how this will affect my home. My address is 841 S 146th St. Burien. According to the map, this area will be converted into strip malls and auto malls. Am I to assume my house is going to be demolished. We have not received any word of a buyout of our property. Please advise. Also, we do plan to attend the meeting so please do not just tell us that all of our questions will be answered there. Please advise. Thanks”</p> <p>Response: The proposed comprehensive Plan and zoning amendments would not affect the current use of your property. You would be able to retain your residence, and could redevelop your property to another use in the future, consistent with those allowed by the proposed zoning. Your property has not been identified as a location the Port or City will be acquiring.</p>

3 10/23/09 Dean Anderson, (Burien Toyota/Chevrolet)

Comment: “Burien Toyota /CHEVROLET supports Alternative 1 identified in the Northeast Redevelopment Areas Draft Supplemental Environmental Impact Statement, which specifically identifies auto sales as an allowed use”. Area outlined in Alternative 1 would be ideal for an auto mall.”

Response: Thank you for your comment.

4 10/23/09 Mark Minium, Burien Honda

Comment: “Mike , thanks for all your hard work. Burien Honda is looking forward to help in any way to get support for the new auto mall. Burien Honda supports alternative #1 identified in the northeast redevelopment areas draft supplemental environmental impact statement, which specifically identifies auto sales as an allowed use.”

Response: Thank you for your comment.

5 10/28/09 Ramin Pazooki, WSDOT, NW Region SnoKing Local Agency & Development Services, MS 240

Comment: “The Washington State Department of Transportation (WSDOT) – NW Region, has reviewed the Draft Supplemental Environmental Impact Statement (DSEIS) for the above subject development and we offer the following comments <attachments include July 2006 traffic count data>:

1. Depending on the preferred alternative, the selected forecast year of 2020 seems limited for the size of the redevelopment area, which includes 1.0 to 1.7 million gross square feet floor area. A forecast year of 2030 is requested for better traffic impacts analysis of the area.
2. Section 3.6.2 - Trip Generation: the statement “PM Peak hour trips usually represent the highest traffic volumes of the day and therefore are used to identify potential traffic impacts and improvement need” can be erroneous and should be verified by actual traffic data. For example, per WSDOT traffic count data, SR518 and WB Off-ramp at Des Moines Memorial Dr S traffic peaks during AM hours. Also, SR518 and EB on-ramp peak-hour occurs at about 1:00 PM and 2:00 PM. See attached traffic counts for more info. If it is determined that both AM and PM peaks are unique, which include specific traffic pattern, analyses should be

included for both AM and PM Peaks.

3. Table 3.6-2, 2020 Trip Generation Estimates for NERA - please include the trip generation estimate calculations to the Appendix for verification purposes.
4. Figure 3.6-1, 2020 PM Peak Hour Traffic Forecasts - please provide forecasted traffic volumes and analysis for SR518.
5. Section 3.6.3.3 - Planned Improvements: reference "Table 2.6-4" should be updated to "Table 2.6-5" (i.e. Page 2-24).
6. Section 3.6.4 - Transportation Projects: "Table 3.7-4" for intersections with identified improvements as referenced does not exist. Please verify and revise.
7. Section 3.6.5 - Mitigating Measures: with the proposal of installing a signal at SR518 WB off-ramp at Des Moines Memorial Drive, is there any proposal of modifying current channelization elements at the subject location? Please be more specific."

Response:

1. The proposed action and alternatives address potential changes to the City of Burien Comprehensive Plan and zoning language. The City's Comprehensive Plan and associated Transportation Element are based on a 2020 horizon year which is the basis for the transportation analysis within the Draft SEIS.
2. As noted in the response to comment 1, the Draft SEIS covers a proposed change to the City's Comprehensive Plan and is not a specific project action. The Transportation element of the City's Comprehensive Plan is based on an evaluation of 2020 PM peak hour conditions, therefore the use of the PM peak hour is appropriate for showing potential impacts and mitigation strategies for each alternative.

Traffic count data from other studies in the vicinity of NERA show that PM peak hour traffic volumes are higher than AM peak hour volumes. These studies include the *SR 518 Route Development Plan*, Parsons Brinkerhoff for WSDOT, June 2002 and the *North SeaTac Roadways Study*, HNTB for the City of SeaTac and Port of Seattle, April 2008. The following table compares the AM and PM peak hour volumes in the study area, including SR 518, the SR 518/Des Moines Memorial Drive ramps, and along Des Moines Memorial Drive in the vicinity of NERA.

The PM peak hour volumes are greater than the AM peak hour volumes at all but one of the locations in the table. The one exception is the eastbound on-ramp from Des Moines Memorial Drive to SR 518, where the AM volume of 485 vehicles per hour (vph) is 60 vph higher than the PM peak hour volume. This would be expected as residential trips from the area travel east to work in the morning commute and return using the westbound off-ramp during the PM peak hour. Adding the westbound and eastbound ramp totals together results in an AM peak hour total of 745 vph, with 990 vph during the PM peak hour.

While traffic volumes on some traffic movements, or directions, may be higher during the AM peak hour, overall traffic volumes are higher during the PM peak hour.

