

PSRC's 2014 Regional FHWA Application

Important: Please review the following information before beginning the application.

Definition of a project: For the purposes of this competition, a project must be clearly defined by geographic limits and/or functionality. If a project contains multiple components, the sponsor must clearly indicate how they are logically connected to one another. A project with multiple geographic locations must demonstrate their functional relationship (for example, signal coordination work in various locations tied together through a traffic control center).

Projects that include multiple components or sponsors are allowed to be submitted, but the scope of work, funding amounts and schedules for each individual agency and/or component must be clearly identified at the time of application. If awarded PSRC funds, these projects may be separated into their individual components or lead agency in the regional Transportation Improvement Program. Each individual TIP project will be subject to PSRC's project tracking policies and will be administered according to the scope of work and funding awarded for each. If you have questions please contact Kelly McGourty at (206) 971-3601 or kmcgourty@psrc.org.

Resources: A resource document has been developed to assist sponsors in completing PSRC's online applications for the 2014 project selection process. The document summarizes information needed by sponsors to complete applications, as well as provides useful information on various topic areas such as financial constraint and project tracking requirements.

Submitting Applications: The importance of complete and accurate information on every application cannot be overemphasized. The evaluation and scoring of all submitted projects will be based on the answers provided in this application.

There is no set page limit for applications submitted to the regional competition. It is important to provide complete, detailed responses, but please be as concise as possible. Additional supporting information such as maps and other diagrams are encouraged, but other attachments such as comprehensive plan materials are unnecessary.

All applications must be submitted by 5:00p.m. April 8, 2014.

Project Information

Project Title

SR 518 EB OFF RAMP TO DES MOINES MEMORIAL DRIVE

Transportation 2040 ID#

4416

The current list of investments that are required to be on the Transportation 2040 Regional Capacity Project List and have a designated ID # can be accessed at Appendix N of the 2014 Transportation 2040 Update, [here](#). If your project is exempt from this requirement, please enter "N/A." Helpful information on those exempt investments that are considered programmatic in nature or are on local facilities and therefore not required to be on the Project

List can be found here.

For assistance or questions regarding these issues, contact Kimberly Scrivner at 206-971-3281 or kscrivner@psrc.org.

Sponsoring Agency

City of Burien

Co-Sponsoring Agency

CA Status

- Yes
 No

CA Sponsor (if applicable)

Contact Information

Project Contact Name

Brian Roberts

Project Contact Phone

206-439-3164

Project Contact Email

brianr@burienwa.gov

Project Description

Project Scope

This project is Phase 1 of MTP 4416, which will reconstruct the existing half diamond interchange at Des Moines Memorial Drive into a full diamond interchange. Phase 1 includes adding an east bound two lane off ramp from SR 518 to Des Moines Memorial Drive. The project includes a new bridge for the 8th Ave S crossing, retaining walls to minimize ROW acquisition, drainage, water quality treatment, interchange lighting, channelization, landscaping, and pedestrian improvements to a regional trail that passes through the interchange.

Project Purpose

The project will create access improvements where none exist today. It will accelerate the commercial development of Burien's Northeast Revevelopment Area (NERA), facilitate Transit Oriented Development in the Burien Regional Growth Center (BRGC), reduce travel times between the BRGC and NERA, reduce travel times between the Duwamish and N. Tukwila Regional Manufacturing/Industrial Centers and NERA, and improve modeled operations at nearby SR 509 ramp terminals, and local arterial intersections between BRGC/SR 509 and NERA.

Project Location

SR 518 MP 0.18 to 0.60

Please identify the county(s) the project is located in. Check all that apply.

- King County
- Kitsap County
- Pierce County
- Snohomish County

Please identify the crossroad, milepost or landmark nearest the beginning and end of the project below, if applicable. Crossroad/landmark nearest to the beginning of the project:

SR 509

Crossroad/landmark nearest to the end of the project:

Des Moines Memorial Drive

Please identify the center(s)

Burien Regional Growth Center

Federal Functional Classification

Roadways must be approved on the federally classified roadway system before projects on it may use federal transportation funds (this includes proposed new facilities), unless the project meets certain exceptions. Resources to identify a facility's functional classification or exceptions to this requirement may be found here.

Federal Functional Class

Urban Functional Classification Population over 5,000

You have selected Rural. If this is not the appropriate classification, please go back and change your selection.

Please select the appropriate rural classification.

You have selected Urban. If this is not the appropriate classification, please go back and change your selection.

Please select the appropriate urban classification.

12 Principal Arterial - Expressway

Plan Consistency

All projects must be consistent with a comprehensive plan that has been certified by PSRC as being consistent with the Growth Management Act, VISION 2040 and Transportation 2040. Projects must be consistent with the comprehensive plan of each jurisdiction in which the project is located. If a comprehensive plan has not been certified, projects located in that jurisdiction may not be included in the Regional TIP.

Is the project specifically identified in a local comprehensive plan?

- Yes
- No

Is the project specifically identified in a local comprehensive plan?

City of Burien Comprehensive Plan (2011)
Section 2.5, Goal 1 Objective 1, p.2-70
Section 2.5, Goal 2, p. 2-73
City of Burien Transportation Master Plan (2012)
Section 2, p. 22
Section 5, Table 7, Page 42

If no, describe how the project is consistent with the applicable local comprehensive plan, including specific local policies and provisions the project supports.

Category Specific Questions

Select the project category

Corridor Serving Centers

Designated Regional Growth Center

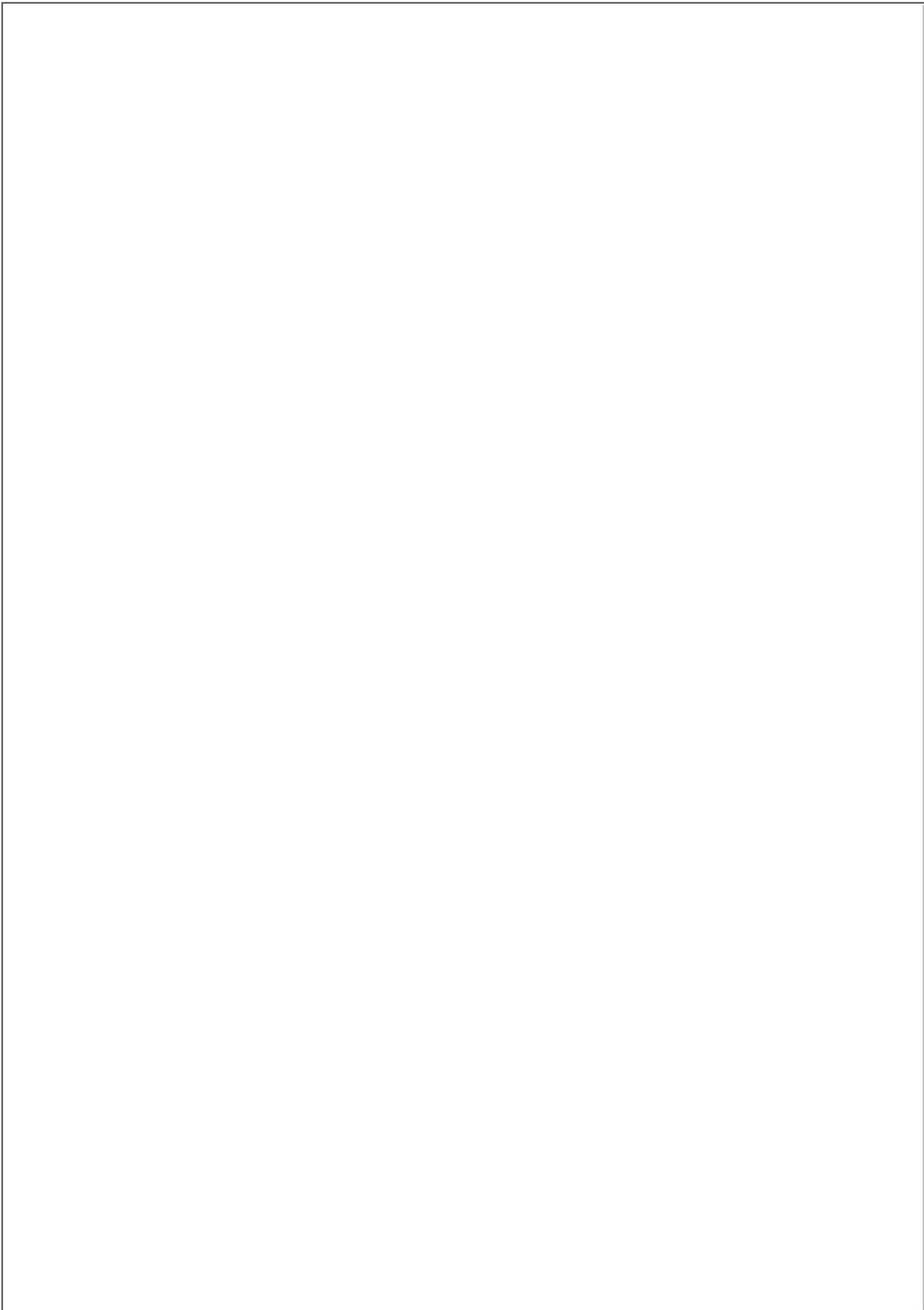
In the sections below, please provide complete but concise responses, addressing as many bullet points as possible. The evaluation and scoring of all submitted projects will be based on the answers provided by the sponsor. Refer to the 2014 Regional Project Evaluation Criteria for PSRC's FHWA Funds in PSRC's Call for Projects for guidance, examples, and details on scoring for additional information.

A1. Regional Growth Center Development

A2. Project's Benefit to the Regional Growth Center

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A3. Circulation Within the Regional Growth Center



B1. Development and Users Benefit

In the sections below, please provide complete but concise responses, addressing as many bullet points as possible. The evaluation and scoring of all submitted projects will be based on the answers provided by the sponsor. Refer to the 2014 Regional Project Evaluation Criteria for PSRC's FHWA Funds in PSRC's Call for Projects for guidance, examples, and details on scoring for additional information.

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Corridor Serving Center(s)

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C1. Benefit to Regional Growth or Manufacturing/Industrial Center

- Describe how this project will benefit or support the housing and employment development in a regional growth center(s) and/or employment growth in a manufacturing/industrial center(s). Does it support multiple centers? Please provide a citation of the relevant policies and/or specific project references in a subarea plan or in the comprehensive plan.

The 158 acre Northeast Redevelopment Area (NERA) has been zoned by Burien for business services, transportation and logistics industry cluster development (City of Burien Ordinance 528, December 14, 2009). Directly under the flight path of Sea-Tac International Airport, this area is among the most directly impacted around the airport. Returning it to productive use requires an aggressive strategy that includes completing the construction of the SR 518 Interchange as a key to enabling commercial and industrial development in both the NERA and Burien's adjacent Regional Growth Center (BRGC).

Redevelopment in the NERA will also include auto retail. The relocation of the auto retail from downtown Burien to the NERA frees up some 25 prime acres in the BRGC for denser Transit Oriented Development (TOD). Four auto dealerships have submitted letters of intent to Burien indicating their desire to relocate operations to NERA, once the eastbound off ramp is complete.

According to the Northeast Redevelopment Area Redevelopment Plan and Implementation Strategy (Otak, April 2010), NERA is estimated to generate up to 3,171 jobs. The number of jobs supported within the BRGC has not been estimated, but is expected to exceed the number of jobs relocated to NERA when the auto dealers move.

Burien has begun development of infrastructure within NERA. This current \$6.1 million project constitutes the first phase of a larger \$23 million project to implement the City's NERA/Miller Creek enhancements and storm water facilities. This sustainable redevelopment focuses on the use of low impact development and integrates it with the construction of storm water infiltration and treatment facilities discharging to Miller Creek. These facilities are designed to directly support the NERA commercial redevelopment. See 2014-2019 CIP page 4-44. Burien has also partnered with the Port of Seattle to fund the planning and design of additional storm water, streets, and utilities development in NERA. See 2014-2019 CIP page 4-30. The eastbound off ramp project (which is applying for construction funding through this grant application) can be found on page 4-31 of the 2014-2019 CIP.

Implementation of the NERA strategy will enable a heavily impacted and underused area in Burien to begin an economic revitalization that will benefit the BRGC, the Port of Seattle, and the Duwamish and North Tukwila Industrial/Manufacturing Centers (DNTIMC).

- Describe how the project provides or benefits a range of travel modes to users to/from centers, or if it provides a missing mode.

The project creates a link that does not exist today between NERA and the BRGC to the west via SR 518, and to the DNTIMC to the north. The off ramp will be two lanes, a drop lane extending from the northbound SR 509 to eastbound SR 518 on ramp, and an option off lane from the eastbound SR 518 outside lane. This drop-option lane configuration eliminates a weave condition that would otherwise compromise vehicle safety between the two closely spaced interchanges.

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The project creates a link that does not exist today between NERA and the BRGC to the west via SR 518, and to the DNTIMC to the north. The off ramp will be two lanes, a drop lane extending from the northbound SR 509 to eastbound SR 518 on ramp, and an option off lane from the eastbound SR 518 outside lane. This drop-option lane configuration eliminates a weave condition that would otherwise compromise vehicle safety between the two closely spaced interchanges.

The approved NERA land uses are expected to generate approximately 18,000 daily trips, predominantly regional in nature. About 600 of these daily trips will be trucks. A substantial percentage of these auto and truck trips will use SR 509. Direct routes between NERA and the regional highway system are limited, with only access to and from the east via the half diamond interchange at SR 518 and Des Moines Memorial Drive. Freight access along SR 509 is even more limited. It can only access NERA from S 160th St or S 128th St, both of which are a substantial distance from the Project.

