PS&T COMMITTEE AGENDA

October 3, 2013 - North Conference Room

21630 11th Avenue South – Des Moines 98198

5:30P – 6:50P

1. Approve minutes 8/08/13 meeting

2. School Zone Speed Enforcement – Midway/Pacific Project Evaluation
   (Discussion Item – 10 min)

   Staff will provide an update of the Automated Speed Enforcement system for the first half of 2013 and infraction results and trends. Informational only.

3. Marijuana Regulation Update
   (Discussion Item – 10 min)

   Staff will provide a summary of work to date, and an update on the proposed rules from WSLCB. Informational Only.

4. 2014 Transportation CIP Budget
   (Directional Item – 40 min)

   Staff will provide a short list of potential projects to be funded in the 2014-2019 CIP using potential project savings from the Gateway projects and CIP carry forwards. Staff is seeking concurrence from the Committee before moving forward.

5. Sound Transit Planning Update
   (Discussion Item – 15 min)

   Consultant will summarize decisions made on September 26th by the Sound Transit Board on which alternatives will be studied in more detail during the Federal Way Transit Extension Draft EIS. Informational only.

6. Transportation Impact Fees
   (Directional Item – 5 min)

   A developer request was made to freeze and/or eliminate the Traffic Impact Fee. Staff is seeking direction.

Des Moines City Council PS&T Committee Minutes – 08/08/2013

Meeting called to order: 5:31 PM on August 8, 2013, in North Conference Room @ 21630 11th Avenue S, Des Moines WA 98198.

Council Members
Matt Pina—Chairman & Mayor Pro Tem
Jeanette Burrage
Dave Kaplan

Other City Staff
Tony Piasecki – City Manager
Dan Brewer – Planning, Building & PW Director
Brandon Carver – Engineering Services Manager
Tim George - Assistant City Attorney
George Delgado - Police Chief
Denise Lathrop - Community Dev Manager
Laura Techico – Land Use Planner II
Peggy Volin – Admin Asst II

AGENDA:

1. Approve 6/06/2013 Minutes
2. Marijuana Regulation Update – Its Impact & Challenges
3. CIP Project Updates/Draft 2014-2019 Transportation CIP Budget
4. Pavement Preservation Program
5. Consultant Task Order Assignments Status for 2012/2013
6. 216th Car Wash Property Surplus Follow-up

MEETING:

1. Minutes from June 6, 2013, were unanimously approved as submitted.
2. Marijuana Regulation Update – Its impact & Challenges: Tim George provided information from the State Dept of Tax & Revenue regarding the Implementation of Initiative 502, a map showing the areas in Des Moines that would allow for the sale of commercial marijuana and an article from MRSC (Municipal Research & Services Center of Washington) regarding the LCB (Liquor Control Board) licensing process for marijuana growers, processors and retailers. Tim explained that if the State adopts the Statutes in August then it would go into effect on Sept 16.
3. CIP Project Updates/Draft 2014-2019 Transportation CIP Budget: Brandon Carver went over the handout provided listing all the current CIP projects and gave a brief update of each project. Also listed were potential new projects staff was recommending be added with the potential project savings from the 216th Segment 2 project and 24th Avenue S (208th-216th) project. They included: Parking Management Plan for Redondo area; Sidewalk and Curb Ramp Program; Guardrail Program; 216th Segment 1a; and 216th Segment 3.

4. Pavement Preservation Program: Since it appeared that Proposition 1 was not going to pass, the discussion centered on what the next steps would be. Staff will continue to maintain pot holes and crack seal where possible and be ready to post warning signs on streets that continue to deteriorate. There was some Committee discussion about what could be done at a very reduced cost, such as chip seal treatments. Staff committed to bring back the issue for continued discussion and direction at the next PS&T meeting.

5. Consultant Task Order Assignment Status for 2012/2013: Brandon Carver updated the Committee with a handout that summarized the 2012/2013 On-Call Engineering Services Task Order Assignments to date that listed the company name; number of projects; what the project was; the authorized project amount and the total amount spent.

6. 216th Car Wash Property Surplus Follow-up: Brandon Carver explained staff had done some initial preliminary research regarding the benefits of leasing the property versus selling it at the present time. Some of the lease options cited that the City would have to have it managed by a property manager; it would have to be a long-term lease of 30+ years vs. short term for seasonal usage; and the City would have to insure it. If it was to be sold then a new appraisal would be needed and the City could choose to list it with a brokerage service or possibly do it in house. Due to the current level of vacancies in the Marina District, the Committee gave staff the direction to hold the property for now and re-visit in a year or so.

Adjourned 6:45 PM

Minutes submitted by:
Peggy Volin
Administrative Assistant II

SOUNDTRANSIT
RIDE THE WAVE

Federal Way Transit Extension

Alternatives Analysis and EIS Scoping Briefing Booklet

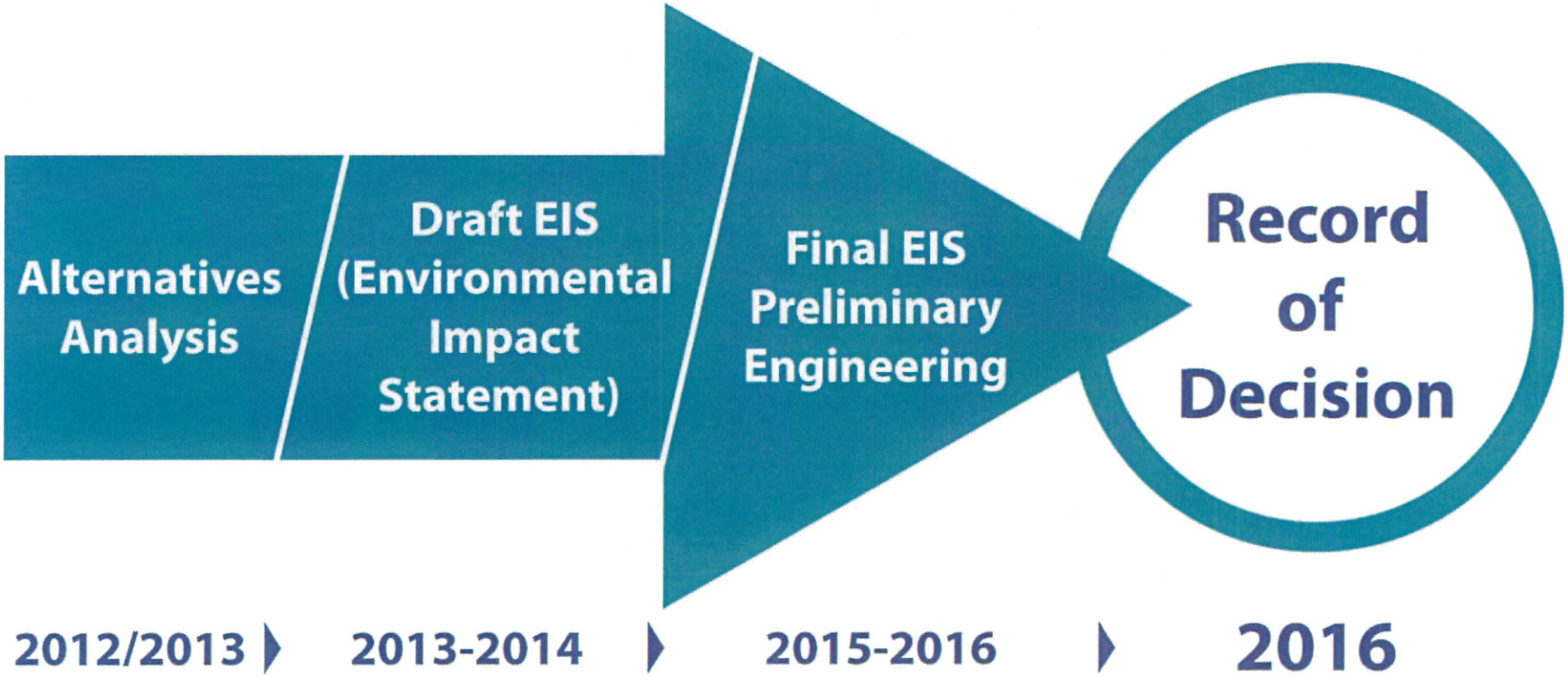
September 2013

Sound Transit is evaluating alternatives to extend high capacity transit from the future Angle Lake light rail station on South 200th Street in SeaTac to the Federal Way Transit Center.