The traffic count data attached to your letter for the SR 518 Westbound Off-ramp to Des Moines Memorial Drive appears to have some errors. The count data shows almost 2,500 vph for the 7:00 – 8:00 am time period on Tuesday (7/18/ 06) and 1,281 vph on Wednesday. It is not typical to see such a difference between two consecutive days. In addition, the count data shows over 560 vph between 2:00 and 3:00 am on Wednesday compared to 45 vph on Tuesday. The 560 vph is unlikely to have occurred on a typical weekday. As noted in the following table the SR 518 Route development Plan shows an AM peak hour volume of 260 vph for the westbound off-ramp and a value of 565 vph during the PM peak hour. The 565 vph is fairly consistent with the newer count data of 626 vph on Tuesday and 574 vph on Wednesday between 4:00 and 5:00 pm.

Location	AM Peak Hour Volume (vehicles per hour)	PM Peak Hour Volume (vehicles per hour)	Source
SR 518 West of Des Moines Memorial Drive	4,045	4,770	<i>SR 518 Route Development Plan, June 2002 Appendix B, Figures B15 and B16</i>
SR 518 East of Des Moines Memorial Drive	4,790	5,760	<i>SR 518 Route Development Plan, June 2002 Appendix B, Figures B15 and B16</i>
SR 518 Westbound Off-Ramp to Des Moines Memorial Drive	260	565	<i>SR 518 Route Development Plan, June 2002 Appendix B, Figures B15 and B16</i>
SR 518 Eastbound On-Ramp from Des Moines Memorial Drive	485	425	<i>SR 518 Route Development Plan, June 2002 Appendix B, Figures B15 and B16</i>
SR 518 Westbound Off-Ramp at Des Moines Memorial Drive (total entering vehicles)	730	1,270	<i>SR 518 Route Development Plan, June 2002 Appendix B, Figures B15 and B16</i>
SR 518 Eastbound On-Ramp at Des Moines Memorial Drive (total entering vehicles)	875	1,100	<i>SR 518 Route Development Plan, June 2002 Appendix B, Figures B15 and B16</i>
Des Moines Memorial Drive	330	825	<i>North SeaTac Roadways Study Traffic Operations Report, April 2008, traffic</i>

South of South 128 th Street			count data.
Des Moines Memorial Drive North of South 144 th Street	405	985	<i>North SeaTac Roadways Study Traffic Operations Report, April 2008, traffic count data.</i>
South 144 th Street east of Des Moines Memorial Drive	220	415	<i>North SeaTac Roadways Study Traffic Operations Report, April 2008, traffic count data.</i>

3. As noted in the Draft SEIS, trip generation for the analyses were developed using the City of Burien’s travel demand model. The trip generation calculations have been added to the appendix for your information (please refer to Appendix A of this document).
The trip generation reported in Table 3.6-2 of the Draft SEIS overstated the estimated trip generation for Alternatives 1 (both scenarios) and Alternative 2 due to the double counting of the approximately 130 PM peak hour trips generated by the 165 residential units that are outside of NERA, however included in the model transportation analysis zone (TAZ) that encompasses part of NERA.
The values for Alternative 3- No Action, the original NESPA Alternative 1, were correctly reported. Table 3.6-2 has been revised and is reflected in Chapter 2 of this document.
4. PM peak hour traffic (total two-way) forecasts for SR 518 east and west of Des Moines Memorial Drive are summarized in the table 2.3-1 in Chapter 2, for the three alternatives. Alternative 3 represents allowed land uses per the City’s current Comprehensive Plan. As shown in the table, the forecast 2020 PM peak hour volumes on SR 518 near Des Moines Memorial Drive are highest under Alternative 3. The forecast volumes for the other NERA Alternatives are slightly less (five percent or less) than the forecasts for Alternative 3. Please refer to table 2.3-1 in Chapter 2 of this document.
5. Comment noted, the reference should be Table 2.6-5. This change has been reflected in Chapter 2 of this document.
6. Comment noted. The reference should be Table 3.6-4 on page 3-37. This change has been reflected in Chapter 2 of this document.
7. The identified mitigation at the SR 518 westbound Off-ramp with Des Moines Memorial Drive is installation of a traffic signal. No changes of existing channelization were identified to solve the level of service deficiency.

6 11/3/09 Jennifer M. Andersen (834 South 148th Street Burien)

Comment: “We enjoy living at the address listed above (834 South 148th Street Burien WA 98168-Subarea7 in AI zone) and find the airplane noise very tolerable. We would love to see the homes currently standing stay zoned as is. Please keep us updated on our fate.”

Response: Thank you for your comment.

Table 3.2-2: Public Meeting Comment Summary (October 20, 2009)

NO	Date	Speaker
		Comment/Response
n/a	10/20/09	Eric Stahlfeld (145 SW 155 th St., Suite 101)

Comment: a Burien attorney, stated he was representing Steve Desimone, who owns property in the NERA area. He encouraged the Planning Commission to remove as many restrictions to commercial development in the area as possible. Mr. Stahlfeld stated that DSEIS Figure 2-11 is factually incorrect. He stated that he knows of at least two parcels shown in the figure as vacant/Port-owned that are not vacant or Port-owned. He said that the Port is trying to buy or condemn properties in order to consolidate its control of a large portion of land and that this is not acknowledged anywhere in the DSEIS. He said the Port has brought a condemnation action against his client’s property and several others in the area. Mr. Stahlfeld said whatever zoning is adopted, and what is said in the DSEIS, affects “the Port’s ability to take private property away from private property owners.” He urged the commissioners not to include restrictions that the Federal Aviation Administration (FAA) wants on land uses, adding that if the federal government wants to restrict use of private land then the federal government can compensate the property owners for it.