By having limited routes between NERA and the highway system, regional traffic, including traffic from the DNTIMC is forced to use the local system, which will create poor arterial operations. In the future, over half of the intersections in and around NERA are expected to operate at LOS D or worse. Five intersections would operate at LOS F and two intersections are expected to operate at LOS E. Specifically, the SR 509 and South 146th St and S 160th St interchanges and the SR 518 and Des Moines Memorial Drive westbound off ramp are expected to operate at LOS F with vehicle queues spilling over into mainline operations. The SR 509 and S 146th St ramp terminal intersection lies within the BRGC.

A result of the lack of directional regional access is out-of-direction travel on local streets through poorly operating intersections that create large travel time increases by year 2040 from existing conditions. Routes between SR 509 and NERA would have over a 50 percent increase in travel time. Routes between the DNTIMC and NERA would also experience travel time savings. These travel times would have a significant effect on the mobility and development of NERA.

The project will also enhance bike/walk safety by realigning the existing North SeaTac Trail through the interchange.

• Describe the user groups that will benefit from the project, including commuters, residents, commercial users, those groups identified in the President's Order for Environmental Justice, seniors, people with disabilities and/or areas experiencing high levels of unemployment or chronic underemployment.

Approximately 6700 residents live within half a mile - walking distance - of NERA. An additional 2100 live within the BRGC today, all within walking distance of the Burien Transit Center. NERA is accessible to these individuals via METRO

transit route 132, which utilizes S 146th St. Of these 8,800 residents, over 5,600 are low to moderate income, based on 2010 census data. These residents are expected to benefit from the employment opportunities generated within NERA and the denser TOD within the BRGC.

As noted above, freight haulers will realize economic benefits from reduced travel distances and travel times to NERA, from the Duwamish and North Tukwila Industrial/Manufacturing Centers, and from the BRGC. City of Burien and regional commuters and commercial user traffic originating from beyond the BRGC and the NERA perimeter will also experience reduced travel distances and times because of the project.

• Describe how the project will support the establishment of new jobs/businesses or the retention of existing jobs/businesses including those in the industry clusters identified in the adopted Regional Economic Strategy.

The 158 acre NERA has been zoned by Burien for business services, transportation and logistics industry cluster development. Directly under the flight path of Sea-Tac International Airport, this area is among the most directly impacted around the airport. Returning it to productive use requires an aggressive strategy that includes completing the construction of the SR 518 Interchange as a key to enabling commercial and industrial development in both the NERA and the BRGC.

Redevelopment in the NERA will also include auto retail. The relocation of the auto retail from downtown Burien to the NERA frees up some 25 prime acres in the BRGC for denser TOD. Four auto dealerships have submitted letters of intent to Burien indicating their desire to relocate operations to NERA, once the eastbound off ramp is complete.

According to the Northeast Redevelopment Area Redevelopment Plan and Implementation Strategy (Otak, April 2010), NERA is estimated to generate up to 3,171 jobs. The number of jobs supported within the BRGC has not been estimated, but is expected to exceed the number of jobs relocated to NERA when the auto dealers move.

C2. System Continuity/Long-Term Benefit and Sustainability

• Describe how this project supports a long-term strategy to maximize the efficiency of the corridor, including TDM and TSM opportunities. Describe the problem and how this project will remedy it.

The 2010 SR 518 Route Development Plan authored by WSDOT recommends completion of the Des Moines Memorial Drive interchange. The interchange completion is also included in the 2012 Burien Transportation Master Plan (TMP), and the 2013 WSDOT Freight Mobility Study.

• Describe how the project fills in a missing link or removes barriers to/from a center.

The project creates a link that does not exist today between NERA and the BRGC to the west via SR 518, and to the DNTIMC to the north. Currently, freight traffic coming to NERA from the DNTIMC to the north via SR 509, or from the BRGC must travel eastbound via S 128th St, then southbound on Des Moines Memorial Drive, or travel eastbound via S 160th St, then northbound on Des Moines Memorial Drive. SR 518 bisects NERA. The project off ramp will deliver freight directly to NERA from the regional highway system, bypassing S 128th St and S 160th St. Depending on the origin of the route, freight travel savings of up to 1.8 miles will be realized, with an accompanying time savings of up to nearly 4 minutes.

- Describe how this project will relieve pressure or remove a bottleneck on the Metropolitan Transportation System and how this will positively impact overall system performance.

Currently, freight traffic coming to NERA from the DNTIMC to the north via SR 509, or from the BRGC must travel eastbound via S 128th St, then southbound on Des Moines Memorial Drive, or travel eastbound via S 160th St, then northbound on Des Moines Memorial Drive. SR 518 bisects NERA. These are the closest designated truck routes that can convey freight traffic to NERA from 1st Ave S or from SR 509.

Modeling indicates that in the absence of the project, intersections on these arterial routes (truck route and non-truck route) will experience LOS F due to the increased demand of a fully developed NERA. The project also alleviates LOS F conditions at the SR 509 southbound off ramp terminals at S 146th, in the BRGC, and S 160th Streets. Typical LOS at the above intersections improves to A or B with the project.

- Describe how this project improves safety and/or reduces modal conflict, and provides opportunities for active transportation.

By routing commercial and commuter traffic off of local arterials and onto SR 518, safety benefits will be realized for the 2040 design year on the following arterials.

S 128th St – Today, this designated truck route connects NERA and the DNTIMC. The existing cross section between SR 509 and Des Moines Memorial Drive is four general purpose lanes with curb, gutter and sidewalk. Left turn pockets are provided at SR 509 and Des Moines Memorial Drive. The corridor traffic operations would benefit from the diversion of commercial/commuter traffic to NERA via SR 509.

S 146th St – King County METRO transit route 132 serves S 146th St, which connects the BRGC and NERA. The existing cross section between the BRGC

boundary at SR 509 and NERA is two lanes, with curb gutter and sidewalk. Certain segments have additional cross section width to accommodate parking. Within NERA, the two lane cross section includes gravel shoulders only. Ultimately, sidewalks will be extended across NERA to Des Moines Memorial Drive, per the Burien TMP and TIP. The project will improve the operation of the SR 509 ramp terminal intersection on S 146th St from LOS F to LOS B and reduce congestion along the length of the corridor. This will ensure reliable transit operations and safer traffic operations.

S 152nd St – S 152nd St is designated as a pedestrian priority street in the Burien TMP. The existing cross section is two lanes with paved shoulders and intermittent sidewalks. S 152nd St is the most direct surface connection between the BRGC and NERA. The Burien TIP identifies a sidewalk project for the length of the corridor. Highline High School is located beside S 152nd St midway between the BRGC and NERA. Most non-school district property has been developed as multifamily. The corridor is congested during peak commute times and before and after school. The project will minimize future congestion increases by routing trips to SR 518, enhancing traffic operations and pedestrian safety.

S 156th St – The King County RapidRide F Line serves the S 156th St corridor, which connects the BRGC to NERA via Des Moines Memorial Drive. This corridor is also designated as a pedestrian priority route in the Burien TMP. The existing cross section is two lanes with a median two way left turn lane, two marked bike lanes, curb gutter and sidewalks. The project will benefit the intersection of Des Moines Memorial Drive and S 156th, redirecting freight and commuter traffic off of Des Moines Memorial Drive and onto SR 509 and SR 518. This will contribute to reliable transit operations, vehicle and pedestrian safety at this intersection.

S 160th St - Today, this designated truck route connects NERA and the DNTIMC. The existing cross section between SR 509 and Des Moines Memorial Drive is two general purpose lanes with paved shoulders. Left turn pockets are provided at SR 509 and Des Moines Memorial Drive. The Burien TMP recommends adding sidewalks to the existing cross section, which is programmed in the TIP. The corridor traffic operation, specifically the intersections at the SR 509 ramp terminal and at Des Moines Memorial Drive would benefit from the diversion of commercial/commuter traffic to NERA via SR 509.

By employing drop-option off ramp geometry, the project eliminates a weave condition that would otherwise be created on eastbound SR 509.

- Describe how this project supports a long-term strategy to maximize the efficiency of the corridor, including TDM and TSM opportunities. Describe the problem and how this project will remedy it.

The 2010 SR 518 Route Development Plan authored by WSDOT recommends completion of the Des Moines Memorial Drive interchange. The interchange completion is also included in the 2012 Burien Transportation Master Plan (TMP), and the 2013 WSDOT Freight Mobility Study.

- Describe how the project fills in a missing link or removes barriers to/from a center.

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- Describe how this project will relieve pressure or remove a bottleneck on the Metropolitan Transportation System and how this will positively impact overall system performance.

Currently, freight traffic coming to NERA from the DNTIMC to the north via SR 509, or from the BRGC must travel eastbound via S 128th St, then southbound on Des Moines Memorial Drive, or travel eastbound via S 160th St, then northbound on Des Moines Memorial Drive. SR 518 bisects NERA. These are the closest designated truck routes that can convey freight traffic to NERA from 1st Ave S or from SR 509.

Modeling indicates that in the absence of the project, intersections on these arterial routes (truck route and non-truck route) will experience LOS F due to the increased demand of a fully developed NERA. The project also alleviates LOS F conditions at the SR 509 southbound off ramp terminals at S 146th, in the BRGC, and S 160th Streets. Typical LOS at the above intersections improves to A or B with the project.

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Please describe how your project will reduce emissions. Include a discussion of the population served by the project (who will benefit, where, and over what time period). Specific questions have been prepared to assist you in responding to this criterion depending on the type of project.

Please select all of the elements in the list below that are included in the project's scope of work, and provide the requested information in the text box below.

- Diesel Particulate Emissions Reduction Projects (e.g. diesel engine retrofits)
- Roadway Capacity (general purpose and high occupancy lanes)
- Transit
- Bicycle/Pedestrian Facilities
- Intelligent Transportation Systems (signalization, etc.)
- Alternative Fuels or Vehicle Technology
- Other

•Describe the roadway and travel conditions before and after the proposed project, including average daily traffic and travel speeds.

The project creates a link that does not exist today on eastbound SR 518 at the Des Moines Memorial Drive interchange. The off ramp will be two lanes; a drop lane extending from the northbound SR 509 to eastbound SR 518 on ramp, and an option off lane from the eastbound SR 518 outside lane. This lane configuration eliminates a weave condition that would otherwise compromise vehicle safety between the two closely spaced interchanges.

Table 1

Eastbound SR 518 Between SR 509 and Des Moines Memorial Drive

Criterion	Existing	2040 No-Build	2040 Build
Peak Hour Volume (ADT)	1780 (24,400)	2490 (34,100)	2860 (39,200)
Travel Speed	59.9	59.3	41.5
LOS	B	C	C

With the Project, SR 518 will carry an additional 365 peak hour vehicles. 2040 Build travel speed drops because exiting vehicle speeds are averaged with through movement vehicle speeds. LOS C is maintained by utilizing drop-off ramp channelization.

Table 2

Eastbound Off-Ramp with Ramp Terminal at Des Moines Memorial Drive

Criterion	2040 Build
Peak Hour Volume (ADT)	400 (6200)
Ramp Terminal LOS (roundabout/signal)	B/C

City of Burien intersection LOS standards for arterial intersections outside of the RGC is LOS D or better.

•Describe the potential for multimodal connections, shorter vehicle trips, etc. Describe the transit routes currently using the facility and anticipated in the future.

Currently, freight traffic traveling to NERA from the Duwamish and North Tukwila Industrial/Manufacturing Centers to the north via SR 509, or from the BRGC must travel eastbound via S 128th St, then southbound on Des Moines Memorial Drive, or travel eastbound via S 160th St, then northbound on Des Moines Memorial Drive. SR 518 bisects NERA. These are the closest designated truck routes that can convey freight traffic to NERA from 1st Ave S or from SR 509.

With the project, travel distance to NERA from the S 128th St interchange is reduced by 0.7 mile. The distance to NERA from the S 160th St interchange is reduced by 2.1 miles.

The only transit route that uses SR 518 today is Sound Transit 560, which runs direct between Burien and SeaTac Airport. The project will not impact this bus route.

•Does this project connect to or expand an existing high occupancy vehicle or business access transit lane system?
No.

•What is the length of the project and the population served?

The total project length is 0.48 mile, between SR 518 mileposts 0.18 (SR 509) and 0.60 (Des Moines Memorial Drive). Project beneficiaries include freight haulers. Freight haulers will realize economic benefits from reduced travel distances and travel times to NERA, from the Duwamish and North Tukwila Industrial/Manufacturing Centers to the north, and from the BRGC to the west.

Air Quality and Climate Change

Roadway Capacity (general purpose and high occupancy lanes)

- Describe the roadway and travel conditions before and after the proposed project, including average daily traffic and travel speeds.

The project creates a link that does not exist today on eastbound SR 518 at the Des Moines Memorial Drive interchange. The off ramp will be two lanes; a drop lane extending from the northbound SR 509 to eastbound SR 518 on ramp, and an option off lane from the eastbound SR 518 outside lane. This lane configuration eliminates a weave condition that would otherwise compromise vehicle safety between the two closely spaced interchanges.

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Travel Speed	59.9	59.3	41.5
LOS	B	C	C

With the Project, SR 518 will carry an additional 400 peak hour vehicles. 2040 Build travel speed drops because existing vehicle speeds are averaged with through movement vehicle speeds. LOS C is maintained by utilizing drop-option off ramp channelization.

Table 2

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Criterion	2040 Build
Peak Hour Volume (ADT)	400 (6200)
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City of Burien intersection LOS standards for arterial intersections outside of the RGC is LOS D or better.

- Describe the potential for multimodal connections, shorter vehicle trips, etc. Describe the transit routes currently using the facility and anticipated in the future.