Federal Way Transit Extension
Alternatives Analysis and EIS Scoping

Schedule

SOUNDTRANSIT
RIDE THE WAVE



The Alternatives Analysis (AA) phase and EIS Scoping period are now complete. They will be followed by a Draft Environmental Impact Statement (EIS) phase through 2014, and a Final EIS phase through mid-2016. The environmental review process will conclude with a Record of Decision from the Federal Transit Administration in late 2016.

- Population
- Households
- Employment
- Activity Centers
- Existing/Planned Land Use
- Existing Vacant/Underutilized Parcels
- Existing/Planned Bus Access
- Existing/Planned Ped/Bike Access
- Potential Development Plans

As part of the alternatives analysis, Sound Transit analyzed the transit oriented development (TOD) potential of the various alternatives. This analysis was conducted in accordance with Sound Transit's TOD policy. The assessment of TOD potential considered a range of issues. Both alignment alternatives and station location alternatives were assessed.

Federal Way Transit Extension
Alternatives Analysis and EIS Scoping

TOD Potential - Alignments

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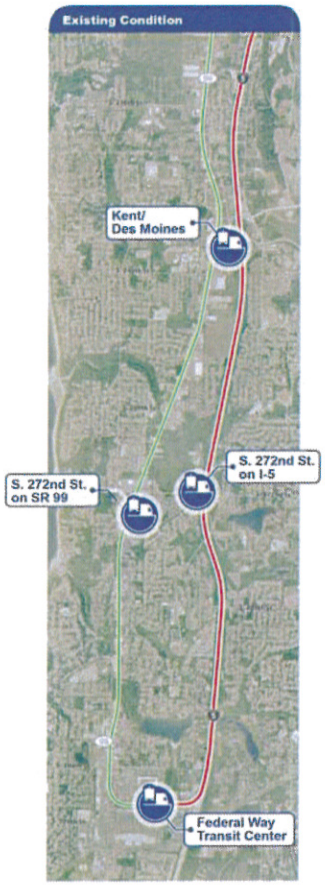

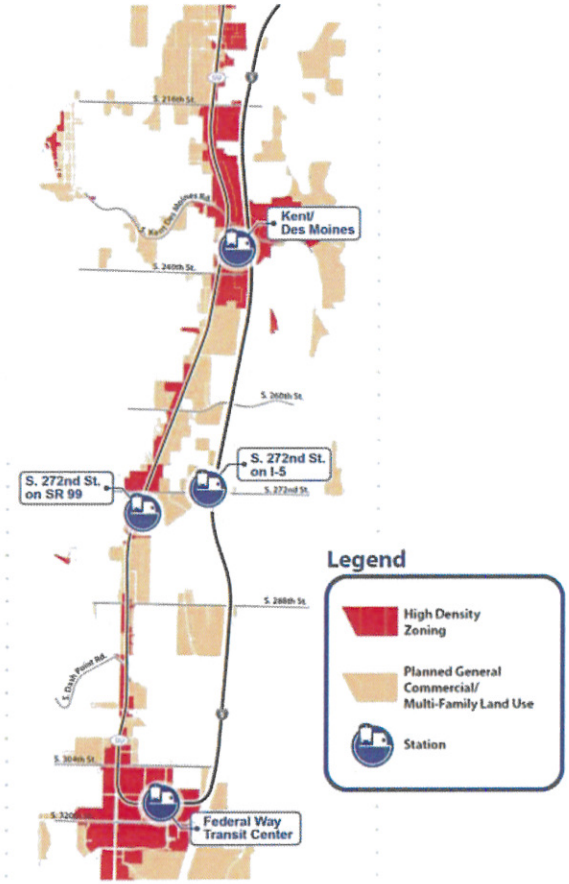

The graphic on the right illustrates the high density zoning and the planned commercial and multi-family land uses within ¼ mile of the alignment alternatives. TOD potential is generally higher along the SR 99 alignment alternatives.

Federal Way Transit Extension
Alternatives Analysis and EIS Scoping

TOD Potential - Stations

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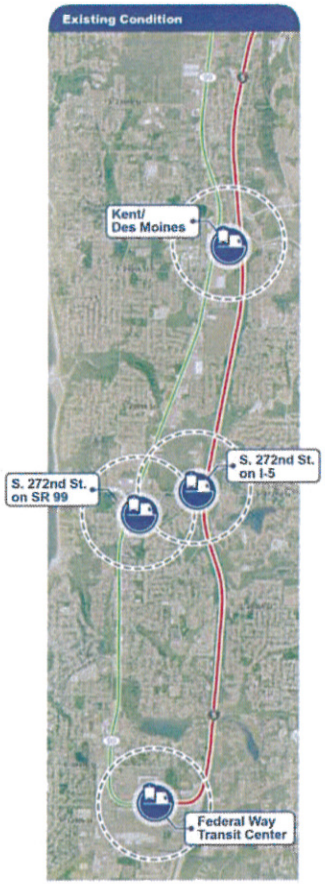

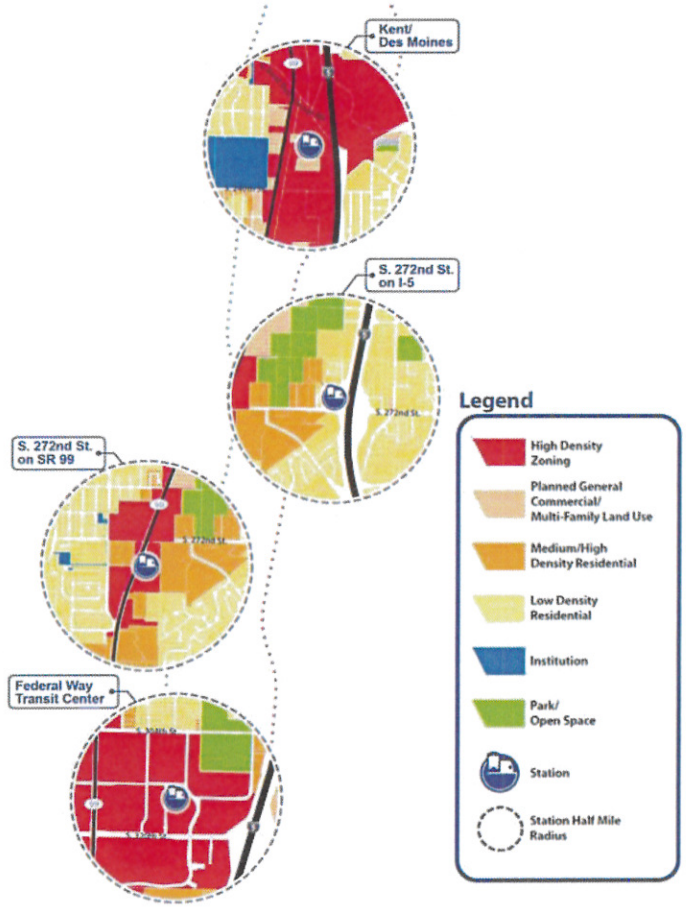

The analysis of TOD potential for stations generally looked at the area within ½ mile of the station locations. The stations at Kent/Des Moines and the Federal Way Transit Center would generally be in the same location for all alternatives, but the South 272nd Street station would be in different locations for the SR 99 and I-5 alternatives. The South 272nd Street station on SR 99 would have higher TOD potential.

Federal Way Transit Extension
Alternatives Analysis and EIS Scoping

Station Evaluation

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RIDE THE WAVE

How did we measure TOD Potential?

- Population
- Households
- Employment
- Activity Centers
- Existing/Planned Land Use
- Existing Vacant Parcels
- Existing Underutilized Parcels
- Potential Development Plans

How did we measure Access?