Commissioner Bennett asked if Mr. Stahlfeld or his client is in favor of one of the three options. Mr. Stahlfeld replied that his client has not taken a position on any of the options; however, he said believes he and his client would prefer the Alternative 1 because it offers the largest number of land-use options. He would like to see restaurants to serve office parks included in the list of uses.

Response: Thank you for your comment. Figure 2.4-2 on page 2-11 has been revised to accurately reflect the use and ownership of the NERA as known at the time of this Final SEIS.

Alternatives 1 and 2 do allow for more flexibility, including allowing convenience retail and food establishments as allowed uses in the AI zone.

n/a 10/20/09 **Amber Rexford** (1226 South 140th Street)

Comment/Question: asked how the new internal-connector street would affect her. She says currently there are safety hazards on her street and she is concerned about additional dangers posed by more traffic.

Response: Although Alternatives 1 and 2 would increase traffic from existing conditions, the overall volume of traffic would be less than what could occur under the no action alternative. In addition, new roadways would have sidewalks, curb and gutter. The addition of sidewalks would increase pedestrian safety along local roadways, giving pedestrian designated space to travel instead of sharing a space with vehicular traffic.

n/a 10/20/09 **Lolita Khachaturova** (826 S. 146th Street)

Comment/Question: asked when the City Council would make the final decision. She asked if it can be amended again if people don't like it. Ms. Khachaturova said she likes Alternative 1 because the noise from airline operations is so loud at her house she cannot open the windows. She also had questions about how the proposed changes would affect the environment.

Response: The City Council is scheduled to make a decision on December 14, 2009. By law the City can amend its Comprehensive Plan once a year; therefore the earliest a next amendment could occur is 2010.

There have been no significant adverse environmental impacts identified in relation to the proposed Alternatives. For full text related to environmental impacts, please refer to Chapter 3 of the Draft Supplemental Environmental Impact Statement (DSEIS).

n/a 10/20/09 **Terry Gangnes** (14040 8th Avenue South)

Comment/Question: wanted to know how sure it is that the current two-acre minimum for redevelopment will be repealed. Mr. Gangnes then asked what the property owners do after the amendments have been accepted – wait for someone to make an offer on their property or put it up for sale?

Response: Decisions on land use and zoning requirements, including the lifting of the two-acre minimum for redevelopment is the responsibility of the City Council. Alternative 1 and 2 include zoning language that would lift this two-acre minimum requirement.

Regarding what property owners can do once the amendments have been approved by the Council; this is a private market decision. Property owners can choose to sell their properties if they wish, or continue to own their land.

n/a 10/20/09 **Donna Ladines** (824 S. 146th St)

Comment/Question: asked why property owners would want to band together if the Port would be dealing with them individually with offers to buy them out. Ms. Ladines asked about the proposed road shown on a drawing connecting Des Moines Memorial Drive South with South 146th Street. Why would the City would want to divert traffic off of Des Moines Memorial Drive,

Response: The Port is not planning any additional buyouts, other than properties previously identified. Property owners interesting in selling their property can work with a real estate agent or broker to identify potential developers who might be interested in their property. Additionally, property owners may also wish to investigate the potential aggregation of their property with their neighbors property to create a large area of land that may be more marketable to some potential buyers. The City may be able to facilitate a meeting with property owners in the AI zone to provide information gathered from previous research, including the NERA market analysis to provide property owners with a better understanding of the challenges and opportunities in the NERA.

The proposed roadway alignments shown in Alternative 1 and 2 have already been adopted by the City of Burien and can be found in Section 19.48 of the Burien Zoning Code. The idea behind the internal roadway system is to get traffic off of Des Moines Memorial Drive as quickly as possible. Because the City of Seatac has jurisdiction over Des Moines Memorial Drive, the City of Burien would try to keep the Burien-related traffic internal to the future development, which would be safer and require less traffic improvements on Des Moines Memorial Drive than having a large number of cars and trucks entering and exiting from that street.

n/a 10/20/09 **Viktoriya Dundarov** (817 South 146th Street)

Comment/Question: asked what happens if she doesn't want to sell her property. She said it is confusing and she doesn't know what alternative she favors because she doesn't know what would happen to her property under the Airport Industrial (AI) zoning.

Ms. Dundarov commented that the commissioners should consider the people who are going to stay in the area when making their decision; not only do residents have to put up with airport noise, but they would have to endure construction noise as well. She said the only way she would move right now is if the airport purchases her property, because the airport offers relocation assistance.

Response: Selling of private property is the property owner's decision—the City and Port is not proposing to buy your property.

In regards to construction noise, Burien Municipal Code [BMC 9.105.400(2)(h)] protects private property owners from construction noise in all areas of the City by limiting the hours in which construction noise can occur.

n/a 10/20/09 **Tanya Engeset** (1449 SW 152nd St)

Comment/Question: asked why anyone would shop under the third runway. She said she feels Burien has sold out to the airport. She said she wouldn't shop for a car in that area. Ms. Engeset suggested that nothing in the NERA be built with flat roofs; she believes that makes the noise worse for the whole area. She'd like to see peaked roofs and lots of trees to act as sound buffers. Commissioner Bennett asked which alternative she would prefer; she stated she is against Alternative 1 because she would not shop in that area.