Currently, freight traffic traveling to NERA from the Duwamish and North Tukwila Industrial/Manufacturing Centers to the north via SR 509, or from the BRGC must travel eastbound via S 128th St, then southbound on Des Moines Memorial Drive, or travel eastbound via S 160th St, then northbound on Des Moines Memorial Drive. SR 518 bisects NERA. These are the closest designated truck routes that can convey freight traffic to NERA from 1st Ave S or from SR 509.

With the project, travel distance to NERA from the S 128th St interchange is reduced by 0.7 mile. The distance to NERA from the S 160th St interchange is reduced by 2.1 miles.

The only transit route that uses SR 518 today is Sound Transit 560, which runs direct between Burien and SeaTac Airport. The project will not impact this bus route.

- Does this project connect to or expand an existing high occupancy vehicle or business access transit lane system?

No.

- What is the length of the project and the population served?

The total project length is 0.48 mile, between SR 518 mileposts 0.18 (SR 509) and 0.60 (Des Moines Memorial Drive).

Project beneficiaries include freight haulers. Freight haulers will realize economic benefits from reduced travel distances and travel times to NERA, from the Duwamish and North Tukwila Industrial/Manufacturing Centers to the north, and from the BRGC to the west.

Table 3

2040 Travel Time Savings in Minutes to NERA (Build vs No-Build)

	Auto	Truck
From the SR 509 S 128 th St Interchange	1.8	0.8
From the SR 509 S 160 th St Interchange	1.3	1.3
From the SR 509 S 148 th St Interchange (BRGC)	3.6	2.9

Commuters and commercial users within the BRGC and beyond will realize travel time savings with the project. Time savings are realized by replacing longer surface routes with lower speed limits, with shorter routes utilizing freeway speeds.

Approximately 6700 residents live within half a mile - walking distance - of NERA. An additional 2100 live within the BRGC today, all within walking distance of the Burien Transit Center. NERA is accessible to these individuals via METRO transit route 132, which utilizes S 146th St. Of these 8,800 residents, over 5,600 are low to moderate income, based on 2010 census data. Those residents that will access NERA by foot, bike and/or transit will benefit from the reduced traffic volumes attributable to the Project.

- What source of data indicates the expected conversion of single occupant vehicle trips to transit or carpool?

There are no transit lanes in the Project.

Financial Plan & Project Readiness

In this section, sponsors will address questions regarding the PSRC funding request, the total estimated project cost and schedule, and the project's readiness to obligate PSRC funds. Sponsors should be aware of the following information before completing this section:

Funding Request: Sponsors may request funding for any single project phase, but requests for multiple phases are limited to preliminary engineering plus the subsequent phase necessary. I.e, a sponsor may request funding for both preliminary engineering and right of way phases or preliminary engineering and construction phases, but not both right of way and construction phases.

Funding Requirements: A minimum of 13.5% of local matching funds is required for both Surface Transportation Program (STP) and Congestion Mitigation and Air Quality Improvement Program (CMAQ) funding. The combination of the requested PSRC funds plus all other funding must be adequate to fully fund that phase. Requests that do not result in a phase being fully funded will be considered ineligible for PSRC funding.

Obligation Requirements: Per PSRC's project tracking policies, all project phases awarded PSRC funds must obligate by June 1st of the program year selected. For more information, see PSRC's project tracking policies [here](#).

PSRC Funding Request

Please identify the phase(s) for which PSRC funds are being requested, the funding source, the amount, and expected year of obligation. Confirm the total by pressing the calculate button.

Funding Source

- STP
- CMAQ

Phase

Construction

Obligation Year

2016

Amount Requested

11600179

Phase

Obligation Year

Amount Requested

Total PSRC Funding Request

11600179

Total Estimated Project Cost and Schedule

In the table below, please provide the total estimated cost and schedule for all phases of the project, from start to finish, and indicate when each phase was, or is planned to be, completed. If a phase is not required for the project, indicate with N/A.

Please include all funding amounts and sources (including the requested PSRC funds) and identify whether they are secure, reasonably expected, or unsecure. PSRC's definitions and guidance for determining secure and reasonably expected funds may be found [here](#).

NOTE: If you find that you need more rows than provided in the tables below, please fill out the supplemental project cost spreadsheet available [here](#) and upload in the area below.

Upload (only if necessary)

--

Planning Phase

Please note, the planning phase of a capital project is considered to be part of the preliminary engineering phase. Complete this section only if this project is an independent planning study.

Funding Source

N/A

Funding Status

Funding Amount

Funding Source

Funding Status

Funding Amount

Total Planning Phase Cost

Actual or estimated completion date

Preliminary Engineering/Design Phase

Funding Source

Funding Status

Funding Amount

Funding Source

Funding Status

Funding Amount

Funding Source

Funding Status

Funding Amount

300005

Funding Source

Funding Status

Funding Amount

Funding Source

Funding Status

Funding Amount

Total Preliminary Engineering/Design Cost

2180200

Actual or estimated completion date

January 2015

Right of Way Phase

Funding Source

City of Burien

Funding Status

Reasonably Expected

Funding Amount

100000

Funding Source

Funding Status

Funding Amount

Total Right of Way Phase Cost

100000

Actual or estimated completion date

December 2014

Construction Phase

Funding Source

PSRC

Funding Status

Unsecured

Funding Amount

11600179

Funding Source

City of Burien

Funding Status

Reasonably Expected

Funding Amount

1809821

Funding Source

Funding Status

Funding Amount

Funding Source

Funding Status

Funding Amount

Funding Source

Funding Status

Funding Amount

Total Construction Phase Cost

Actual or estimated completion date

Other Phase

Funding Source

Funding Status

Funding Amount

Total Other Phase Cost

Actual or estimated completion date

Project Summary

The calculated total project cost below is based on the entries completed above. Please review for accuracy before proceeding to ensure all funding is reflected.

Total Estimated Project Cost

15690200

Estimated Project Completion Date

July 2017

Financial Documentation

Please provide supporting documentation using the upload function below to demonstrate that all additional funds for the phase(s) for which PSRC funds are being requested are secure or reasonably expected.

Upload

http://fs19.formsite.com/psrc/files/f-0-475-7872525_LIP89utB_Financial_Plan_for_Screening_Form.doc

Upload

http://fs19.formsite.com/psrc/files/f-0-480-7872525_hXT7EYdJ_Adopted_2013-2014_Budget_Ordinance_-Fi

Upload

http://fs19.formsite.com/psrc/files/f-0-481-7872525_fhvHWkrS_SR_518_Off-Ramp_CIP_Project_Page.

Please describe the secure or reasonably expected funds identified in the supporting documentation. For funds that are reasonably expected, an explanation of procedural steps with milestone dates for completion which will be taken to secure the funds for the project or program should also be included. For more information, refer to PSRC's financial constraint guidance.

The City of Burien plans on starting construction in the first half of 2016. The matching funds are reasonably expected because they are available in the current City budget, but will not be appropriated for this project until the end of 2014 as part of our regular biennial budget process for 2015-2016. The accompanying project sheet from the City budget shows the construction phase in 2015 with "unfunded" as the source. If grant funding is obtained through this process, the 2015-2016 budget (adopted at the end of 2014) will show \$11,600,179 of STP funds and \$900,000 from the Transportation Capital Projects fund balance, \$500,000 from the Street fund balance, and \$400,000 from the General fund balance – all in 2016. We are attaching a copy of the CIP Budget project page, as well as a copy of the current budget ordinance showing ending fund balances for the end of 2014. The total of these balances is in excess of \$7 million.

Project Readiness

PSRC recognizes that the complexity of some projects can trigger a variety of prerequisites that must be satisfied before federal funding is typically eligible to be obligated. The questions in this section are designed to identify those requirements and assist sponsors to:

- Identify which obligation prerequisites and milestones apply to their specific project.
- Identify which of these have already been satisfied at time of application.
- Provide an explanation and realistic completion date for all obligation prerequisites and milestones not yet completed.

In the following section, sponsors will be asked a series of questions about the project. Based on these responses, sponsors will be directed to the appropriate set of subsequent questions addressing the project's readiness.

NOTE: Sponsors applying for funds for only planning studies or preliminary engineering/design phases are not required to provide further information for project readiness and will be directed to the next required set of questions.

Are you requesting funds for ONLY a planning study or preliminary engineering?

- Yes
 No

Is preliminary engineering for the project complete?

- Yes
 No

What was the date of completion (month and year)?

Have preliminary plans been submitted to WSDOT for approval?

- Yes
 No

When are preliminary plans expected to be complete and approved by WSDOT (month and year)?

Are there any other PE/Design milestones not listed above?

WSDOT Approval of 30% Plans, April 2014
Chann Plan, May 2014
NEPA DCE Approval, June 2014
ROW/Limited Access Plan, July 2014
ROW Certification, December 2014
PS&E Ready, January 2015

Project Readiness

What is the current level of NEPA documentation?

- Environmental Impact Statement (EIS)
- Environmental Assessment (EA)
- Documented Categorical Exclusion (DCE)
- Categorical Exclusion (CE)

Has the NEPA documentation been approved?

- Yes
- No

Please provide the date of NEPA approval, or the anticipated date of completion (month and year).

June 2014

Project Readiness

Will right of way be required for the project?

- Yes
- No

How many parcels do you need?

one

What is the zoning in the project area?

AI - Airport Industrial

Discuss the extent to which your schedule reflects the possibility of condemnation and the actions needed to pursue this.

The schedule does not reflect the possibility of condemnation, as the property is owned by the Port of Seattle, another government entity. The Port of Seattle is partnering with Burien to develop NERA, and is a willing seller.

Does your agency have experience in conducting right of way acquisitions of similar size and complexity?

- Yes
- No

If not, when do you expect a consultant to be selected, under contract, and ready to start (month and year)?

In the box below, please identify all relevant right of way milestones, including the current status and estimated completion date of each. For example, these might include:• True cost estimate of right of way• Right of way plans (stamped)• Relocation plan• Right of way certification• Right of way acquisition• Certification audit by WSDOT • Relocation certification

ROW/Limited Access Plan, July 2014
True Cost Estimate, July 2014
WSDOT/Dept of Ecology Prospective Purchaser Agreement, November 2014
Acquisition, November 2014
ROW Certification, December 2014

Project Readiness

Are funds being requested for construction?

- Yes
- No

Do you have an engineer's estimate?

- Yes
- No

Identify the environmental permits needed for the project and when they are scheduled to be acquired.

Construction Stormwater General Permit, January 2015

Are Plans, Specifications & Estimates (PS&E) approved?

- Yes
- No

Please provide the date of approval, or the date when PS&E is scheduled to be submitted for approval (month and year).

January, 2015

When is the project scheduled to go to ad (month and year)?

January 2016

Other Considerations

Please describe any additional aspects of your project not previously addressed in the application that could be relevant to the final project recommendation and decision-making process. In addition, please describe any innovative components included in your project: these could include design elements, cost saving measures, or other innovations.

File Submission

Please provide any additional supporting documents, including maps, through the upload functions below.

Upload

http://fs19.formsite.com/psrc/files/f-0-477-7872525_KoDdtjhh_Ord528-2009_Comp_Plan_Amendments.pdf

Upload

http://fs19.formsite.com/psrc/files/f-0-478-7872525_neY8aDRU_Burien_CIP__Auto_Dlr_Letters.pdf

Final Review

Please review all application form questions to ensure you have completed all fields. An email containing a PDF version of the project application will be sent to the project contact upon submission.

NOTE: Sponsors may update and resubmit information included in the application until the April 8th deadline. After the deadline has passed, the form site will close and sponsors will not have access for revisions.

Last Update

2014-03-19 13:21:47

Start Time

N/A with Save & Return

Finish Time

N/A with Save & Return

IP

64.122.205.46

Browser

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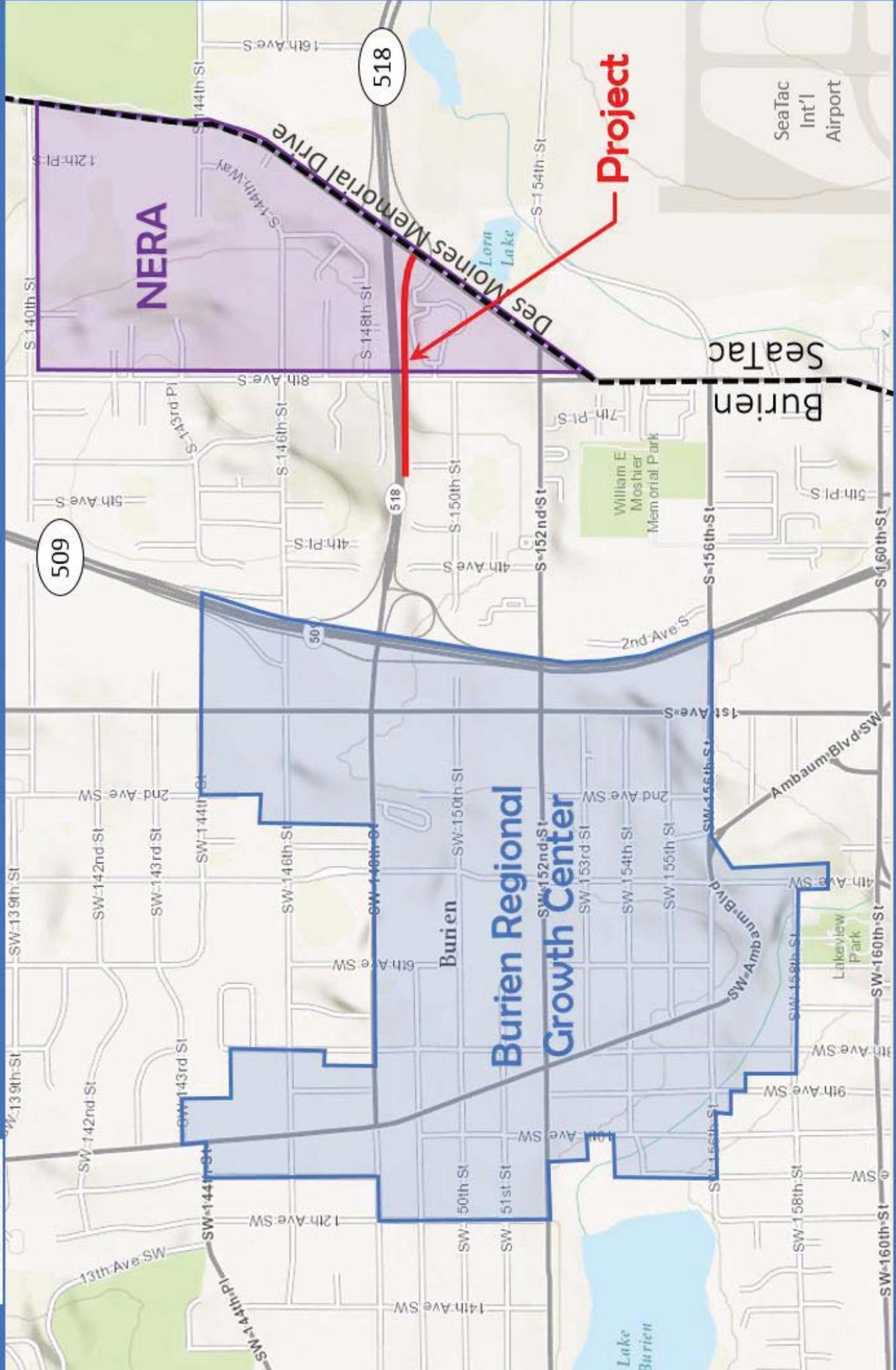
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<http://fs19.formsite.com/res/formLoginReturn>