- Bus Access
- Ped/Bike Access
- East - West Auto Access
- North - South Auto Access
- Existing Park-and-Ride Capacity

*The voter-approved ST 2 Plan included stations at Kent/Des Moines and S. 272nd. Additional stations that are not funded or approved for construction were evaluated as part of the alternatives analysis process. Additional funding and satisfaction of voter-approved standards for inclusion in the ST 2 Plan would be required for stations not identified in the ST 2 Plan.

The station evaluation examined both TOD potential and multimodal access.

Federal Way Transit Extension
Alternatives Analysis and EIS Scoping

Station Evaluation Results

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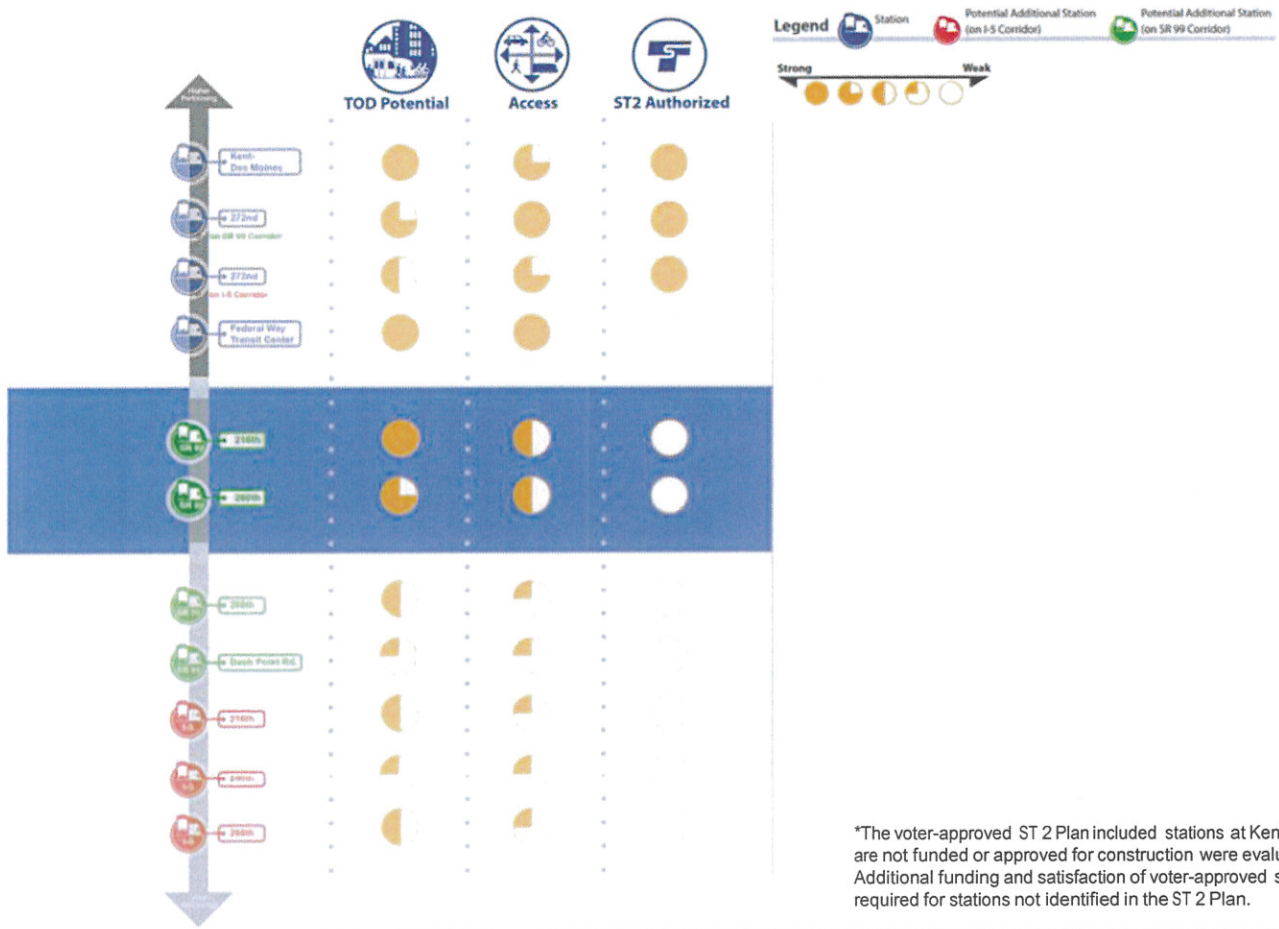
RIDE THE WAVE



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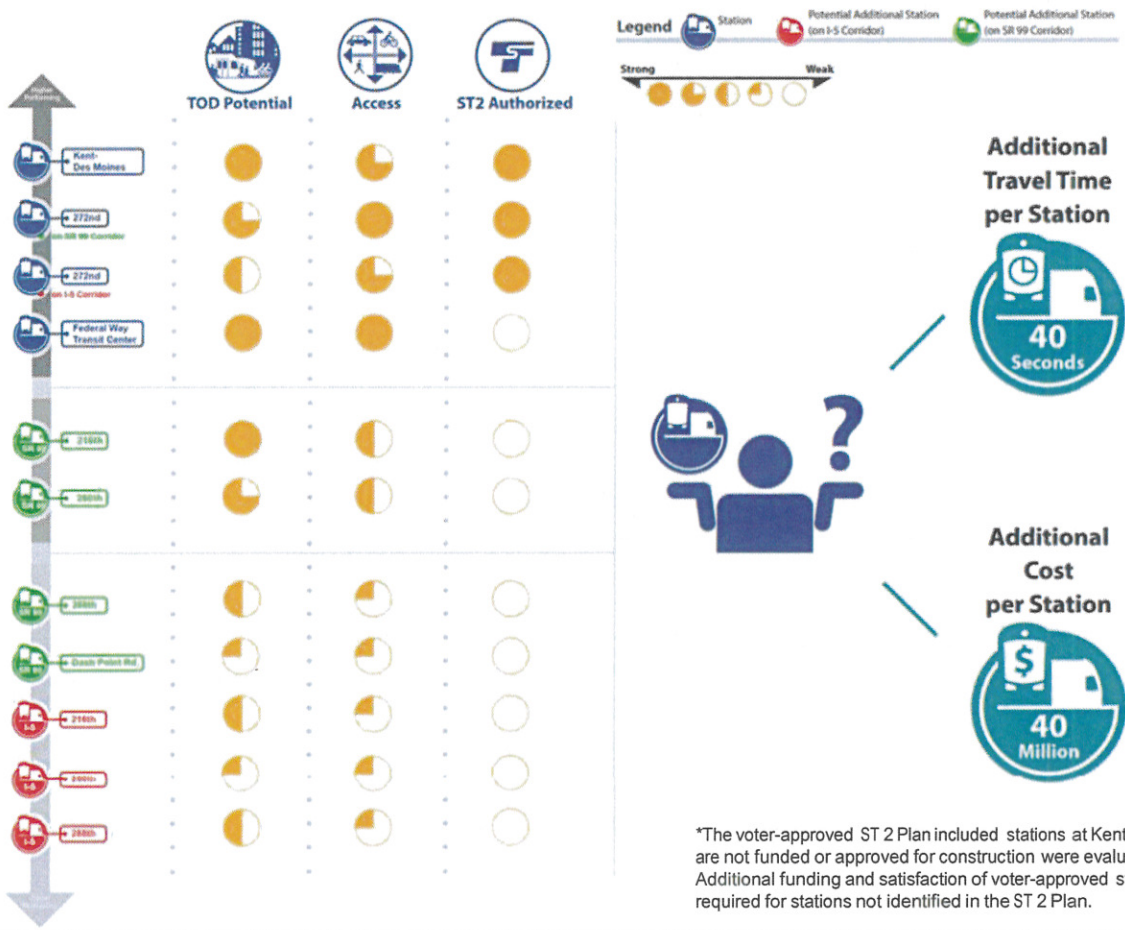
8

Two of the suggested additional locations do perform well in terms of TOD potential (along SR 99 at South 216th Street and South 260th Street). They do not have as good access as the baseline locations.