Response: Auto dealers have expressed interest to co-locate in the identified AI area of the NERA. Flat roofs are a common construction type for the airport industrial uses proposed in this area. There is no evidence that pitched roofs would reduce noise levels. Landscaping would be required as part of the proposed design standards for aesthetics, not noise purposes.

n/a 10/20/09 **Harvey Palmes** (1243 South 136th Street)

Comment/Question: asked what the FAA regulations are that might affect development in the area.

Response: FAA regulations apply only to properties that have been purchased by the Port of Seattle. Please refer to Appendix A in the Draft SEIS for a list of land uses allowed by the FAA.

Chapter 4: References

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- WDNR (Washington Department of Natural Resources). Letter from Sandy Swope Moody, Environmental Review Coordinator, WDNR. September 7, 2001.
- WDNR. 2009. Washington Department of Natural Resources, Natural Heritage Program listing of rare plants and high quality plant communities in the NERA. Obtained from website: <http://www1.dnr.wa.gov/nhp/refdesk/search.html>
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Appendix A – Trip Generation Calculations

2009 Northeast Redevelopment Area Travel Demand Model Trip Generation Summary

Land Use and Employment Assumptions

Alternative		Employment Categories					Residential	
		General Retail (emp)	High Trip Generation Retail (emp)	Office (emp)	Industrial (emp)	Auto Mall (sq ft)	Single-family (du)	Multi-family (du)
1	Airport Industrial w/ Auto Sales	0	250	764	930	163	65	100
1A	Airport Industrial w/ Commercial Retail	0	1,099	764	930	0	65	100
2	Airport Industrial w/ Auto Sales	0	0	1,430	1,741	0	65	100
3	No Action (NESPA Alternative 1)	139	0	3,986	976	0	65	100

Notes: emp = employees; tgsf = 1,000 gross square feet; du= dwelling units

Burien Travel Demand Model PM Peak Hour Trip Generation Rates

	Employment Categories					Residential	
	General Retail (emp)	High Trip Generation Retail (emp)	Office (emp)	Industrial (emp)	Auto Mall (tgsf)	Single-family (du)	Multi-family (du)
	1.8	2.03	0.49	0.52	2.59	1.01	0.67

Notes: emp = employees; tgsf = 1,000 gross square feet; du= dwelling units

PM Peak Hour Trip Generation

Alternative		Employment Categories					Residential		Total Trip Generation
		General Retail	High Trip Generation Retail	Office	Industrial	Auto Mall	Single-family	Multi-family	
1	Airport Industrial w/ Auto Sales	0	508	374	484	422	66	67	1,921
1A	Airport Industrial w/ Commercial Retail	0	2,231	374	484	0	66	67	3,222
2	Airport Industrial w/ Auto Sales	0	0	701	905	0	66	67	1,739
3	No Action (NESPA Alternative 1)	250	0	1,953	508	0	66	67	2,844

Source: Transpo Group, 2009

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Appendix B – Public Comment Letters

Comment Letter 1

From: Tayissa Chadwick [mailto:tayissablue@yahoo.com]
Sent: Tuesday, October 06, 2009 4:14 PM
To: Susan Coles
Subject: WAC 197-11-455

Greetings Susan,

Concerning the Northeast Redevelopment Area from 8th Ave S to 138th St. I am in support of the proposed Alternative 1.

Additionally, I feel it would be beneficial to extend the PR zone up to 136th st. Do you have any information on why they ended the area at 138th? Or how to find out about proposing the other two blocks be added?

Thank you,

Tayissa Chadwick
1243 s 136th st
burien, wa 98168
Lost World Creations

Comment Letter 2

From: Kyndra D. White [mailto:kyndrawhite@gmail.com]
Sent: Wednesday, October 07, 2009 4:00 PM
To: Susan Coles
Subject: DEIS 146th st

Hello Susan,

We received the letter RE: The Proposed Comprehensive Pan and Zoning changes related to the NERA. I have read through the letter send to me, as well as looked at the info on the website. I am still unclear as to how this will affect my home. My address is 841 S 146th st Burien. According to the map, this area will be converted into strip malls and auto malls. Am I to assume my house is going to be demolished. We have not received any word of a buyout of our property. Please advise. Also, we do plan to attend the meeting so please do not just tell us that all of our questions will be answered there. Please asdvise. thanks

--

Kyndra D. White
206.351.3517
Kyndrawhite@gmail.com

A question that sometimes drives me hazy: am I or are the others crazy?
-Albert Einstein

Comment Letter 3

From: Dean Anderson [mailto:danderson@burientoyota.com]
Sent: Thursday, October 22, 2009 2:10 PM
To: Mike Martin
Subject:

Mike

Burien Toyota /CHEVROLET supports Alternative 1 identified in the Northeast Redevelopment Areas Draft Supplemental Environmental Impact Statement, which specifically identifies auto sales as an allowed use". Area outlined in Alternative 1 would be ideal for an auto mall .

Dean Anderson

BURIEN TOYOTA BURIEN CHEVROLET.