SR 518 Eastbound Off-Ramp to Des Moines Memorial Drive



City of Burien - Eastbound Off Ramp to Des Moines Memorial Drive
 30% Engineer's Estimates
 February 2014

ITEM NO.	TOTAL QUANTITY	STD ITEM NO.	UNIT	ITEM	TOTAL QUANTITY	UNIT COST	TOTAL
PREPARATION							
1	LUMP SUM	0001	L.S.	MOBILIZATION	1	10%	\$ 748,470.95
2	2.8	0025	ACRE	CLEARING AND GRUBBING	2.8	\$ 5,000.00	\$ 14,000.00
3	3	0049	EACH	REMOVING DRAINAGE STRUCTURE	3	\$ 400.00	\$ 1,200.00
4	LUMP SUM	0050	L.S.	REMOVAL OF STRUCTURE AND OBSTRUCTION	1	\$ 60,000.00	\$ 60,000.00
5	1420	0090	S.Y.	REMOVING CEMENT CONC. PAVEMENT	1420	\$ 25.00	\$ 35,500.00
6	257	0100	S.Y.	REMOVING CEMENT CONC. SIDEWALK	257	\$ 10.00	\$ 2,570.00
7	410	0108	L.F.	REMOVING CEMENT CONC. CURB AND GUTTER	410	\$ 8.00	\$ 3,280.00
8	200	0110	L.F.	REMOVING CEMENT CONC. CURB	200	\$ 5.00	\$ 1,000.00
9	1669	0120	S.Y.	REMOVING ASPHALT CONC. PAVEMENT	1669	\$ 7.00	\$ 11,683.00
10	240	0140	L.F.	REMOVING ASPHALT CONC. CURB	240	\$ 5.00	\$ 1,200.00
11	520	0170	L.F.	REMOVING GUARDRAIL	520	\$ 5.00	\$ 2,600.00
12	100	0190	L.F.	REMOVING PLASTIC LINE	100	\$ 2.00	\$ 200.00
13	2	0200	EACH	REMOVING PLASTIC TRAFFIC MARKING	2	\$ 150.00	\$ 300.00
14	130	0204	S.F.	REMOVING PLASTIC CROSSWALK LINE	130	\$ 4.00	\$ 520.00
15	1380	0220	L.F.	REMOVING CHAIN LINK FENCE	1380	\$ 5.00	\$ 6,900.00
16	1968	0261	C.Y.	HAZARDOUS MATERIAL EXCAVATION INCL. HAUL	1968	\$ 15.00	\$ 29,520.00
GRADING							
17	6940	0310	C.Y.	ROADWAY EXCAVATION INCL. HAUL	6940	\$ 10.00	\$ 69,400.00
18	8113	0431	TON	GRAVEL BORROW INCL. HAUL	8113	\$ 12.00	\$ 97,356.00
19	6090	0470	C.Y.	EMBANKMENT COMPACTION	6090	\$ 2.00	\$ 12,180.00
DRAINAGE							
20	1336	1040	C.Y.	CHANNEL EXCAVATION INCL. HAUL	1336	\$ 15.00	\$ 20,040.00
21	100	1160	L.F.	UNDERDRAIN PIPE 6 IN. DIAM.	100	\$ 10.00	\$ 1,000.00
STORM SEWER							
22	1	3090	EACH	CATCH BASIN TYPE 2 54 IN. DIAM. WITH FLOW SPLITTER	1	\$ 5,500.00	\$ 5,500.00
23	17	3091	EACH	CATCH BASIN TYPE 1	17	\$ 1,300.00	\$ 22,100.00
24	7	3105	EACH	CATCH BASIN TYPE 2 48 IN. DIAM.	7	\$ 2,500.00	\$ 17,500.00
25	995	3541	L.F.	SCHEDULE A STORM SEWER PIPE 12 IN. DIAM.	995	\$ 40.00	\$ 39,800.00
26	100	3542	L.F.	SCHEDULE A STORM SEWER PIPE 18 IN. DIAM.	100	\$ 60.00	\$ 6,000.00
STRUCTURE							
27	240	4006	C.Y.	STRUCTURE EXCAVATION CLASS A INCL. HAUL	240	\$ 25.00	\$ 6,000.00
28	LUMP SUM	4013	L.S.	SHORING OR EXTRA EXCAVATION CL. A	1	\$ 17,000.00	\$ 17,000.00
29	625	4049	L.F.	SHAFT - 36 IN. DIAMETER	625	\$ 350.00	\$ 218,750.00
30	625	4053	L.F.	FURNISHING SOLDIER PILE	625	\$ 140.00	\$ 87,500.00
31	784		S.F.	RW-1 CANTILEVER SOLDIER PILE WALL	784	\$ 165.00	\$ 129,360.00
32	779		S.F.	RW-2 CANTILEVER SOLDIER PILE WALL	779	\$ 165.00	\$ 128,535.00
33	35000	4149	LB.	ST. REINF. BAR FOR BRIDGE	35000	\$ 1.25	\$ 43,750.00
34	260	4322	C.Y.	CONC. CLASS 4000 FOR BRIDGE	260	\$ 500.00	\$ 130,000.00
35	840	4269	L.F.	PRESTRESSED CONC. GIRDER	840	\$ 275.00	\$ 231,000.00
							\$ 918,943.95
							\$ 178,936.00
							\$ 21,040.00
							\$ 90,900.00
							\$ 4,973,302.00

ITEM NO.	TOTAL QUANTITY	STD ITEM NO.	UNIT	ITEM	TOTAL QUANTITY	UNIT COST	TOTAL
36	20	4299	S.F.	LAGGING	20	\$ 15.00	\$ 300.00
37	LUMP SUM	4300	L.S.	SUPERSTRUCTURE	1	\$ 376,000.00	\$ 376,000.00
38	460	4415	L.F.	TRAFFIC BARRIER	460	\$ 135.00	\$ 62,100.00
39	22500	4472	S.F.	NOISE BARRIER WALL TYPE	22500	\$ 55.00	\$ 1,237,500.00
40	10192		S.F.	RW-3 SOIL NAIL WALL	10192	\$ 120.00	\$ 1,223,040.00
41	8432		S.F.	RW-1 STRUCTURAL EARTH WALL	8432	\$ 76.00	\$ 640,832.00
42	5825		S.F.	RW-2 STRUCTURAL EARTH WALL	5825	\$ 65.00	\$ 378,625.00
43	30	4482	S.Y.	PREFABRICATED DRAINAGE MAT	30	\$ 17.00	\$ 510.00
44	250	5656	S.Y.	BRIDGE APPROACH SLAB	250	\$ 250.00	\$ 62,500.00
SURFACING							
45	14	5047	TON	GRAVEL BASE	14	\$ 12.00	\$ 168.00
46	2740	5100	TON	CRUSHED SURFACING BASE COURSE	2740	\$ 25.00	\$ 68,500.00
LIQUID ASPHALT							
47	3280	5334	EST.	ANTI-STRIPPING ADDITIVE	1	\$ 3,280.00	\$ 3,280.00
HOT MIX ASPHALT							
48	3280	5767	TON	HMA CL. 1/2 IN. PG	3280	\$ 90.00	\$ 295,200.00
49	8850	5830	CALC	JOB MIX COMPLIANCE PRICE ADJUSTMENT	1	\$ 8,850.00	\$ 8,850.00
50	5910	5835	CALC	COMPACTION PRICE ADJUSTMENT	1	\$ 5,910.00	\$ 5,910.00
51	1	5837	CALC	ASPHALT COST PRICE ADJUSTMENT	1	\$ 1.00	\$ 1.00
52	1	6516	CALC	CYCLIC DENSITY PRICE ADJUSTMENT	1	\$ 1.00	\$ 1.00
53	1	6518	CALC	SMOOTHNESS COMPLIANCE ADJUSTMENT	1	\$ 1.00	\$ 1.00
EROSION CONTROL & PLANTING							
54	150	6403	DAY	ESC LEAD	150	\$ 60.00	\$ 9,000.00
55	410	6453	S.Y.	COMPOST BLANKET	410	\$ 5.00	\$ 2,050.00
56	900	6464	S.Y.	PLASTIC COVERING	900	\$ 1.50	\$ 1,350.00
57	25	6471	EACH	INLET PROTECTION	25	\$ 75.00	\$ 1,875.00
58	1	6469	EACH	TIRE WASH	1	\$ 8,000.00	\$ 8,000.00
59	2		EACH	PORTABLE SEDIMENT TANK	2	\$ 5,000.00	\$ 10,000.00
60	300	6470	HR	STREET CLEANING	300	\$ 100.00	\$ 30,000.00
61	1990	6373	L.F.	SILT FENCE	1990	\$ 3.00	\$ 5,970.00
62	40000	6490	EST.	EROSION/WATER POLLUTION CONTROL	1	\$ 40,000.00	\$ 40,000.00
63	LUMP SUM		L.S.	SWPPP AND GENERAL PERMIT COMPLIANCE	1	\$ 20,000.00	\$ 20,000.00
64	320	6472	L.F.	TEMPORARY CURB	320	\$ 8.00	\$ 2,560.00
65	480	7315	L.F.	TEMPORARY PIPE SLOPE DRAIN	480	\$ 17.00	\$ 8,160.00
66	1	6491	ACRE	TEMPORARY SEEDING	1	\$ 500.00	\$ 500.00
67	1.48	6414	ACRE	SEEDING, FERTILIZING, AND MULCHING	1.48	\$ 2,500.00	\$ 3,700.00
70	410	6419	S.Y.	SEEDING AND FERTILIZING BY HAND	410	\$ 3.00	\$ 1,230.00
71	364	6409	C.Y.	TOP SOIL TYPE A	364	\$ 40.00	\$ 14,560.00
72	20	6552	EACH	PSIPE - 4 GAL	20	\$ 500.00	\$ 10,000.00
73	1	6606	EST.	PLANT ESTABLISHMENT - SECOND YEAR	1	\$ 20,000.00	\$ 20,000.00
74	1	6608	EST.	PLANT ESTABLISHMENT - THIRD YEAR	1	\$ 20,000.00	\$ 20,000.00
75	1	6480	ACRE	FINE COMPOST	1	\$ 50.00	\$ 50.00
76	1	6545	EST.	WEED AND PEST CONTROL	1	\$ 1,000.00	\$ 1,000.00