Federal Way Transit Extension
Alternatives Analysis and EIS Scoping

Station Evaluation Results

SOUNDTRANSIT
RIDE THE WAVE



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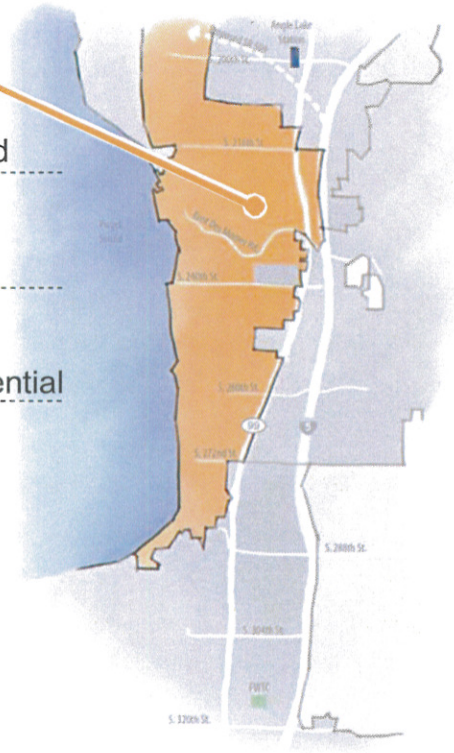
Each additional station would increase the end-to-end travel time by about 40 seconds. The cost of constructing an additional station is about $40 million.

City of Des Moines

Alignment — Supports I-5 to Kent/Des Moines Rd

Station — Supports 216th station on I-5

Environmental — I-5/SR 509, Redevelopment, Residential



Legend

Alignment — Comment relates to Corridor Alignment

Station — Comment relates to Station

Environmental — Comment relates to Environmental Effect

8

The City of Des Moines supports an I-5 alignment to Kent-Des Moines Road and an additional station at S. 216th Street on I-5. The city also supports stations near HCC on SR 99, and stations at South 260th Street and South 272nd Street on SR 99. Key concerns include potential conflict with future I-5/SR 509 expansion, and potential effects to underdeveloped commercial properties.

City of SeaTac

- Alignment: Supports SR 99 west side to 216th
- Station: Traffic concerns if station at 216th
- Environmental: I-5/SR 509, Residential, Visual, Noise

Legend

- Alignment: Comment relates to Corridor Alignment
- Station: Comment relates to Station
- Environmental: Comment relates to Environmental Effect

The City of SeaTac supports an alignment along the west side of SR 99 to S. 216th Street. Key concerns include potential effects to residential uses, land use effects of an additional station at 216th on I-5, and traffic effects of an additional station at 216th on SR 99 or I-5.

Highline Community College

Alignment — Supports SR 99 at HCC

Station — Access to activity centers

Environmental — Redevelopment, Interim terminus

Legend

Alignment — Comment relates to Corridor Alignment

Station — Comment relates to Station

Environmental — Comment relates to Environmental Effect

Highline Community College supports an alignment in close proximity to major activity centers along SR 99. Key concerns include economic development potential, parking, traffic congestion, pedestrian safety, and the implications of an interim terminus.

City of Kent

- Alignment: Avoid bisecting Midway TOD area
- Station: Supports station at Kent/Des Moines
- Environmental: East-West connections

Legend

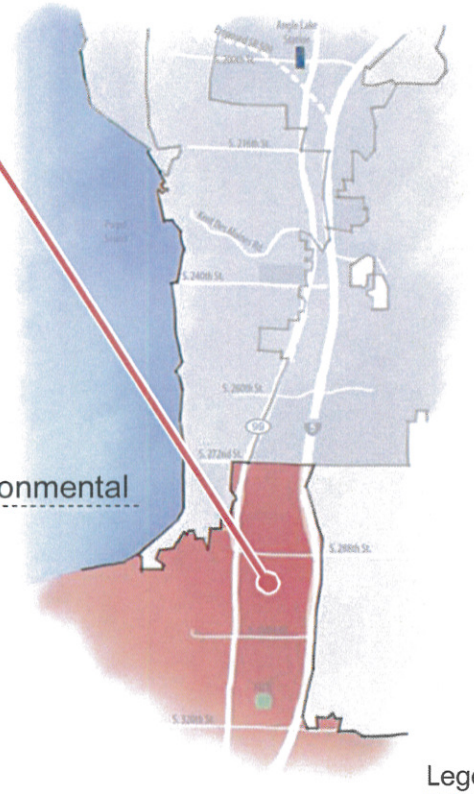
- Alignment: Comment relates to Corridor Alignment
- Station: Comment relates to Station
- Environmental: Comment relates to Environmental Effect

8

The City of Kent noted that potential alignments should not bifurcate the transit-oriented community envisioned in the Midway Subarea Plan (which extends from Kent-Des Moines Road to S. 240th Street between SR 99 and I-5). Key concerns include providing strong pedestrian connections to HCC and east/west connections from the light rail line to the Kent Valley.

City of Federal Way

- Alignment — Speed/Reliability
- Station — Travel time of extra stations
- Environmental — ROW effects, Redevelopment, Environmental



Legend

- Alignment — Comment relates to Corridor Alignment
- Station — Comment relates to Station
- Environmental — Comment relates to Environmental Effect

The City of Federal Way noted travel speed and reliability as important considerations when considering alignments and additional stations. Key concerns include station design considerations, potential property takings, and effects to the natural environment.