Comment Letter 4

From: burienhonda@aol.com [mailto:burienhonda@aol.com]
Sent: Friday, October 23, 2009 10:16 AM
To: Mike Martin
Subject: auto mall

mike , thanks for all your hard work.burien honda is looking foreward to help in any way to get support for the new auto mall. burien honda supports alternative #1 identified in the northeast redevelopment areas draft supplemental environmental impact statement, which specifically identifies auto sales as an allowed use.

mark minium dealer/manger burien Honda

Comment Letter 5

October 28, 2009

Susan Coles
City of Des Moines Department of Community Development
400 SW 152nd Street, Suite 300
Des Moines, WA 98166

Subject: Valley View Kent (18 SFRs)
SR 518 MP 0.36 – MP 0.69
Draft SEIS Review Comments (NE Redevelopment Area)

Dear Ms. Coles:

The NE Redevelopment Area (NERA) is currently a mixture of single family homes, vacant land, and a few commercial businesses. The proposal is to change the comprehensive plan designations and zoning classifications for the entire NERA, and modify existing comprehensive plan and zoning language. The existing designation of SPA-4 would be changed to two new designations and zones, “Airport Industrial (AI)” and “Professional Residential (PR)”. The AI zone would allow technological, light manufacturing, light industrial and office facilities. New auto sales and commercial/retail uses would be allowed in a portion of the AI designated area. The PR zone will include residential uses, convenient retail, art studios, and home-based businesses, residential.

The Washington State Department of Transportation (WSDOT) – NW Region, has reviewed the Draft Supplemental Environmental Impact Statement (DSEIS) for the above subject development and we offer the following comments:

1. Depending on the preferred alternative, the selected forecast year of 2020 seems limited for the size of the redevelopment area, which includes 1.0 to 1.7 million gross square feet floor area. A forecast year of 2030 is requested for better traffic impacts analysis of the area.
2. Section 3.6.2 - Trip Generation: the statement “PM Peak hour trips usually represent the highest traffic volumes of the day and therefore are used to identify potential traffic impacts and improvement need” can be erroneous and should be verified by actual traffic data. For example, per WSDOT traffic count data, SR518 and WB Off-ramp at Des Moines Memorial Dr S traffic peaks during AM hours. Also, SR518 and EB on-ramp peak-hour occurs at about 1:00 PM and 2:00 PM. See attached traffic counts for more

Comment Letter 5 (cont.)

info. If it is determined that both AM and PM peaks are unique, which include specific traffic pattern, analyses should be included for both AM and PM Peaks.

3. Table 3.6-2, 2020 Trip Generation Estimates for NERA - please include the trip generation estimate calculations to the Appendix for verification purposes.
4. Figure 3.6-1, 2020 PM Peak Hour Traffic Forecasts - please provide forecasted traffic volumes and analysis for SR518.
5. Section 3.6.3.3 - Planned Improvements: reference “Table 2.6-4” should be updated to “Table 2.6-5” (i.e. Page 2-24).
6. Section 3.6.4 - Transportation Projects: “Table 3.7-4” for intersections with identified improvements as referenced does not exist. Please verify and revise.
7. Section 3.6.5 - Mitigating Measures: with the proposal of installing a signal at SR518 WB off-ramp at Des Moines Memorial Drive, is there any proposal of modifying current channelization elements at the subject location? Please be more specific.

Please note that there may be more comments coming from our Urban Corridors Office (UCO). If you have any questions, or require additional information, please contact Felix Palisoc of our Development Services section by phone at 206-440-4713, or via e-mail at palisof@wsdot.wa.gov.

Sincerely,

Ramin Pazooki
Local Agency and Development Services Manager

RP:fsp

Attachments: *SR518 WB Off-ramp to Des Moines Memorial Dr ADT*
SR518 EB On-ramp from Des Moines Memorial Dr S ADT

cc: Project File / Day File
T. Washington / T. Knowles, UCO
R. Roberts, NWR Traffic

Comment Letter 5 (cont.)

WASHINGTON STATE DEPT OF TRANSPORTATION

LOCATION : SR 518 WB OFF-RAMP TO
 LEG / DIR : DES MOINES MEMORIAL DR S
 MILE POST : 0.83

Site: 518-001
 Date: 07/17/06

Direction:

Interval	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Weekday	Week
Begin	7/17	7/18	7/19	7/20	7/21	7/22	7/23	Avg	Avg
12:AM	*	81	353	*	*	*	*	217	217
1:00	*	45	561	*	*	*	*	303	303
2:00	*	296	426	*	*	*	*	361	361
3:00	*	26	294	*	*	*	*	160	160
4:00	*	64	65	*	*	*	*	64	64
5:00	*	314	194	*	*	*	*	254	254
6:00	*	714	322	*	*	*	*	518	518
7:00	*	2,496	1,281	*	*	*	*	1,888	1,888
8:00	*	900	1,156	*	*	*	*	1,028	1,028
9:00	*	409	636	*	*	*	*	522	522
10:00	*	474	498	*	*	*	*	486	486
11:00	*	456	574	*	*	*	*	515	515
12:PM	*	510	544	*	*	*	*	527	527
1:00	*	530	592	*	*	*	*	561	561
2:00	870	518	610	*	*	*	*	666	666
3:00	587	598	576	*	*	*	*	587	587
4:00	510	626	574	*	*	*	*	570	570
5:00	502	548	522	*	*	*	*	524	524
6:00	429	432	451	*	*	*	*	437	437
7:00	416	354	396	*	*	*	*	388	388
8:00	819	543	*	*	*	*	*	681	681
9:00	646	524	*	*	*	*	*	585	585
10:00	211	222	*	*	*	*	*	216	216
11:00	136	263	*	*	*	*	*	199	199
Totals	5,126	11,943	10,625	0	0	0	0	12,257	12,257
AM Peak	*	7:00	7:00	*	*	*	*	7:00	7:00
Volume	*	2,496	1,281	*	*	*	*	1,888	1,888
PM Peak	2:00	4:00	2:00	*	*	*	*	8:00	8:00
Volume	870	626	610	*	*	*	*	681	681