ITEM NO.	TOTAL QUANTITY	STD ITEM NO.	UNIT	ITEM	TOTAL QUANTITY	UNIT COST	TOTAL
77	1	6529	ACRE	SOIL AMENDMENT	1	\$ 50.00	\$ 50.00
78	1960	6630	L.F.	HIGH VISIBILITY FENCE	1960	\$ 3.00	\$ 5,880.00
TRAFFIC							
79	530	6700	L.F.	CEMENT CONC. TRAFFIC CURB AND GUTTER	530	\$ 25.00	\$ 13,250.00
80	60	6701	L.F.	CEMENT CONC. TRAFFIC CURB	60	\$ 16.00	\$ 960.00
81	120	6709	L.F.	ROUNDABOUT TRUCK APRON CEM. CONC. CURB AND GUTTER	120	\$ 40.00	\$ 4,800.00
82	700	6727	L.F.	EXTRUDED CURB	700	\$ 12.00	\$ 8,400.00
83	1250	6763	L.F.	SINGLE SLOPE CONCRETE BARRIER	1250	\$ 85.00	\$ 106,250.00
84	450		L.F.	TRAFFIC BARRIER WITH MOMENT SLAB	450	\$ 535.00	\$ 240,750.00
85	3	6764	EACH	SINGLE SLOPE CONC. BARRIER LIGHT STANDARD FOUNDATION	3	\$ 12,000.00	\$ 36,000.00
86	852.5		L.F.	CABLE FENCE	852.5	\$ 35.00	\$ 29,837.50
87	2	7442	EACH	PERMANENT IMPACT ATTENUATOR	2	\$ 20,000.00	\$ 40,000.00
88	6976	6807	L.F.	PLASTIC LINE	6976	\$ 1.50	\$ 10,464.00
89	580	6828	L.F.	PLASTIC WIDE LANE LINE	580	\$ 20.00	\$ 11,600.00
90	331	6857	S.F.	PLASTIC CROSSWALK LINE	331	\$ 8.00	\$ 2,648.00
91	32	6859	L.F.	PLASTIC STOP LINE	32	\$ 11.00	\$ 352.00
92	4	6833	EACH	PLASTIC TRAFFIC ARROW	4	\$ 225.00	\$ 900.00
93	LUMP SUM	6890	L.S.	PERMANENT SIGNING	1	\$ 150,000.00	\$ 150,000.00
94	LUMP SUM	6898	L.S.	CANTILEVER SIGN STRUCTURE NO.	1	\$ 50,000.00	\$ 50,000.00
95	LUMP SUM	6904	L.S.	ILLUMINATION SYSTEM	1	\$ 210,000.00	\$ 210,000.00
96	LUMP SUM	6914	L.S.	ITS	1	\$ 49,900.00	\$ 49,900.00
97	LUMP SUM	6971	L.S.	PROJECT TEMPORARY TRAFFIC CONTROL	1	\$ 200,000.00	\$ 200,000.00
OTHER ITEMS							
98	LUMP SUM	7004	L.S.	TYPE C PROGRESS SCHEDULE	1	\$ 10,000.00	\$ 10,000.00
99	628	7006	C.Y.	STRUCTURE EXCAVATION CLASS B INCL. HAUL	628	\$ 25.00	\$ 15,700.00
100	4304	7008	S.F.	SHORING OR EXTRA EXCAVATION CLASS B	4304	\$ 1.00	\$ 4,304.00
101	LUMP SUM	7037	L.S.	STRUCTURE SURVEYING	1	\$ 40,000.00	\$ 40,000.00
102	LUMP SUM	7038	L.S.	ROADWAY SURVEYING	1	\$ 40,000.00	\$ 40,000.00
103	5000	7040	EST.	LICENSED SURVEYING	1	\$ 5,000.00	\$ 5,000.00
104	243	7055	S.Y.	CEMENT CONC. SIDEWALK	243	\$ 50.00	\$ 12,150.00
105	3	7058	EACH	CEMENT CONC. CURB RAMP TYPE	3	\$ 4,000.00	\$ 12,000.00
106	470	7065	S.Y.	CONC. SLOPE PROTECTION	470	\$ 75.00	\$ 35,250.00
107	700	7085	L.F.	COATED CHAIN LINK FENCE TYPE 3	700	\$ 25.00	\$ 17,500.00
108	2896		S.F.	ROCK WALL	2896	\$ 15.00	\$ 43,440.00
109	LUMP SUM	7350	L.S.	CLEANING EXISTING DRAINAGE STRUCTURE	1	\$ 500.00	\$ 500.00
110	10000	7715	EST.	FORCE ACCOUNT FOR POTHOLING	1	\$ 10,000.00	\$ 10,000.00
111	10000	7715	EST.	FORCE ACCOUNT TO RESOLVE POTHOLING PROBLEMS	1	\$ 10,000.00	\$ 10,000.00
112	5000	7715	EST.	FORCE ACCOUNT FOR BIKE TRAIL TEMP DETOUR	1	\$ 5,000.00	\$ 5,000.00
113	1	7400	HR	TRAINING	1	\$ 1.00	\$ 1.00
114	5000	7480	EST.	ROADSIDE CLEANUP	1	\$ 5,000.00	\$ 5,000.00
115	LUMP SUM		L.S.	AS-BUILT SURVEYING AND RECORD DRAWINGS	1	\$ 7,500.00	\$ 7,500.00
116	5	7725	EST.	REIMBURSEMENT FOR THIRD PARTY DAMAGE	1	\$ 5.00	\$ 5.00
117	-1	7728	CALC	MINOR CHANGE	1	\$ (1.00)	\$ (1.00)
							\$ 286,101.00

ITEM NO.	TOTAL QUANTITY	STD ITEM NO.	UNIT	ITEM	TOTAL QUANTITY	UNIT COST	TOTAL
118	1	7730	CALC	FUEL COST ADJUSTMENT	1	\$ 1.00	\$ 1.00
119	1	7732	CALC	AGGREGATE COMPLIANCE PRICE ADJUSTMENT	1	\$ 1.00	\$ 1.00
120	1070	7535	S.Y.	CONSTRUCTION GEOTEXTILE FOR DITCH LINING	1070	\$ 5.00	\$ 5,350.00
121	LUMP SUM	7570	L.S.	HEALTH AND SAFETY PLAN	1	\$ 2,500.00	\$ 2,500.00
122	2500	7571	EST.	FA-SITE CLEANUP OF BIO. AND PHYSICAL HAZARDS	1	\$ 2,500.00	\$ 2,500.00
123	4		EACH	LEVEL SPREADER	4	\$ 600.00	\$ 2,400.00
				SUBTOTAL			\$ 8,233,180.45
				ESCALATION TO MID-2015		3%	\$ 246,995.41
				SUBTOTAL			\$ 8,480,175.86
				DESIGN CONTINGENCY		25%	\$ 2,120,043.97
				SUBTOTAL			\$ 10,600,219.83
				WASHINGTON STATE SALES TAX		9.5%	\$ 1,007,020.88
				SUBTOTAL			\$ 11,607,240.71
				CONSTRUCTION CONTINGENCY (CHANGE ORDERS)		8%	\$ 678,414.07
				CONSTRUCTION ENGINEERING		12%	\$ 987,981.65
				SUBTOTAL			\$ 13,273,636.44
				BELOW THE LINE ITEMS			\$ -
				TOTAL CONSTRUCTION COST			\$ 13,273,636.44
				DESIGN ENGINEERING			\$ 1,989,717.00
				RIGHT OF WAY ACQUISITIONS	29,900	\$ 12.00	\$ 358,800.00
				SUBTOTAL			\$ 2,348,517.00
				TOTAL PROJECT COST			\$ 15,622,153.44

**2014 - 2019 Capital Improvement Program
Transportation CIP**

Project Name:	North East Redevelopment Area (NERA) Infrastructure Improvements - Pilot Program
Project Location:	The North East Redevelopment Area (NERA) is bounded by S. 138th St on the north, 8th Ave S. on the west, and Des Moines Memorial Drive S. on the south/east.
Project Description:	This project will plan and design additional infrastructure improvements for stormwater, streets, and utilities in the NERA area. The City of Burien and the Port of Seattle are co-applying for a Federal Aviation Administration (FAA) grant for this pilot program.

Total Project Cost:	\$	5,000,000	Funded 5,000,000	Unfunded -
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BARS Acct. No.:	318-
PM Task Code:	318-
TIP Project No.:	
Comprehensive Plan:	Transportation Element-Goals 1,2,3,11

Maintenance Costs:	To be determined after final design.
Change from prior CIP:	New project.

Project Costs	Total Prior Years	2013	2014	2015	2016	2017	2018	2019	Future	Total Project
Planning										-
Design & Engineering			5,000,000							5,000,000
R-O-W Acquisition										-
Construction Mgmt										-
Construction										-
Total Project Costs	-	-	5,000,000	-	-	-	-	-	-	5,000,000

Funding Sources	Total Prior Years	2013	2014	2015	2016	2017	2018	2019	Future	Total Project
Transportation CIP			250,000							250,000
Surface Water Mgmt CIP			250,000							250,000
Port of Seattle			500,000							500,000
FAA grant			4,000,000							4,000,000
										-
										-
										-
										-
										-
Total Funding Sources	-	-	5,000,000	-	-	-	-	-	-	5,000,000

**2014 - 2019 Capital Improvement Program
Transportation CIP**

Project Name:	North East Redevelopment Area (NERA) SR 518/Des Moines Memorial Dr. Interchange
Project Location:	The North East Redevelopment Area (NERA) is bounded by S. 138th St on the north, 8th Ave S. on the west, and Des Moines Memorial Drive S. on the south/east.
Project Description:	This project provides for the improvement of streets in the NERA area to accommodate future growth and changing traffic patterns as NERA develops. Funding in 2012 is for the planning and design of the eastbound off-ramp from SR 518. The unfunded phase in 2015 is for the construction of the eastbound off-ramp. Future phases include a westbound on-ramp and internal streets. The City continues to search for funding sources for futures phases.

		Funded	Unfunded
Total Project Cost:	\$ 15,180,195	2,180,195	13,000,000

BARS Acct. No.:	318-05-595-30
PM Task Code:	318-0037
TIP Project No.:	35
Comprehensive Plan:	Transportation Element-Goals 1,2,3,11

Maintenance Costs:	Maintenance costs will increase after the streets are built.
Change from prior CIP:	Project name changed from NERA Transportation Improvements.

Project Costs	Total Prior Years	2013	2014	2015	2016	2017	2018	2019	Future	Total Project
Planning										-
Design & Engineering		2,180,195								2,180,195
R-O-W Acquisition			1,000,000							1,000,000
Construction Mgmt				1,500,000						1,500,000
Construction				10,500,000						10,500,000
Total Project Costs	-	2,180,195	1,000,000	12,000,000	-	-	-	-	-	15,180,195

Funding Sources	Total Prior Years	2013	2014	2015	2016	2017	2018	2019	Future	Total Project
Transportation CIP		50,000								50,000
Surface Water Mgmt CIP		250,000								250,000
State Appropriation		250,000								250,000
Federal Grant		1,630,195								1,630,195
<i>Unfunded</i>			1,000,000	12,000,000						13,000,000
										-
										-
										-
										-
										-
Total Funding Sources	-	2,180,195	1,000,000	12,000,000	-	-	-	-	-	15,180,195

2014 - 2019 Capital Improvement Program Surface Water Management

Project Name:	North East Redevelopment Area (NERA) Drainage Improvement Project
Project Location:	The North East Redevelopment Area (NERA) is bounded by S. 138th St on the north, 8th Ave S. on the west, and Des Moines Memorial Drive S. on the south/ east.
Project Description:	This \$6.1 million project constitutes a portion of a larger \$23 million project to implement the City's North East Redevelopment Area (NERA)/Miller Creek Enhancements and Storm water Facilities. This sustainable redevelopment project focuses on the use of low impact development and integrates it with the construction of stormwater detention and treatment facilities discharging to Miller Creek, including a trail along Miller Creek.

	Funded	Unfunded
Total Project Cost:	\$ 6,153,035	6,153,035 -

BARS Acct. No.:	319-05-595-40
PM Task Code:	319-0011
SDMP Project No.:	Study #2
Comprehensive Plan:	Storm Water Element-Goals 1,2

Maintenance Costs: The estimated maintenance costs will be determined during the design phase.

Change from prior CIP: Project costs were increased by \$1.2 million due to additional grant funding.

Project Costs	Total Prior Years	2013	2014	2015	2016	2017	2018	2019	Future	Total Project
Planning										-
Design & Engineering	359,604	840,396								1,200,000
R-O-W Acquisition										-
Construction Mgmt										-
Construction		3,753,035	1,200,000							4,953,035
Total Project Costs	359,604	4,593,431	1,200,000	-	-	-	-	-	-	6,153,035

Funding Sources	Total Prior Years	2013	2014	2015	2016	2017	2018	2019	Future	Total Project
Surface Water Mgmt CIP										-
State Dept. of Ecology		1,000,000								1,000,000
State Dept. of Commerce	324,695	3,125,305								3,450,000
Port of Seattle		130,000	1,200,000							1,330,000
Parks Levy Funding*		373,035								373,035
Total Funding Sources	324,695	4,628,340	1,200,000	-	-	-	-	-	-	6,153,035

*The Parks Levy funding of \$373,035 was collected in prior years.

Car Pros Burien Nissan
16042 1st Ave S
Burien, WA. 98148
206-242-7070
206-245-1080 fax

Car Pros
Automotive Group

January 20th, 2014

Craig Knutson
Interim City Manager
City of Burien
400 SW 152nd St., Suite 300
Burien, WA 98166

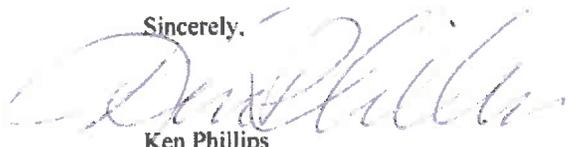
Dear Mr. Knutson,

I am writing to express my interest in the proposed auto mall development in the City's Northeast Redevelopment Area (NERA).

As President of Car Pros Burien Nissan, it is my intent to participate in the development and would like to be included in the discussions regarding the necessary, parcel delineation, infrastructure development, and utility improvements that would be necessary for this development to move forward.

I would be happy to meet with you or your staff to further discuss my specific franchise needs and possible future locations within the planned NERA auto mall.

Sincerely,



Ken Phillips
President

RAIRDON'S
Honda of Burien

HONDA

January 6, 2014

Craig Knutson
Interim City Manager
City of Burien
400 SW 152nd St., Suite 300
Burien, WA 98166

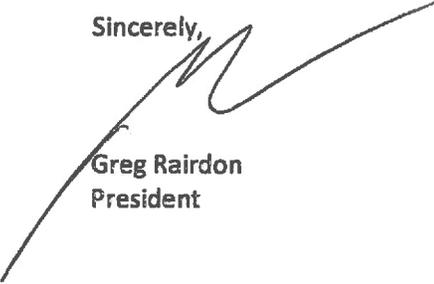
Dear Mr. Knutson,

I am writing to express my interest in the proposed auto mall development in the City's Northeast Redevelopment Area (NERA).