Federal Way Transit Extension
Alternatives Analysis and EIS Scoping

EIS Scoping Alignment Input

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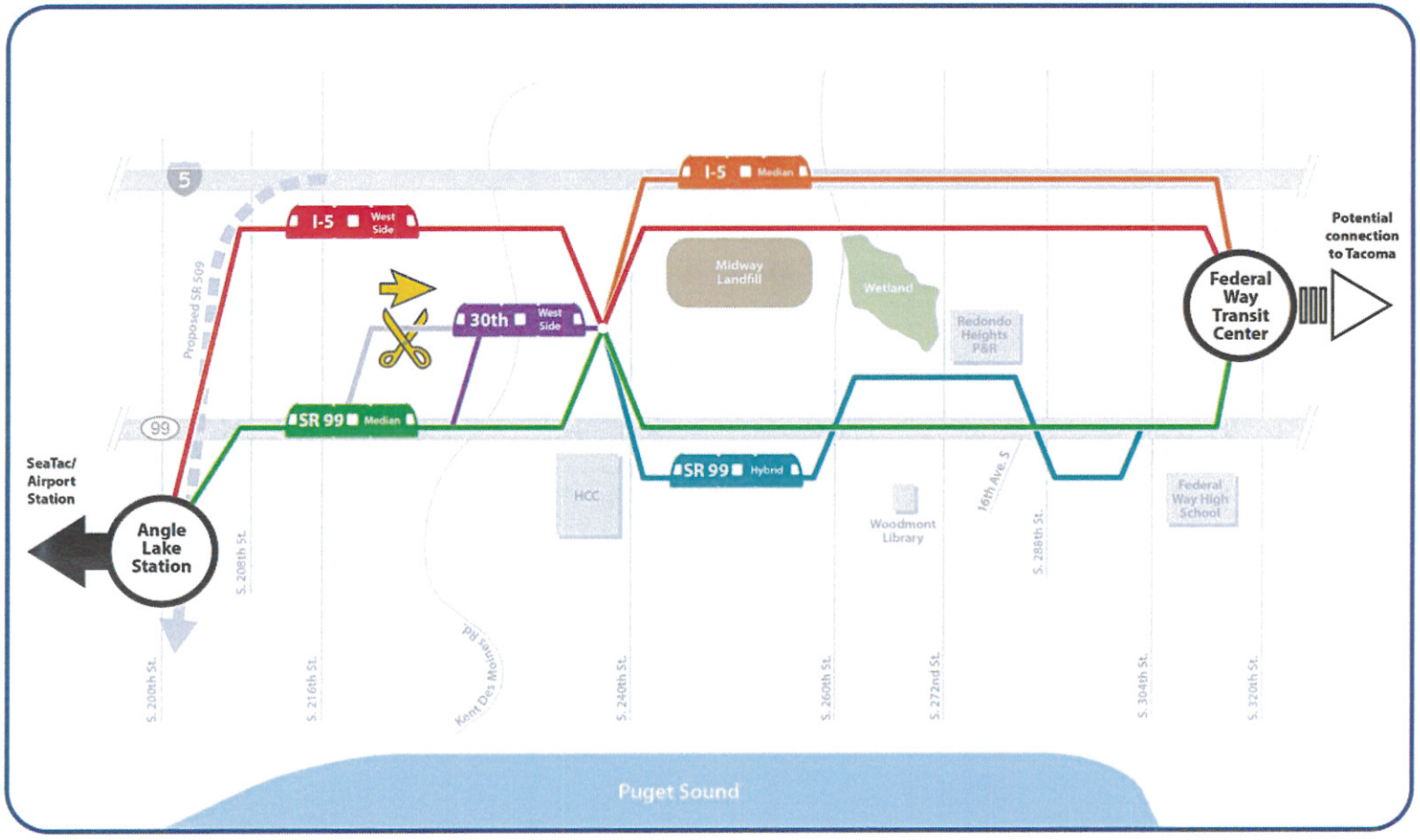
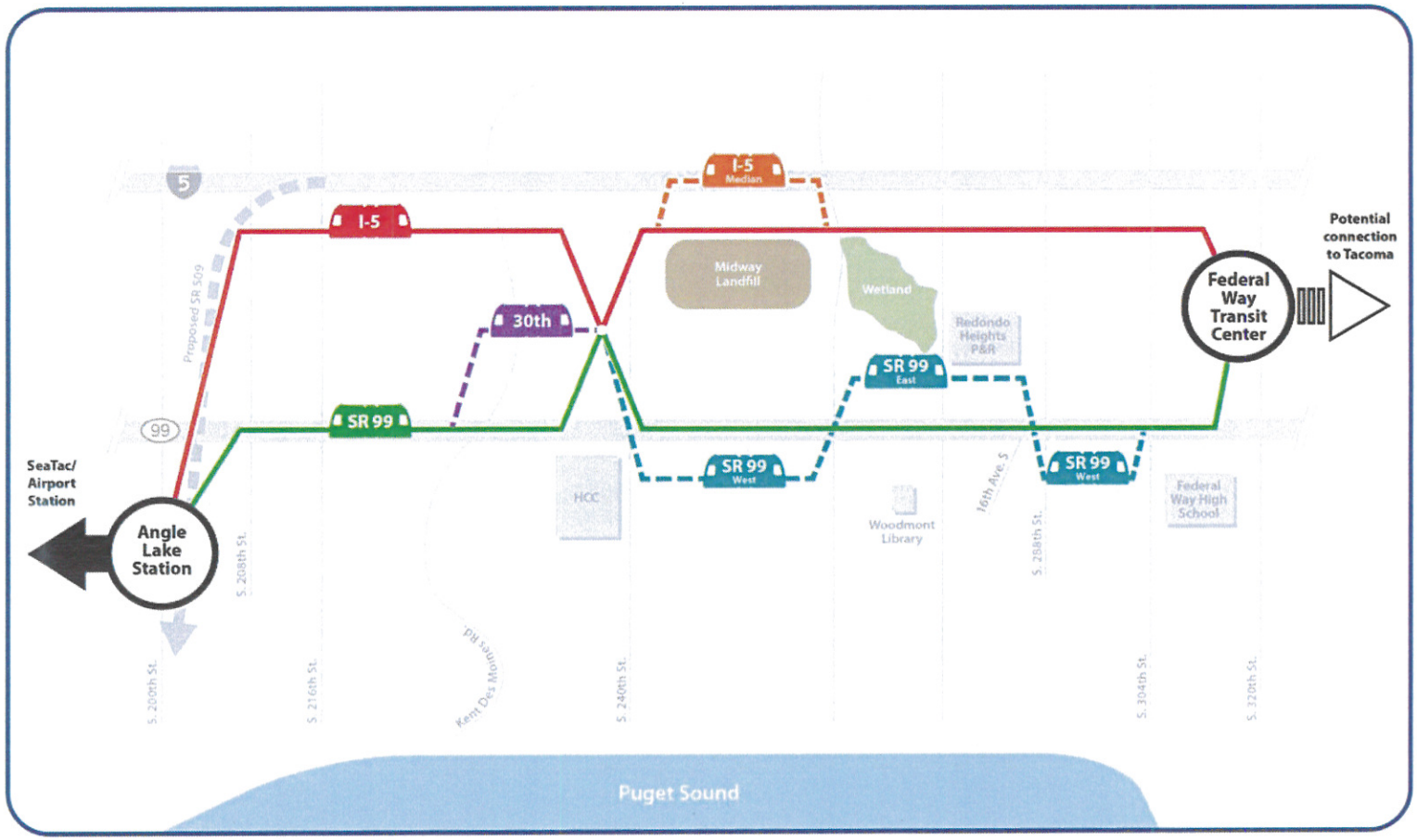


Based on the AA results, and input received during the EIS Scoping period, **the 30th Avenue alternative was shortened** to transition away from SR 99 near Kent-Des Moines Road (instead of near South 220th). This would limit potential effects to residential uses along 30th Avenue north of Kent-Des Moines Road.

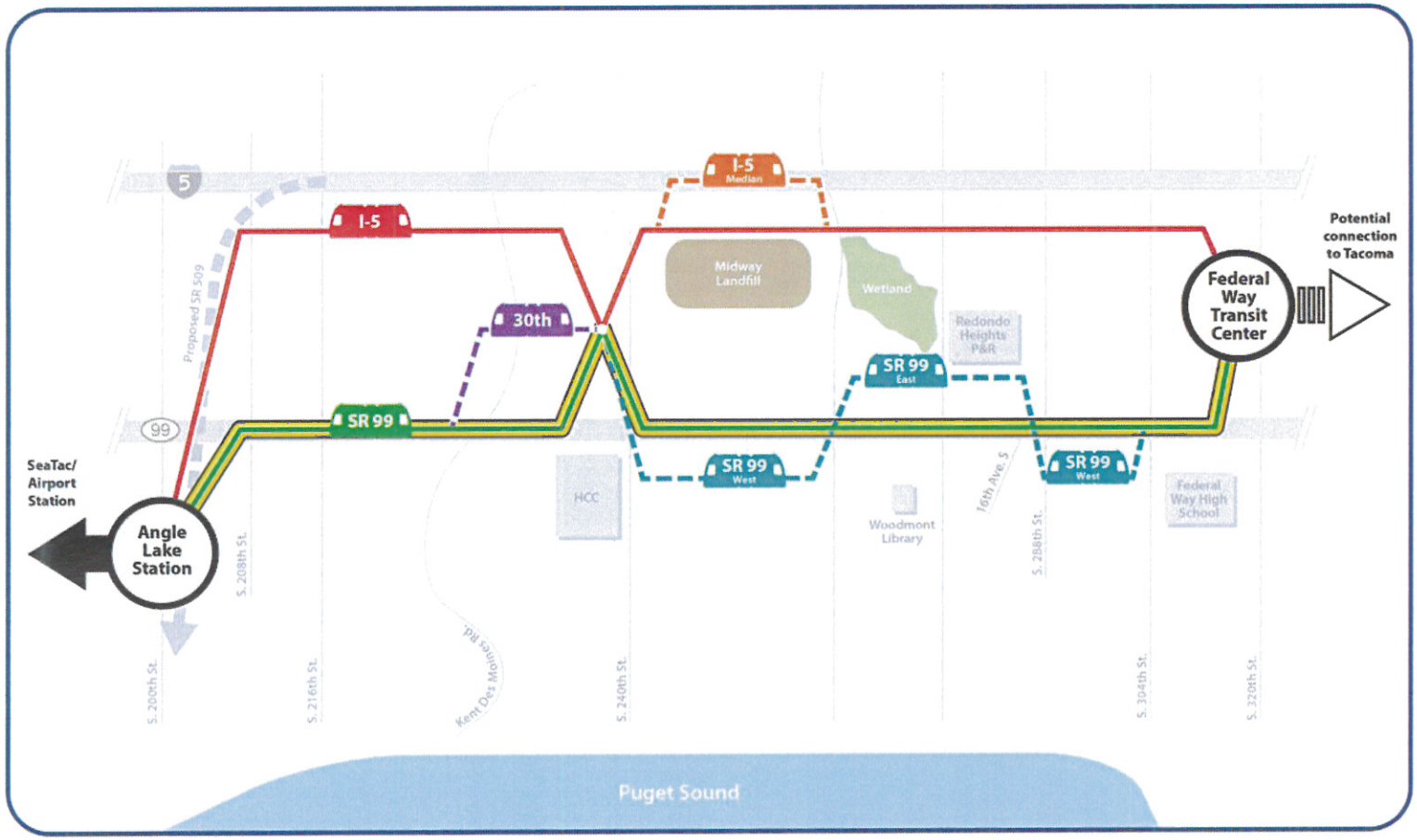
Federal Way Transit Extension
Alternatives Analysis and EIS Scoping

EIS Scoping Alignment Input

SOUNDTRANSIT RIDE THE WAVE



Given the AA results, and input received during the EIS Scoping period, the potential alternatives for consideration in the Draft EIS can now be defined as **four baseline alternatives** (I-5, SR 99, I-5/SR 99, and SR 99/I-5) with various design options. Each alternative is described on the following pages.