Comment Letter 5 (cont.)

WASHINGTON STATE DEPT OF TRANSPORTATION

LOCATION : SR 518 EB ON-RAMP FROM Site: 518-002
 LEG/DIR : DES MOINES MEMORIAL DR S Date: 07/17/06
 MILE POST : 0.83 Direction:

Interval	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Weekday	Week
Begin	7/17	7/18	7/19	7/20	7/21	7/22	7/23	Avg	Avg
12:AM	*	*	59	60	*	*	*	59	59
1:00	*	*	40	41	*	*	*	40	40
2:00	*	*	38	30	*	*	*	34	34
3:00	*	*	34	40	*	*	*	37	37
4:00	*	*	102	118	*	*	*	110	110
5:00	*	*	268	264	*	*	*	266	266
6:00	*	*	526	596	*	*	*	561	561
7:00	*	*	596	626	*	*	*	611	611
8:00	*	*	645	620	*	*	*	632	632
9:00	*	*	555	528	*	*	*	541	541
10:00	*	*	614	592	*	*	*	603	603
11:00	*	*	630	*	*	*	*	630	630
12:PM	*	*	649	*	*	*	*	649	649
1:00	*	*	650	*	*	*	*	650	650
2:00	*	*	702	*	*	*	*	702	702
3:00	*	546	578	*	*	*	*	562	562
4:00	*	488	456	*	*	*	*	472	472
5:00	*	368	314	*	*	*	*	341	341
6:00	*	336	356	*	*	*	*	346	346
7:00	*	312	322	*	*	*	*	317	317
8:00	*	316	330	*	*	*	*	323	323
9:00	*	236	252	*	*	*	*	244	244
10:00	*	182	167	*	*	*	*	174	174
11:00	*	145	144	*	*	*	*	144	144
Totals	0	2,929	9,027	3,515	0	0	0	9,048	9,048
AM Peak	*	*	8:00	7:00	*	*	*	8:00	8:00
Volume	*	*	645	626	*	*	*	632	632
PM Peak	*	3:00	2:00	*	*	*	*	2:00	2:00
Volume	*	546	702	*	*	*	*	702	702

Comment Letter 6

From: Gretch & Jen [gretchandjen@yahoo.com]
Sent: Tuesday, November 03, 2009 7:30 PM
To: Susan Coles
Subject: 834 South 148th Street Burien WA 98168

Hello,

We enjoy living at the address listed above and find the airplane noise very tolerable. We would love to see the homes currently standing stay zoned as is. Please keep us updated on our fate.

Sincerely,

Jennifer M. Andersen
gretchandjen@yahoo.com<<mailto:gretchandjen@yahoo.com>>

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Appendix C – DRAFT Public Hearing Minutes

City of Burien

BURIEN PLANNING COMMISSION/HEARING EXAMINER SPECIAL MEETING

October 20, 2009

7:00 p.m.

3RD Floor Lobby, Burien City Hall

MINUTES

Planning Commission Members Present:

Joe Fitzgibbon, Brian Bennett, Janet Shull, Rebecca McInteer, Rachel Pizarro, Jim Clingan

Absent: Stacie Grage

Others Present:

Donald B. Largen, AICP, hearing examiner; Scott Greenberg, AICP, Community Development Department director

Chair Fitzgibbon called the meeting to order at 7:00 p.m. At the call of the roll all commissioners were present except commissioners Bennett, McInteer and Grage. Commissioner Bennett arrived after roll call.

Agenda Confirmation

Motion to approve the agenda as presented was made by Commissioner Shull. Second was by Commissioner Pizarro and the motion carried unanimously.

Public Comment

None

Approval of Minutes

None

Public Hearing

Scott Greenberg, Community Development director, gave a brief explanation about the roles this evening of the Planning Commission and Don Largen, the city's hearing examiner. By combining the hearing on the NERA Draft Supplemental Environmental Impact Statement (DSEIS) and the hearing on the proposed NERA comprehensive plan amendments, zoning map and code amendments, people wishing to testify need come to only one meeting to be heard.

Mr. Greenberg then explained his role as the City's SEPA-responsible official, the person who must sign-off on the Environmental Impact Statement when it's completed. He went on to explain the purpose of the evening's hearing and invited testimony from the public, noting that public comment is an important part of the process. He noted that written comments will be accepted until Nov. 4, as well as oral

testimony tonight, and the concerns of every comment will be addressed in the Final Supplemental Environmental Impact Statement (FSEIS).