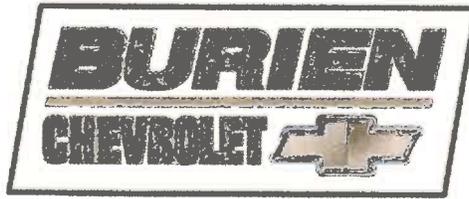
As an owner of a new motor vehicle dealership in Burien, it is my desire to be involved in development of the NERA. I would like to be included in the discussions regarding the development including parcel delineation, infrastructure development, and utility improvements that would be necessary for this development to move forward.

I would be happy to meet with you or your staff to further discuss my specific interests and needs as the NERA auto mall can be of benefit to my business and the community at large.

Sincerely,



Greg Rairdon
President



December 18, 2013

Craig Knutson
Interim City Manager
City of Burien
400 SW 152nd St., Suite 300
Burien, WA 98166

Dear Mr. Knutson,

I am writing to express my interest in the proposed auto mall development in the City's Northeast Redevelopment Area (NERA).

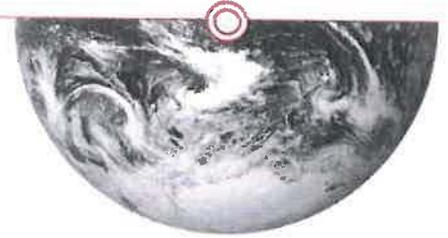
As an owner of Burien Chevrolet Inc, it is my intent to participate in the development and would like to be included in the discussions regarding the necessary, parcel delineation, infrastructure development, and utility improvements that would be necessary for this development to move forward.

I would be happy to meet with you or your staff to further discuss my specific franchise needs and possible future locations within the planned NERA auto mall.

Sincerely,

A handwritten signature in black ink, appearing to read "Dean Anderson", is written over a light blue horizontal line.

Dean Anderson
Burien Chevrolet Inc
14400-1st Ave S
Burien, WA 99168



December 18, 2013

Craig Knutson
Interim City Manager
City of Burien
400 SW 152nd St., Suite 300
Burien, WA 98166

Dear Mr. Knutson,

I am writing to express my interest in the proposed auto mall development in the City's Northeast Redevelopment Area (NERA).

As an owner of Burien Toyota Scion, it is my intent to participate in the development and would like to be included in the discussions regarding the necessary, parcel delineation, infrastructure development, and utility improvements that would be necessary for this development to move forward.

I would be happy to meet with you or your staff to further discuss my specific franchise needs and possible future locations within the planned NERA auto mall.

Sincerely,

Dean Anderson
Burien Toyota Scion
15025-1st Ave S
Burien, WA 99148

CITY OF BURIEN, WASHINGTON

ORDINANCE NO. 528

AN ORDINANCE OF THE CITY OF BURIEN, WASHINGTON, RELATING TO 2009 COMPREHENSIVE PLAN AND ZONING MAP AMENDMENTS, AMENDING THE COMPREHENSIVE PLAN MAP AND TEXT, AND AMENDING THE ZONING MAP AND PROVIDING FOR SEVERABILITY AND ESTABLISHING AN EFFECTIVE DATE.

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

WHEREAS, the City Council adopted Resolution No. 295 on July 20, 2009, which established the docket of possible Comprehensive Plan amendments to be considered as part of the City's annual amendment package; and

WHEREAS, public notice was provided and the City of Burien Planning Commission held public hearings on October 13, 2009 and October 20, 2009 on the proposed amendments to the zoning map, comprehensive plan map and comprehensive plan text; and

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

WHEREAS, the City Council held public meetings on November 9, 2009, November 23, 2009, December 7, 2009 and December 14, 2009 to discuss the proposed amendments; and

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

WHEREAS, the City of Burien provided the proposed comprehensive plan amendments to the Washington State Department of Commerce on September 22, 2009 and did not receive any comments by the 60-day comment deadline of November 22, 2009; and

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

- September 22, 2009, October 13, 2009, October 20, 2009, October 27, 2009, and November 10, 2009 Planning Commission meeting minutes;
- Planning Commission and staff recommendation reports
 - o 2009-1, Economic Development Element Text Amendments;
 - o 2009-2, Sustainability Related Text Amendments;
 - o 2009-3, Northeast Redevelopment Area Text and Map Amendments;
 - o 2009-4, Capital Facilities Element Text Amendments;

- 2009-5, Ambaum Partners Comprehensive Plan Map Amendment and Rezone Request;
- 2009-6, Larry and Carla Orht Comprehensive Plan Map Amendment and Rezone Request;

the City Council finds that amendments to the City of Burien Comprehensive Plan attached hereto comply with the Washington State Growth Management Act under RCW 36.70A.130:

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

Section 1: Amendments to the Comprehensive Plan Text. The City Council hereby adopts the changes to the Burien Comprehensive Plan Text, attached as Exhibit A and incorporated by this reference as if fully set forth herein.

Section 2: Amendments to Comprehensive Plan Maps. The City Council hereby amends the Burien Comprehensive Plan Map as shown on Exhibit B and incorporated by this reference as if fully set forth herein and adopts the official Comprehensive Plan Map LU-1 as shown on Exhibit D.

Section 3: Amendments to Zoning Map. The City Council hereby amends the Burien Zoning Map as shown on Exhibit C and incorporated by this reference as if fully set forth herein and adopts the official zoning map as shown on Exhibit E.

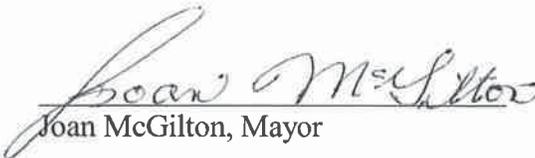
Section 4: Denial of Amendment Request 2009-6. The City Council hereby denies the Comprehensive Plan Map Amendment and Rezone request 2009-6 filed by Larry and Carla Ohrt.

Section 5: Severability. Should any section, subsection, paragraph, sentence, clause or phrase of this ordinance, or its application to any person or circumstance, be declared unconstitutional or otherwise invalid for any reason, or should any portion of this ordinance be pre-empted by state or federal law or regulation, such decision or pre-emption shall not affect the validity of the remaining portions of this ordinance or its application to other persons or circumstances.

Section 6: Effective Date. This ordinance shall be published in the official newspaper of the City, and shall take effect and be in full force five (5) days after the date of publication.

14TH ADOPTED BY THE CITY COUNCIL AT A REGULAR MEETING THEREOF ON THE
14TH DAY OF DECEMBER, 2009, AND SIGNED IN AUTHENTICATION OF ITS PASSAGE THIS
14TH DAY OF DECEMBER, 2009.

CITY OF BURIEN


Joan McGilton, Mayor

ATTEST/AUTHENTICATED:



Monica Lusk, City Clerk

Approved as to form:



Chris Bacha, Interim City Attorney
Kenyon Disend, PLLC

Filed with the City Clerk: November 12, 2009
Passed by the City Council: December 14, 2009
Ordinance No. 528
Date of Publication: December 17, 2009

Ordinance 528

Exhibit A

Comprehensive Plan Text Amendments

Comprehensive Plan Text Amendments Related to NE Redevelopment Area.

Replace entire Policy SE 1.5 with the following:

The Northeast Redevelopment Area (NERA) is an approximately 158 acre area located in the northeastern part of Burien that has been affected by SeaTac International Airport operations (see Figure 2-SE1). The NERA provides near and long term opportunities for economic development.

Allowed Uses and Description: The NERA has been divided into two land use designations: Airport Industrial (AI) and Professional Residential (PR).

Airport Industrial: The purpose of this designation is to facilitate economic development and provide flexibility for airport-compatible uses in a campus-like setting with internal circulation to minimize the number of access points to Des Moines Memorial Drive. Allowed uses include, but are not limited to flex-tech, professional offices, light manufacturing, production, processing and distribution-related businesses; warehousing, utilities, retail, and new car auto sales developed in an auto mall configuration in designated locations. New residential uses are not allowed.

Professional Residential: The purpose of this designation is to provide flexibility by allowing both single-family homes and small businesses in an area near but not directly under SeaTac International Airport's third runway. Allowed uses include, but are not limited to moderate density residential, small office, small scale retail, art studios, and other similar uses that would be compatible with single-family homes.

Comprehensive Plan Text Amendments Regarding the Capital Facilities Element.

Pol. CF 3.2 The city shall maintain a Capital Improvement Program list that includes all projects needed to implement the comprehensive plan during the planning period. This list shall include a six-year CIP list, which should include projects that can be planned, financed and implemented during the next six years. The ~~annual~~-biennial budget should include a CIP list of those projects authorized for funding during the next fiscal year.

Pol. CF 3.4 Projects shall be considered funded only when incorporated into the ~~annual~~-biennial City budget, as adopted by the City Council.

Pol. CF 3.5 The entire CIP list shall be updated ~~annually~~-biennially along with anticipated funding capacities as part of the ~~annual~~-biennial budget process. While the first six-year Capital Improvements Program list is adopted by reference in this plan, future revisions to the

six-year list shall be made as part of the ~~annual~~-biennial budget process. New additions to the six year project list, which are not identified as part of the long range Capital Improvement Program list, shall be evaluated for their consistency with the comprehensive plan prior to their incorporation into the six year project list.

Pol. CF 3.6 Capital projects that are not included in the six-year Capital Facilities Plan shall be evaluated for consistency with the comprehensive plan prior to their inclusion into the City's ~~annual~~-biennial budget.

Pol. CF 3.7 City shall ~~annually~~-biennially review the capital facility project list to ensure that the proposed capital program reflects an equitable geographic distribution of projects and that the needs of the city's neighborhoods are addressed along with city wide needs.

2.11 ECONOMIC DEVELOPMENT ELEMENT **(replace entire section 2.11 with the following text)**

Overall Mission Statement: *Ensure Burien is the best place to work, live, learn, shop and visit.*

Discussion: Burien City government has focused on the need to attract business and economic growth since incorporation in 1993. Working closely with the private sector, other public agencies and Burien residents, the City has participated in developing the Town Square complex, refurbishing SW 152nd Street, 4th Avenue SW, 1st Avenue South, and expanding the Transit Center. This leadership role must continue and expand to other parts of the city. Important economic development considerations are to capitalize on Burien's proximity to Sea-Tac airport, ensure the Northeast Redevelopment Area redevelops, support redevelopment along the Ambaum Boulevard corridor and SW 153rd Street, and promote wellness cluster investments centered on Highline Medical Center and other institutions. Most importantly, the City must continue to manage growth in a special way by celebrating diversity, protecting the natural environment, encouraging sustainable practices, recognizing partnerships and furthering Burien's "unique livability."

Goal ED. 1

Adopt and maintain a forward looking economic development strategy.

Pol. ED 1.1 Sponsor an ongoing community dialogue that focuses on the future of Burien's economic and business vitality.

Pol. ED 1.2 Adopt an ambitious and courageous vision and pursue it to completion.

Pol. ED 1.3 Establish a capital fund to stimulate and match private investment in key economic development projects. The City should explore use of a real estate excise tax as a financing mechanism for the fund.

Pol. ED 1.4 Set a goal to become a 'transformational city'.

Discussion: A transformational city maintains on-going dialogue with its citizens to ensure a shared responsibility for attaining the city's vision and the city's place in the broader region.

Goal ED. 2

Embrace Burien's unique "livability".

- Pol. ED 2.1 Favor development projects that build and sustain a livable community with plenty of amenities.
- Pol. ED 2.2 Support a high quality transportation system by making it convenient to travel from, to and through the City of Burien pursuant to objectives TR 1.1 – TR 9.2, MM 3.1 – MM 3.13 and TL 3.1 – TL 3.3.
- Pol. ED 2.3 Engage, and plan for, a diverse ethnic, generational and lifestyle mix of people and activities.

Goal ED. 3

Diversify the economy and promote economic vitality and employment throughout the city.

- Pol. ED 3.1 Continue to promote the development of downtown Burien as a dynamic commercial core for the Highline area pursuant to policies DB 1.1 – DB 2.11 and other downtown related policies.
- Pol. ED 3.2 Develop the Northeast Redevelopment Area as an industrial and retail area. Place a high priority on the relocation of car dealerships, airport-related industries and other uses into the area.
- Pol. ED. 3.3 A high priority should be placed on business retention and new business recruitment.
- Pol. ED 3.4 Promote Mercado/plaza development zones.
- Pol. ED 3.5 Encourage and support locally-owned, right-sized businesses.
- Pol. ED 3.6 Support tourism, hotel, bed and breakfast businesses, and cultural events to attract visitors to all parts of Burien.

Goal ED. 4

Use Economic Clusters as a strategy for focused economic growth.

- Pol. ED 4.1 Continue to promote Burien as a medical service and wellness center.
- Pol. ED 4.2 Work with the private sector and educational system to identify the educational skills needed to fill locally created well paying jobs in health care.

Pol. ED 4.3 Identify and work with other economic clusters to attract well paying jobs to Burien.

Discussion: Burien is fortunate to historically have attracted several economic clusters that act as drivers of the City’s future economic well being. These include a large number of eclectic restaurants, boutique retail stores, and auto dealerships. The development of a higher education cluster emphasizing visual and performing arts should be identified as a future economic cluster opportunity in Burien. Other possible economic clusters include airport related, “green collar” jobs and non-profit organizations.

Goal ED. 5

Promote clean, sustainable, environmentally-friendly businesses and jobs.

Pol. ED 5.1 Adopt a sustainability standard to guide development policy.

Pol. ED 5.2 Capitalize on the City’s support of sustainability and a healthy environment for branding, marketing and communication value.

Goal ED. 6

View art, aesthetic design and cultural events as central to businesses and job retention and creation.

Pol. ED 6.1 Recognize the economic benefit of embracing arts and culture as a signature Burien identity.

Pol. ED 6.2 Establish a “culture/art district” near the City’s downtown core and pursue establishment of a small performing arts venue.

Goal ED. 7

Balance regulatory and service programs to ensure economic growth and a high quality of life.