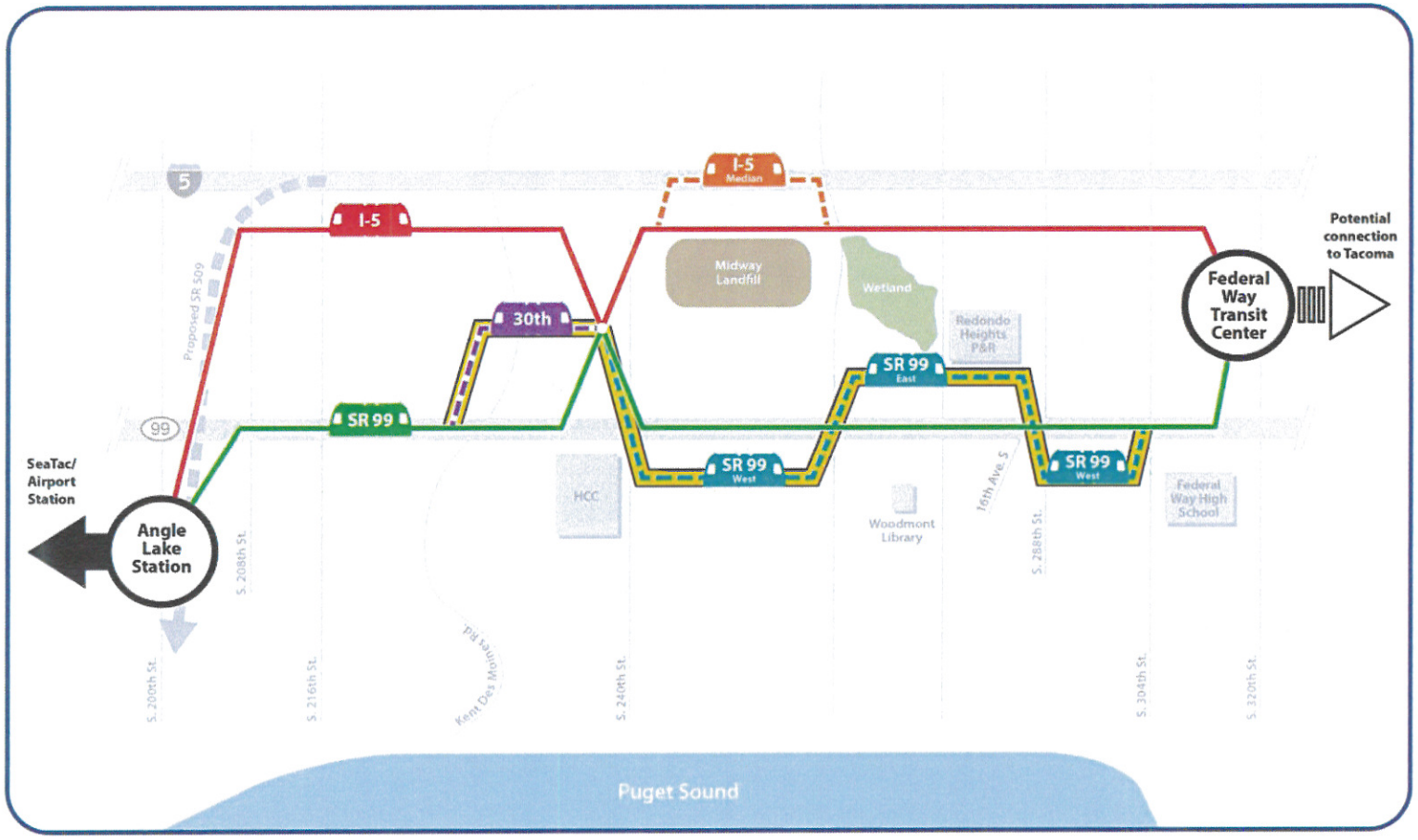


The **SR 99 alternative** would extend south from Angle Lake Station along the west side of 28th Avenue, then transition to the SR 99 median. The elevated guideway would transition to the east or west side of SR 99 at major intersections, as well as to access stations at Kent/Des Moines, S. 272nd Street, and the Federal Way Transit Center.

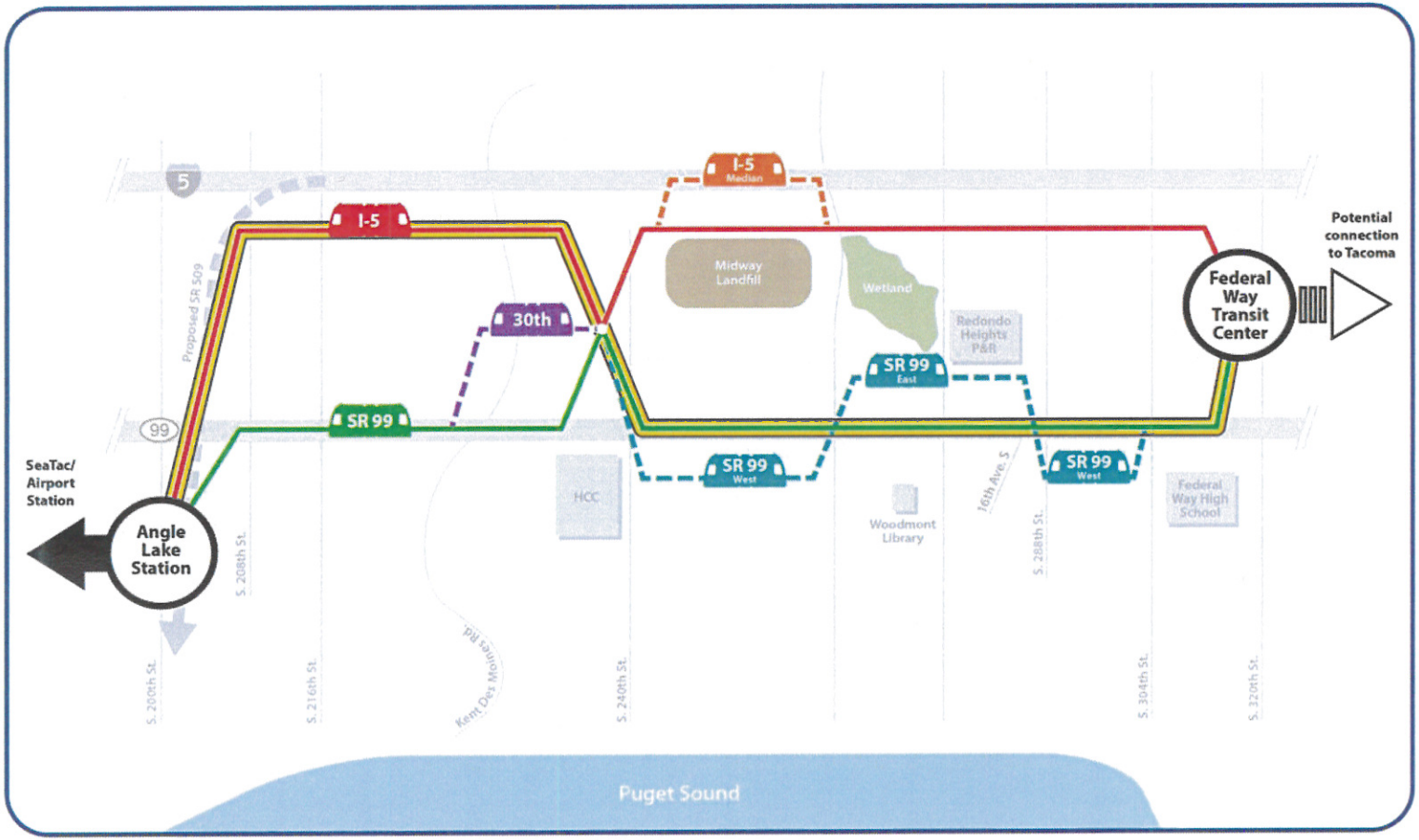
Federal Way Transit Extension
Alternatives Analysis and EIS Scoping