During a brief introductory presentation, Mr. Greenberg delineated the boundaries of the NERA and reviewed the work done in the past year and a half – a market analysis, an existing conditions analysis, a draft strategy and action plan, the proposed Comprehensive Plan amendments, and the Environmental Impact Statement. He said there is still a great deal of work to be done – finalize all the draft work that’s been completed, find funding for infrastructure improvements, and promote and market the area.

Three alternatives are examined in the Environmental Impact Statement, Mr. Greenberg said. Alternative 1, the preferred alternative at this point, would create two separate zones – professional/residential and airport industrial. Airport industrial (AI) would accommodate “flex tech” uses such as warehouse and commercial office uses, with auto sales and retail uses added to certain areas of the zone. Additional residential development would not be allowed in the airport industrial zone. Mr. Greenberg noted that Burien auto dealers have indicated interest in relocating their businesses in that area to create an “auto mall.” The professional/residential (PR) zone would accommodate homes, artist studios, and small businesses, with encouragement to reuse existing homes as businesses.

He noted that staff is proposing to repeal the provision in the current law requiring a minimum two-acre parcel for any development to occur in the NERA; development then could take place on any size parcel. In the proposed PR zone, property owners would be allowed to build homes, perhaps even subdivide their property if it’s large enough, or their property could be used for small businesses. Reuse of the existing homes for businesses such as accountants and other office uses would be encouraged. Demolition of homes and the building of small office spaces would be allowed. Artist studios would be another allowed use. No new residential development would be allowed in the AI zone, because it is the area most heavily impacted by aircraft operations.

Mr. Greenberg emphasized that people living in the NERA area will not be required to move out.

Continuing, Mr. Greenberg explained that Alternative 2 is exactly the same as Alternative 1, except there would be no auto mall and any retail uses would have to be supportive of the primary uses in the area, for instance, a deli serving an office park.

Commissioner McInteer joined the meeting at 7:15 p.m.

Alternative 3 is “no action,” an alternative required by state law, Mr. Greenberg said, explaining the uses allowed under current code.

Mr. Greenberg explained the process of adopting new policies for the Comprehensive Plan – the long-range vision for the City -- and adopting some new maps and land use designations. Following adoption of the Comprehensive Plan amendments, the Zoning Code would be amended by adopting the two new zones – AI and PR – and corresponding zoning regulations.

Mr. Greenberg emphasized that comments on the DSEIS are due Nov. 4, as required by state law. Written comments on the proposed Comprehensive Plan and Zoning Code amendments will be accepted beyond that date. He also explained that, by state law, the City Council needs to complete its deliberation of the proposed Comprehensive Plan amendments by the end of December; the plan can be amended only once a year. The Final Supplemental Environmental Impact Statement, addressing comments received by Nov. 4, will be issued in early December.

Before turning the meeting back to Chair Fitzgibbon, Mr. Greenberg introduced Larry Blanchard, the City’s new public works director.

Don Lagen, hearing examiner, opened the public hearing.

Lolita Khachaturova, 826 S. 146th Street, asked when the City Council would make the final decision. Mr. Greenberg answered that the council will have to adopt any Comprehensive Plan amendments by the

end of the year; its last scheduled meeting of the year is on Dec. 14. She asked if it can be amended again if people don't like it. Chair Fitzgibbon explained that the City can amend its Comprehensive Plan once a year; so it would have to wait at least a year to amend the plan again. Ms. Khachaturova said she likes Alternative 1 because the noise from airline operations is so loud at her house she cannot open the windows. She also had questions about how the proposed changes would affect the environment.

Terry Gangnes, 14040 8th Ave. S., wanted to know how sure it is that the current two-acre minimum for redevelopment will be repealed. Mr. Greenberg replied that ultimately it is a City Council decision. Mr. Gangnes then asked what the property owners do after the amendments have been accepted – wait for someone to make an offer on their property or put it up for sale? Mr. Greenberg replied that that is one possibility; he also suggested perhaps the City's consultants could meet with the property owners as a group to talk about what the market study found and how the property owners might want to market their properties together.

Eric Stahlfeld, 145 SW 155th St., Suite 101, a Burien attorney, stated he was representing Steve Desimone, who owns property in the NERA area. He encouraged the Planning Commission to remove as many restrictions to commercial development in the area as possible. Mr. Stahlfeld stated that DSEIS Figure 2-11 is factually incorrect. He stated that he knows of at least two parcels shown in the figure as vacant/Port-owned that are not vacant or Port-owned. He said that the Port is trying to buy or condemn properties in order to consolidate its control of a large portion of land and that this is not acknowledged anywhere in the DSEIS. He said the Port has brought a condemnation action against his client's property and several others in the area. Mr. Stahlfeld said whatever zoning is adopted, and what is said in the DSEIS, affects "the Port's ability to take private property away from private property owners." He urged the commissioners not to include restrictions that the Federal Aviation Administration (FAA) wants on land uses, adding that if the federal government wants to restrict use of private land then the federal government can compensate the property owners for it.