Pol. ED 7.1 Provide high quality customer service and an equitable and efficient development review/land use permitting process.

Goal ED. 8

Maintain a strong partnership with the business community.

Pol. ED 8.1 Maintain an open dialogue with the business community.

Pol. ED 8.2 Maintain the Burien Business and Economic Development Partnership.

Goal ED. 9

Communicate openly and often with the public on economic issues.

Pol. ED 9.1 Provide periodic reports to Council on economic development progress.

Pol. ED 9.2 Make timely press releases, newsletters and posting on City television channel.

Pol. ED 9.3 Keep economic development information current on City website.

Goal ED. 10

Monitor and report business and economic performance.

Pol. ED 10.1 Annually report to the Council on the following key economic development indicators;

- Unemployment
- retail sales
- new business licenses
- graduation rates
- infrastructure investments

2.13 SUSTAINABILITY ELEMENT (A new element of the Comprehensive Plan)

Sustainability and decision making

Goal SU .1

Decision makers should have the knowledge and tools necessary to assess sustainability in their plans and decisions.

Pol. SU 1.1 The city should consider sustainability in all decisions.

Pol. SU 1.2 Decision makers should set an example for the rest of the city in its sustainability efforts.

Community participation

Goal SU .2

An informed and active community will be a cornerstone of the city's sustainability efforts.

Pol. SU 2.1 The community and community groups should assist in both the creation and implementation of the City's sustainability strategy.

Pol. SU 2.2 The city should promote community awareness, responsibility and participation in its sustainability efforts.

Reduce carbon emissions

Goal SU .3

Conserve energy and reduce the amount of carbon dioxide released into the atmosphere.

Pol. SU 3.1 The City should evaluate energy use and carbon emissions and develop targets for conservation.

Pol. SU 3.2 The community should work to become more efficient in our daily lives and our usage of resources.

Protection of Ecosystems

Goal SU .4

Prevent the loss and damage of currently functioning or distressed habitats

Pol. SU 4.1 Emphasis should be put on both the protection of current ecosystems, and the restoration of distressed or suffering ecosystems.

Pol. SU 4.2 Maintain and care for the land and resources which we currently have, and preserve them for the benefit of both the environment and the community in the present, and in the future.

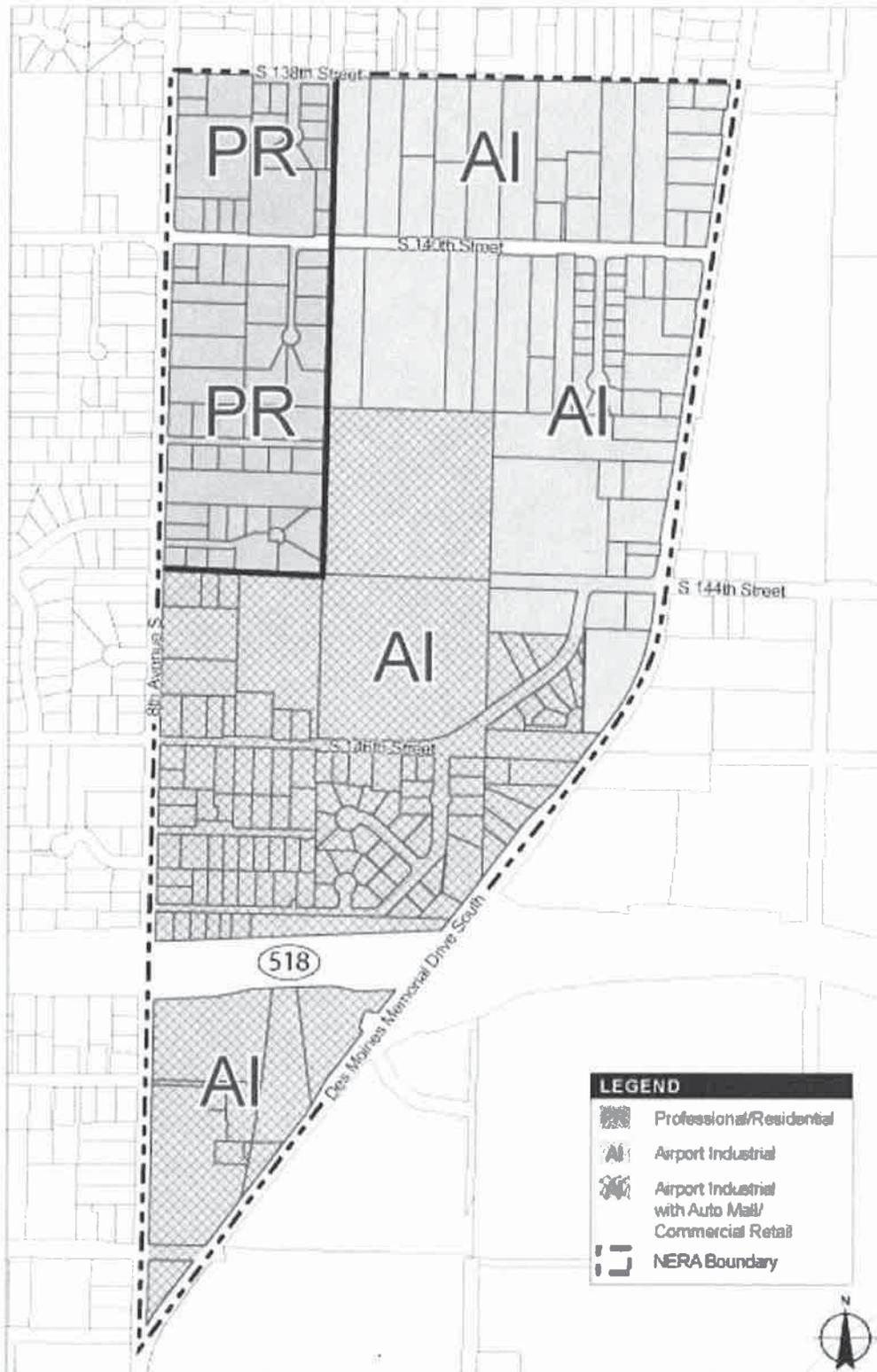
Improved quality of life and Sustainable development

Goal SU .5

Work towards creating an attractive, vibrant, and livable community

Pol. SU 5.1 The City and Community should work towards creating an attractive, vibrant, and livable community.

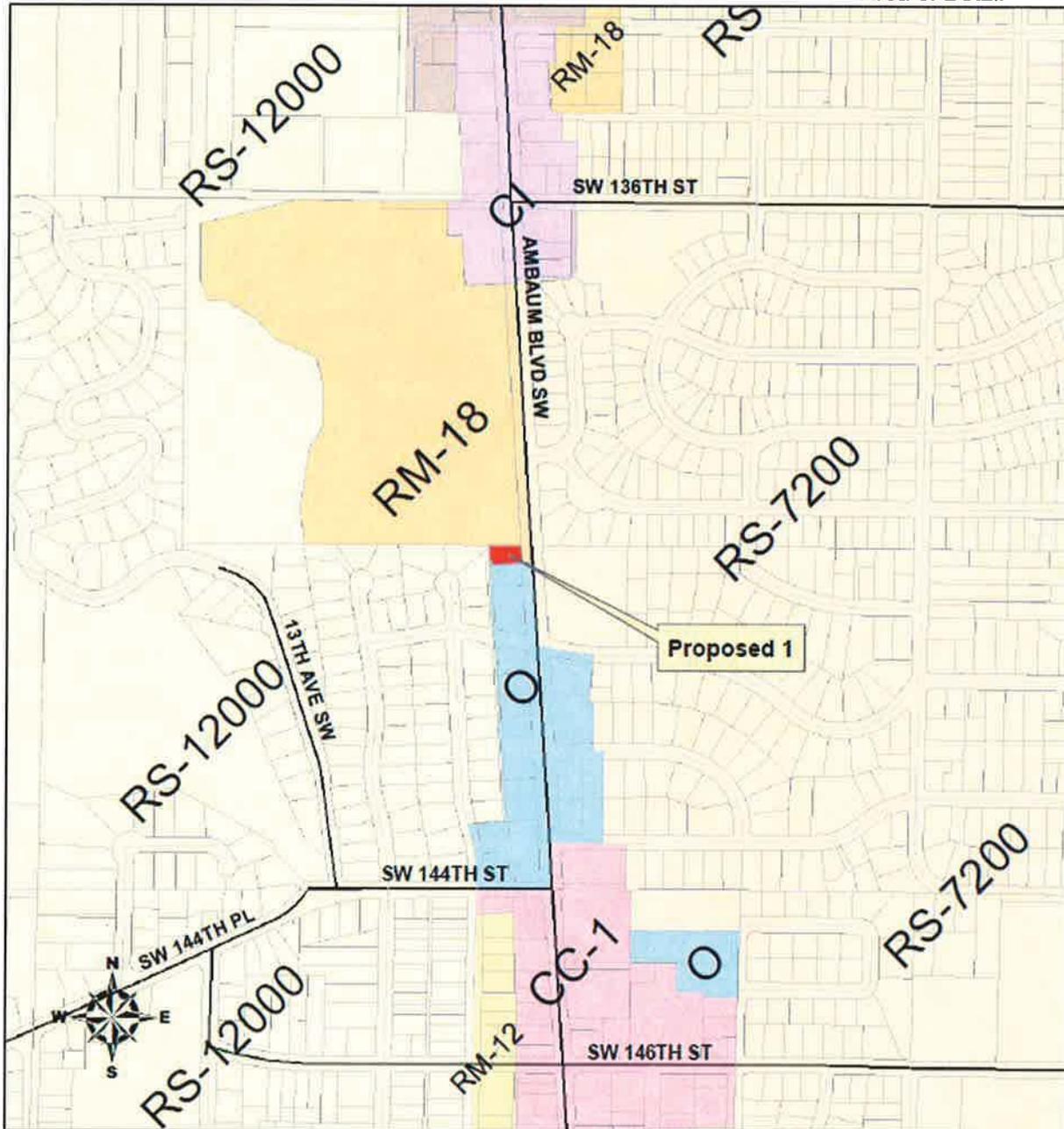
Pol. SU 5.2 The city should continue supporting compact urban development in the downtown as a way to most efficiently use the land we have.





Comprehensive Plan Map Amendments

Area of Detail



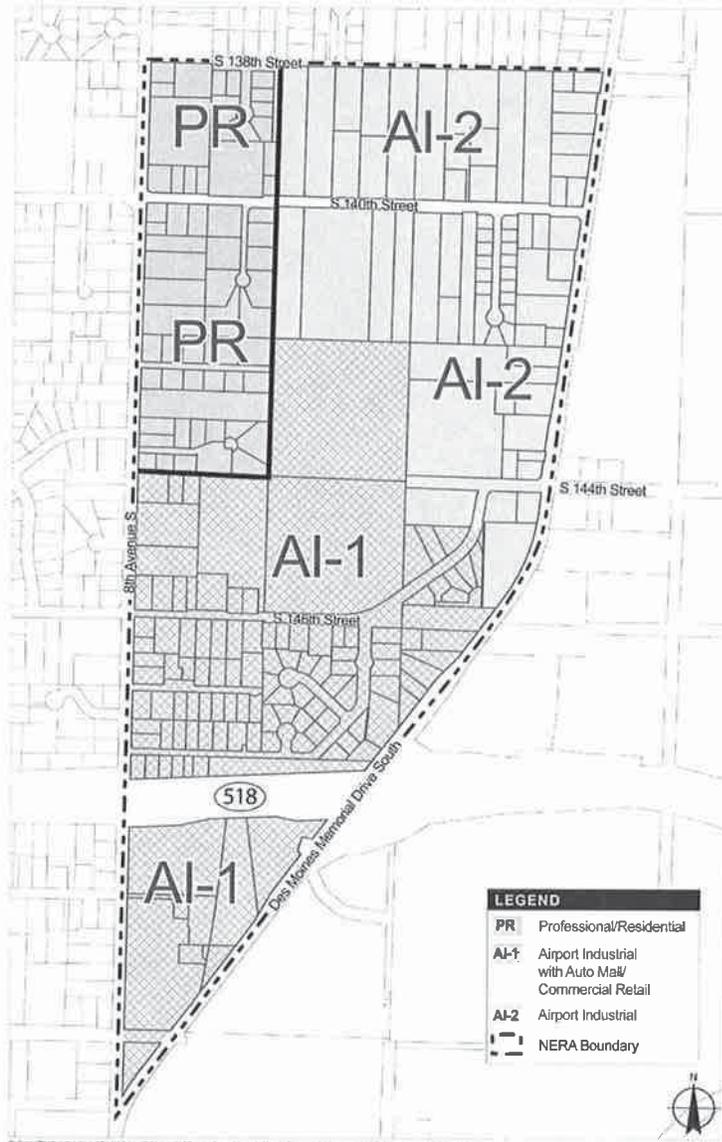
Ordinance 528

Exhibit C

Table of Zoning Map Amendments

Map Ref. No.	Description of Map Change	Reason for change	Parcel No.
NERA Zoning	Northeast Redevelopment Area changes	City of Burien initiated (see Docket Reference No. 2009-3)	Planning subarea
1	A single parcel change from 'O' to RM-18.	Citizen initiated (see Docket Reference No. 2009-5)	4331400125