EIS Scoping Alignment Input

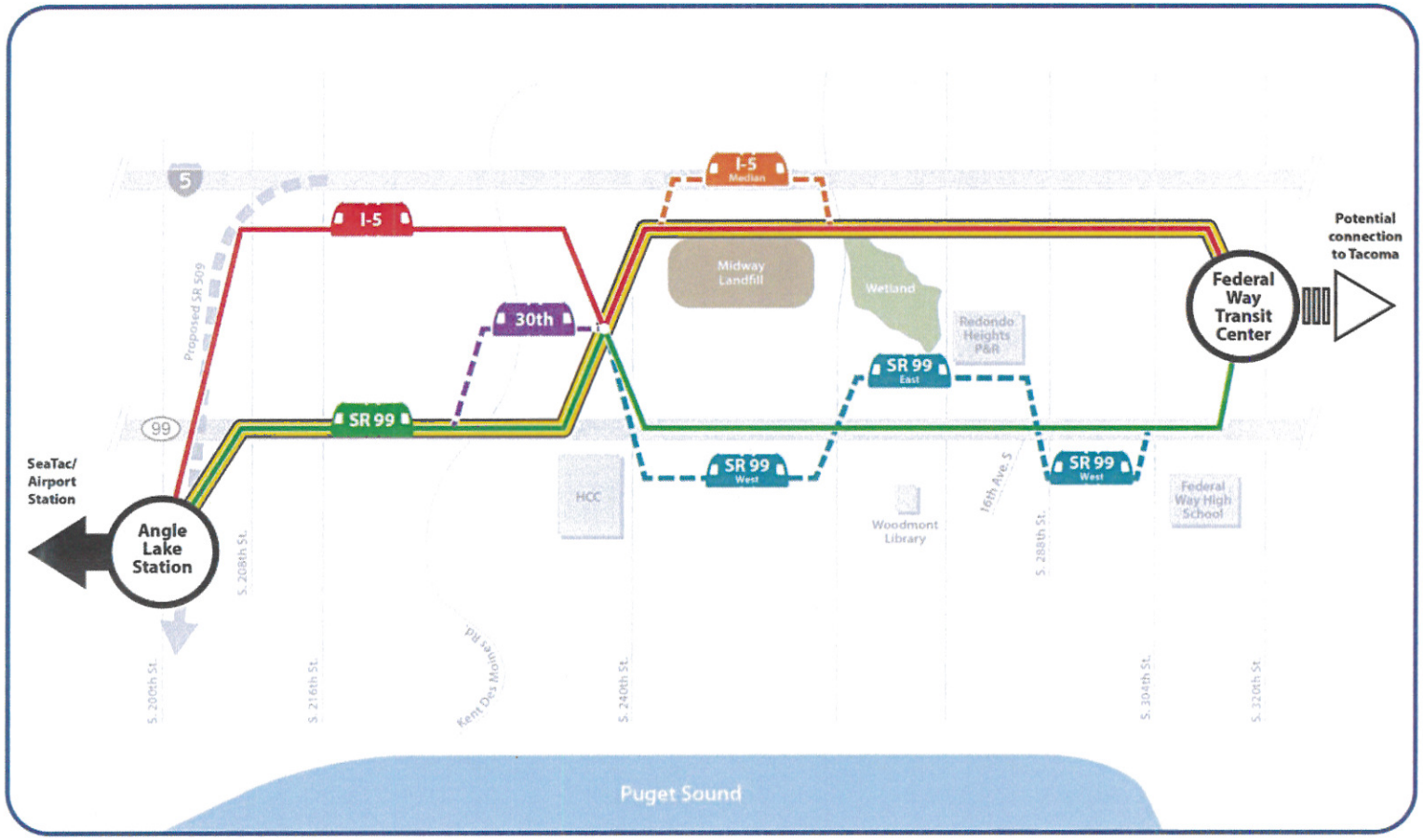
SOUNDTRANSIT RIDE THE WAVE



Potential **SR 99 "design options"** include a **30th Avenue** design option (from approximately Kent-Des Moines Road to S. 240th Street along 30th Avenue S.); an **SR 99 West Side** design option (from approximately S. 240th Street to S. 260th Street on the west side of SR 99); an **SR 99 East Side** design option (from approximately S. 260th Street to 16th Avenue S. on the east side of SR 99); and a **second SR 99 West Side** design option (from approximately 16th Avenue S. to S. 308th Street along the west side of SR 99).



The **I-5/SR 99 alternative** would be identical to the I-5 alternative from the north end of the project area to approximately Kent-Des Moines Road, where the alignment would turn west to transition to SR 99. The alignment would then continue south along SR 99, following the same alignment as described above for the SR 99 alternative.



The **SR 99/I-5 alternative** would be identical to the SR 99 alternative from the north end of the project area to approximately Kent-Des Moines Road, where the alignment would turn east to transition to the west side of I-5. The alignment would then continue south along I-5, following the same alignment as described above for the I-5 alternative.

Federal Way Transit Extension
Alternatives Analysis and EIS Scoping

EIS Scoping Station Input

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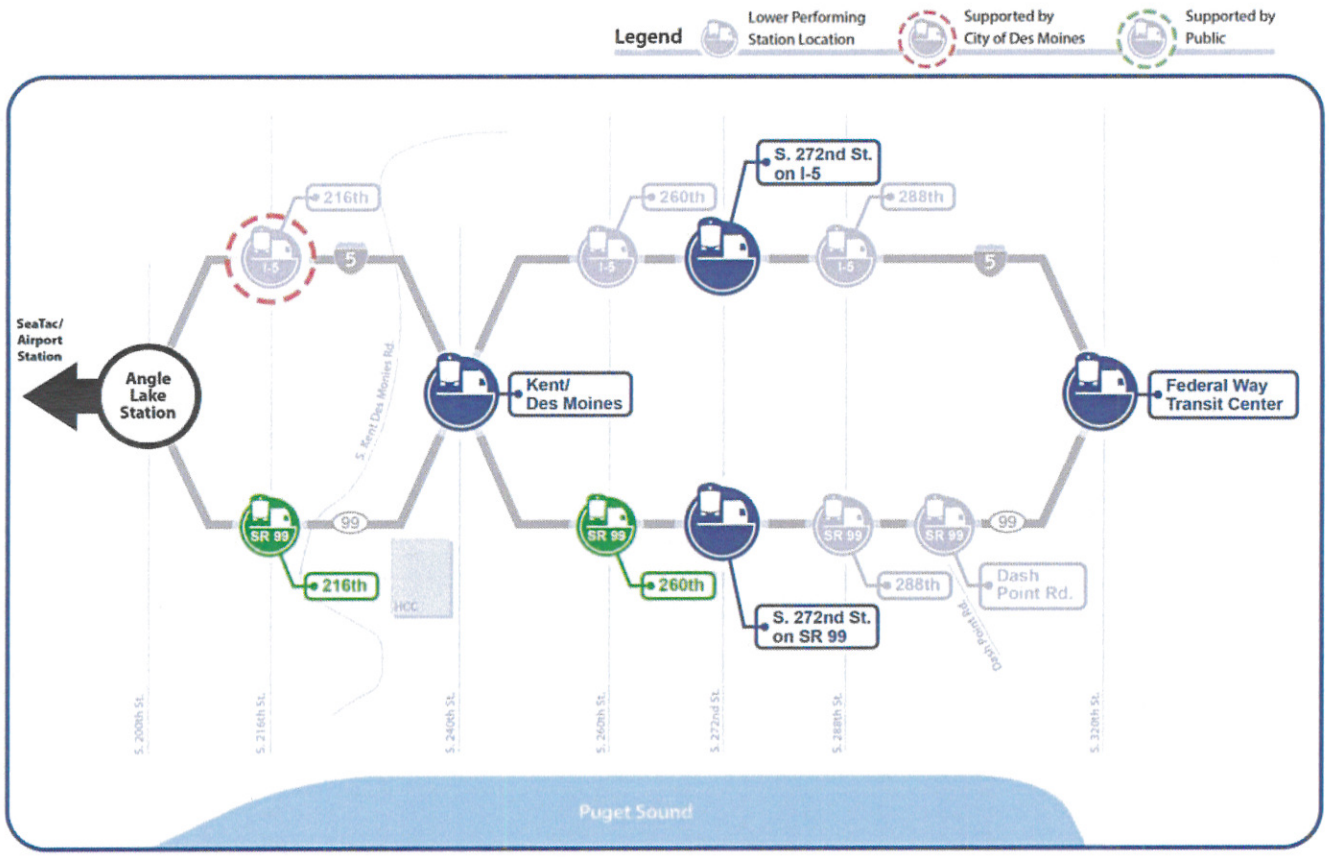