Commissioner Bennett asked if Mr. Stahlfeld or his client is in favor of one of the three options. Mr. Stahlfeld replied that his client has not taken a position on any of the options; however, he said believes he and his client would prefer the Alternative 1 because it offers the largest number of land-use options. He would like to see restaurants to serve office parks included in the list of uses. Mr. Greenberg clarified that Alternatives 1 and 2 do allow restaurants; Alternative 3 (no action) does not. Commissioner Clingan asked for the general vicinity of the properties Mr. Stahlfeld referenced in his remarks; Mr. Stahlfeld replied that they are both on Des Moines Memorial Way South, between SR-518 and South 144th Street.

Donna Ladines, 824 S 146th St., asked why property owners would want to band together if the Port would be dealing with them individually with offers to buy them out. Mr. Greenberg said the Port is not planning any buyouts at this time. He said what he was referring to is that the City could facilitate a meeting to help the property owners decide how best to market their properties to private developers by helping them understand what the City's market analysis of the area has indicated; the City would not market the property. This is a different situation than what has happened with the Port buyout of homes.

Viktoriya Dundarov, 817 S. 146th St., asked what happens if she doesn't want to sell her property. She said it is confusing and she doesn't know what alternative she favors because she doesn't know what would happen to her property under the Airport Industrial (AI) zoning. Chair Fitzgibbon assured her that she would be allowed to stay on her property. Mr. Greenberg summarized the uses that would be allowed under AI zoning, including air cargo facility or distribution, restaurant, business park, office, airport parking, retail, and auto dealer, among others. He assured her that no one is asking people to sell their property; the proposed amendments will set the ground rules for future land uses in the area. The City is not proposing to buy land; it would be a transaction between private parties.

Hearing Examiner Largen asked Mr. Greenberg if it would be fair to say the proposed changes would give greater flexibility and more potential uses of the properties than have been allowed in the past. Mr. Greenberg agreed.

Tanya Engeset, 1449 SW 152nd St., asked why anyone would shop under the third runway. She said she feels Burien has sold out to the airport. She said she wouldn't shop for a car in that area.

Harvey Palmer, 1243 S. 136th St., asked what the FAA regulations are that might affect development in the area. Mr. Greenberg directed attention to Appendix A of the DSEIS, which lists the land uses permitted by the FAA in the runway protection zone (RPZ) and the approach transition zone (ATZ). He clarified that the FAA land-use restrictions apply only to the properties purchased, or that will be purchased, by the Port of Seattle. The FAA restrictions do not apply to privately owned properties.

Ms. Engeset suggested that nothing in the NERA be built with flat roofs; she believes that makes the noise worse for the whole area. She'd like to see peaked roofs and lots of trees to act as sound buffers. Commissioner Bennett asked which alternative she would prefer; she stated she is against Alternative 1 because she would not shop in that area.

In answer to a question about what happens if the City Council doesn't take action on the proposed amendments by Dec. 14th, Mr. Greenberg stated that it probably would have to wait until December 2010. He said he believes this is one of the City's highest priorities, so he is fairly confident the City Council will make a decision on Dec. 14th.

In response to a question about when the proposed amendments leave the Planning Commission and go to the City Council, Chair Fitzgibbon stated that the commissioners might make a recommendation to the council at their Oct. 27th meeting. If the commissioners do not feel ready to make a recommendation at that time, their next opportunity to do so will be Nov. 10th.

Someone asked about a proposed road shown on a drawing connecting Des Moines Memorial Drive South with South 146th Street. Mr. Greenberg said the idea behind the road is to get traffic off of Des Moines Memorial Drive as quickly as possible. He said there is another proposed road, connecting South 140th Street to South 146th Street, that would operate as an internal connector. Answering a question about why the City would want to divert traffic off of Des Moines Memorial Drive, Mr. Greenberg explained that because the City of Seatac owns Des Moines Memorial Drive, the City of Burien would try to keep the Burien-related traffic internal, which would be safer and require less traffic improvements on Des Moines Memorial Drive than having a large number of cars and trucks entering and exiting from that street.

Amber Rexford, 1226 S. 140th St., asked how the new internal-connector street would affect her. She says currently there are safety hazards on her street and she is concerned about additional dangers posed by more traffic. Mr. Greenberg said that is something the City will have to look at and respond to in the Final SEIS. She said there are four spots where children have nearly been hit by cars; the hearing examiner suggested she send the City an email noting the specific spots to examine.

Ms. Dundarov commented that the commissioners should consider the people who are going to stay in the area when making their decision; not only do residents have to put up with airport noise, but they would have to endure construction noise as well. She said the only way she would move right now is if the airport purchases her property, because the airport offers relocation assistance.

There being no further questions or comments, the hearing examiner closed the public testimony portion of the hearing. Mr. Greenberg encouraged those attending to feel free to email comments to the City and they will be provided to the commissioners up until the time they make their recommendation to the City Council. He noted that all public comments received during the process will go forward to the City Council as well.

Chair Fitzgibbon closed the hearing at 8:02 p.m.

Old Business

None

New Business

None

Planning Commission Communications

None

Director's Report

Mr. Greenberg said he will not be sending out a new packet before the Oct. 27th meeting, but he will provide the commissioners with a new agenda. He advised commissioners to bring the information that was included in the Oct. 20th packet to the Oct. 27 meeting.

Adjournment

Motion to adjourn was made by Commissioner Shull. The meeting was adjourned at 8:03 p.m.

Approved: _____

Joe Fitzgibbon, chair
Planning Commission