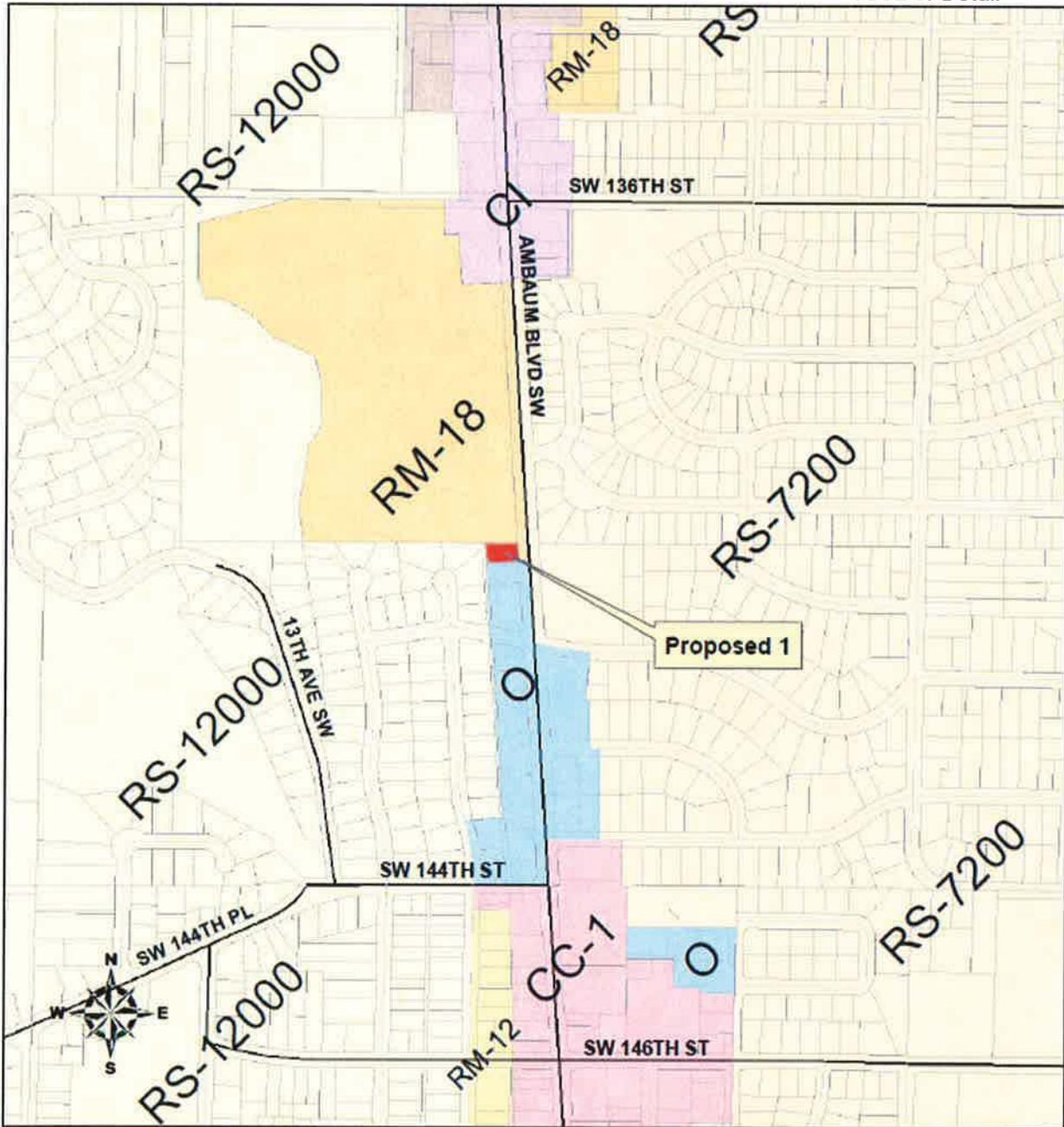
NERA ZONING





Area of Detail

Zoning Map Amendments



Ordinance 528
Exhibit D

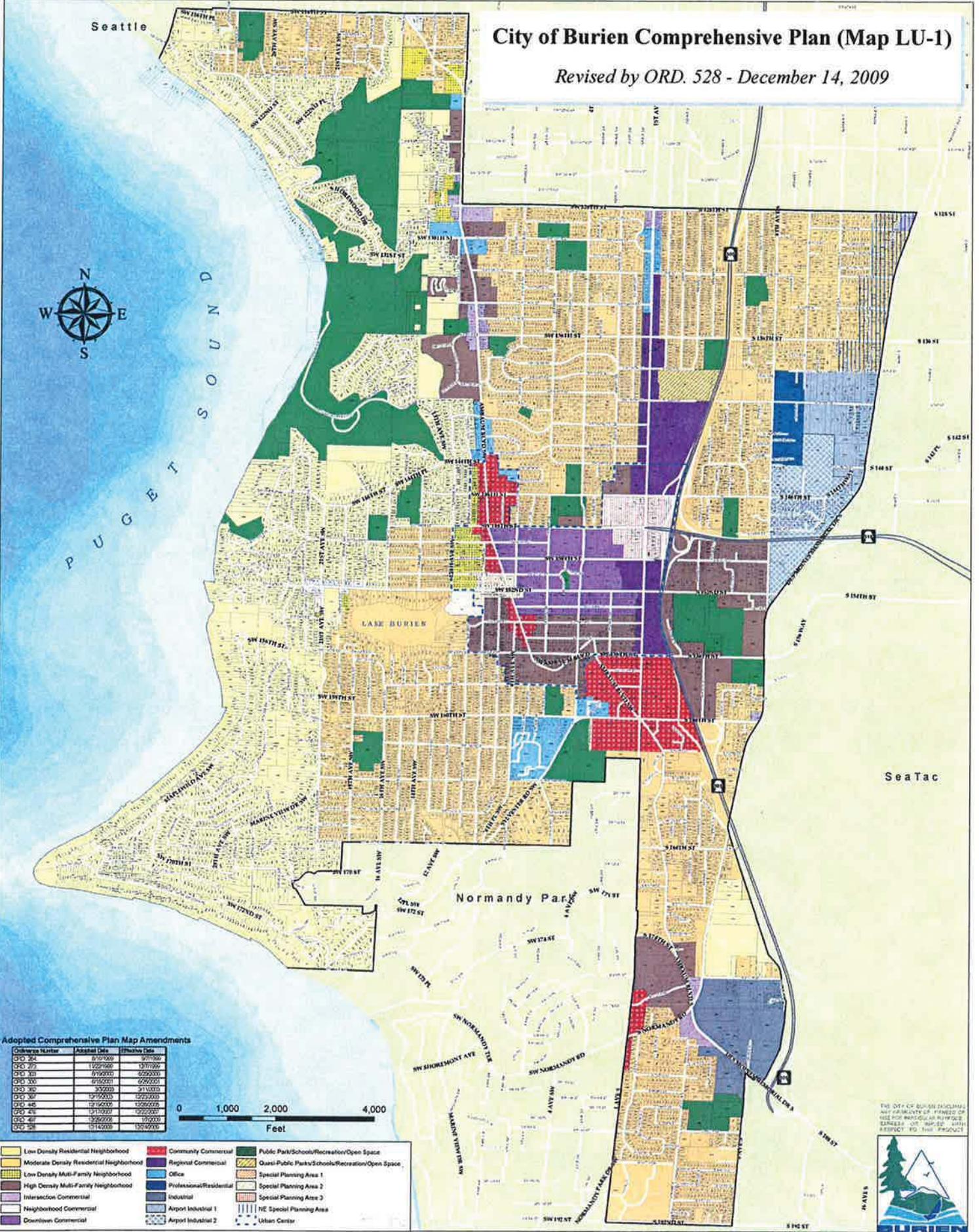
See attached City of Burien Comprehensive Plan Map (LU-1)

Ordinance 528
Exhibit E

See attached City of Burien Zoning Map

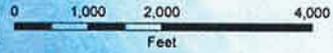
City of Burien Comprehensive Plan (Map LU-1)

Revised by ORD. 528 - December 14, 2009



Adopted Comprehensive Plan Map Amendments

Ordinance Number	Adopted Date	Effective Date
ORD 304	01/10/00	01/10/00
ORD 373	1/22/06	1/27/06
ORD 383	01/09/07	02/28/07
ORD 395	01/02/08	02/28/08
ORD 397	03/20/08	01/10/09
ORD 398	03/20/08	02/28/08
ORD 445	12/16/09	12/22/09
ORD 453	12/16/09	12/22/09
ORD 467	12/22/09	01/01/10
ORD 528	12/14/09	12/14/09



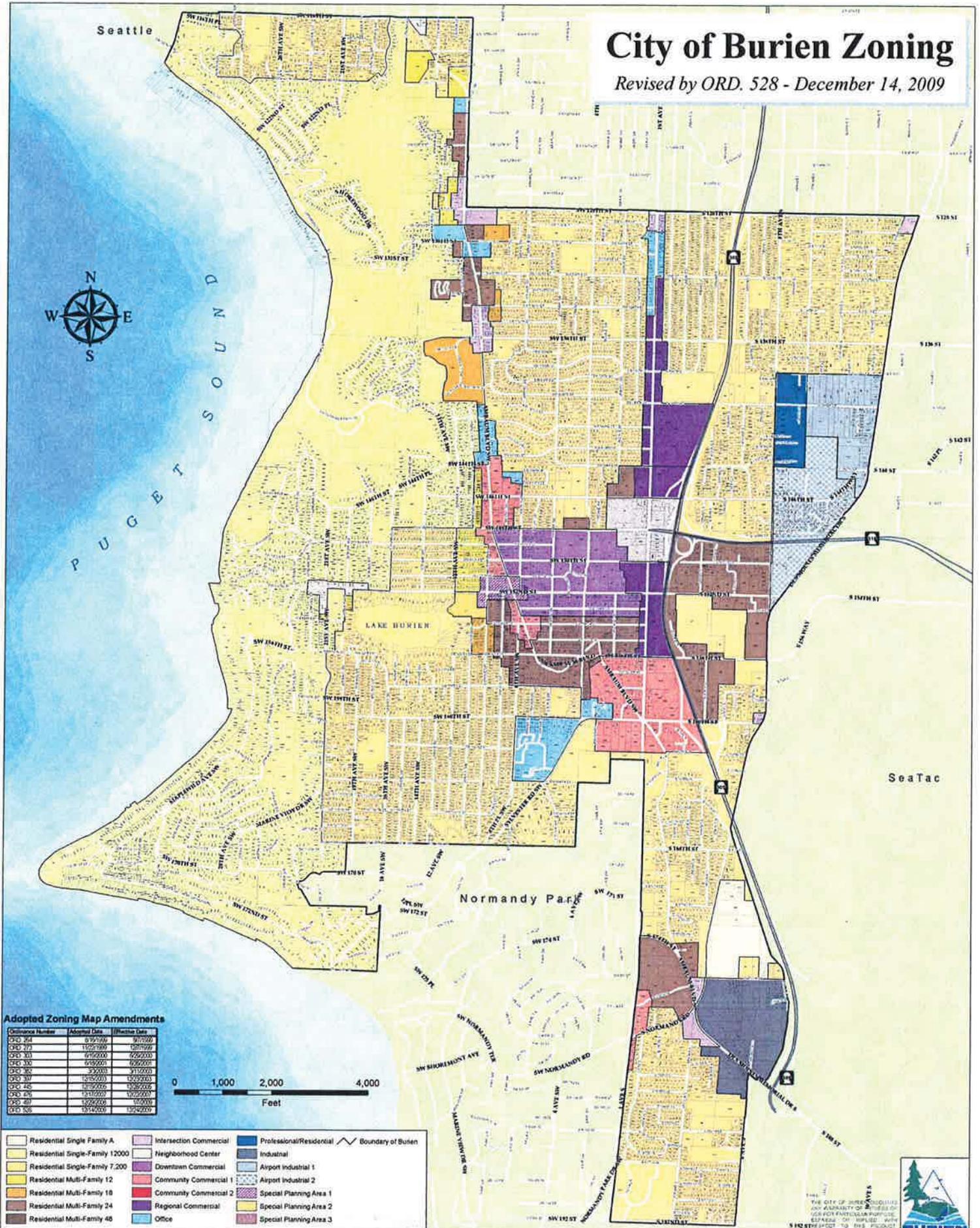
Low Density Residential Neighborhood	Community Commercial	Public Park/Schools/Recreation/Open Space
Moderate Density Residential Neighborhood	Regional Commercial	Quasi-Public Parks/Schools/Recreation/Open Space
Low Density Multi-Family Neighborhood	Office	Special Planning Area 1
High Density Multi-Family Neighborhood	Professional/Residential	Special Planning Area 2
Intersection Commercial	Industrial	Special Planning Area 3
Neighborhood Commercial	Airport Industrial 1	NE Special Planning Area
Downtown Commercial	Airport Industrial 2	Urban Center

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City of Burien Zoning

Revised by ORD. 528 - December 14, 2009



Adopted Zoning Map Amendments

Ordinance Number	Adopted Date	Effective Date
ORD 24	8/27/99	9/1/99
ORD 27	11/25/99	12/1/99
ORD 30	6/16/00	6/26/00
ORD 32	6/16/00	6/26/00
ORD 33	9/20/01	11/15/01
ORD 37	12/15/01	12/29/01
ORD 45	12/15/06	1/26/07
ORD 46	12/15/06	1/26/07
ORD 49	12/22/07	1/1/08
ORD 53	12/14/09	1/27/10



- | | | | |
|---------------------------------|-------------------------|--------------------------|--------------------|
| Residential Single Family A | Intersection Commercial | Professional/Residential | Boundary of Burien |
| Residential Single-Family 12000 | Neighborhood Center | Industrial | |
| Residential Single-Family 7,200 | Downtown Commercial | Airport Industrial 1 | |
| Residential Multi-Family 12 | Community Commercial 1 | Airport Industrial 2 | |
| Residential Multi-Family 18 | Community Commercial 2 | Special Planning Area 1 | |
| Residential Multi-Family 24 | Regional Commercial | Special Planning Area 2 | |
| Residential Multi-Family 48 | Office | Special Planning Area 3 | |