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During the EIS Scoping period, the City of Des Moines expressed support for a potential additional station location at South 216th on I-5. This location had not performed well in the AA analysis.

Federal Way Transit Extension
Alternatives Analysis and EIS Scoping

Timeline/Process

SOUNDTRANSIT
RIDE THE WAVE

Alternatives Analysis	Environmental Review	Final Design	Construction	Testing & Pre-operations	Start of Service
		2017 – 2018	2019 – 2022	2022 – 2023	2023

Oct 2012
Early Scoping
Public comment

June 2013
Alternatives Analysis Report

June 2013
EIS Scoping
Public comment

Sept 2013
Board identifies Environmental Impact Statement (EIS) alternatives

We are here

Late 2014
Draft EIS
Public comment

Early 2015
Board identifies preferred alternative

Mid 2016
Final EIS

Late 2016
Board selects project to build

Late 2016
Federal Transit Administration (FTA) issues Record of Decision (ROD)

*Final Design and Construction currently funded to Kent/Des Moines.

Based on the results of the AA, and input received during the EIS Scoping period, the Sound Transit Board will identify which alternatives should be studied in more detail in the Draft EIS. The Draft EIS will be available for public comment in late 2014. A final decision on which alternative should be built will be made after publication of a Final EIS in 2016.

PS&T Information for item #6a - Traffic Impact Fees

The current rate increase (modified in 2012) schedule from the DMMC is:

12.56.040

(6) The transportation impact fee shall be phased in as follows. The base rate identified in subsection (1) of this section shall be at 50 percent through December 31, 2011, as adjusted in accordance with subsection (5) of this section. For the calendar year 2012 and 2013 the transportation impact fee shall be 55 percent of the then-current base rate; for the calendar year 2014 the transportation impact fee shall be 70 percent of the then-current base rate; for the calendar year 2015 the transportation impact fee shall be 85 percent of the then-current base rate; for the calendar year 2016 and thereafter the transportation impact fee shall be 100 percent.

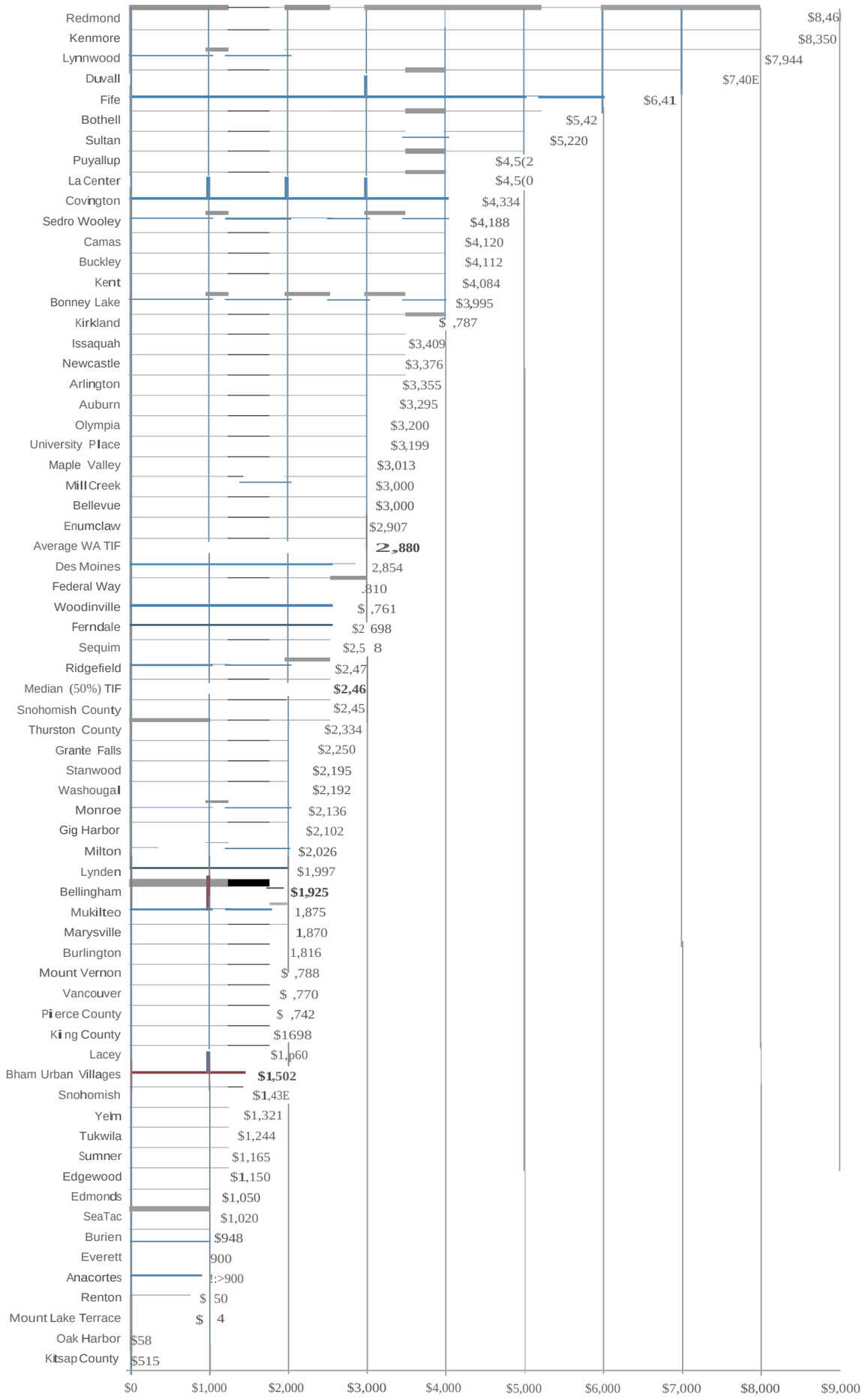
(2009) The original schedule had the rates increasing 10% a year....starting 50% in 2010, and 2011, 60% in 2012, 70% in 2013, 80% in 2014, 90% in 2015, and 100% in 2016.

(2011) The schedule was modified in 2011 to 55% for 2012, 65% in 2013, 75% in 2014, 85% in 2015, 95% in 2016, and 100% in 2017

A single family home is 1.13 x the base rate for Des Moines.

mparison of 2013 TIF Base Rates in 60* Cities and 5 Counties in Western Washington

h Whatcom County Cities and Bellingham's Urban Village TIF Reduction Highlighted for Emphasis

["City of Sammamish, WA $14,707 TIF base rate excluded from graphic]

(Data c mpid December 2012 by Chris C meau, ICP, r:ns ortation Planner, Bellingham Pic Works)