

PS&T COMMITTEE AGENDA

November 3, 2016 - North Conference Room

21630 11th Avenue South – Des Moines 98198

5:30P – 6:45P

1. Approval of the minutes from the meeting of October 6, 2016.
2. Low Impact Development Standards (Informational Item – 20 min)
Staff will discuss the required integration of Low Impact Development standards and this will affect the City's Street Design and Construction Standards, and our permitting processes.
3. Sound Transit Update (Informational Item – 20 min)
Staff will provide an update on the FWLE Project, including the 30% Design Review status, the pending issuance of the FEIS, and the development on a Term Sheet/Memorandum of Understanding. Staff will also discuss Sound Transits proposed schedule for 2017.
4. Draft 2017 Work Program (Discussion Item – 15 min)
Staff will seek confirmation from the Committee on the Draft 2017 Work Program.
5. Pacific Ridge Street Lighting Improvements (Informational Item – 20 min)
Staff will discuss a proposed street light improvement plan for Pacific Ridge with the Committee.

DRAFT Des Moines City Council PS&T Committee Minutes – 10/6/2016

Meeting called to order: 5:15 PM on October 6, 2016, in North Conference Room @ 21630 11th Avenue S, Des Moines WA 98198.

Council Members

Luisa Bangs – Chair, excused
Dave Kaplan
Vic Pennington

Other City Staff

Dan Brewer – PBPW Director
Brandon Carver – Engineer Svc Manager
Michael Matthias – Interim City Manager
George Delgado – Police Chief
Justin Cripe – PD Officer
Matt Hutchins – Acting Asst City Attorney
Peggy Volin – PBPW Administrative Asst II

AGENDA:

1. Approval of the minutes from the meeting of August 8, 2016
2. Back to School SRO
3. CIP Project Updates
4. Miscellaneous Transportation Topics

MEETING:

1. Approval of the minutes from the meeting August 8, 2016: unanimously approved.
2. Back to School SRO: Officer Justin Cripe updated the Committee on what a School Research Officer (SRO) does. Officer Cripe is the SRO for Des Moines PD and spends most of his time at Mount Rainier High School but also gets to the four elementary schools as time allows. It has been found that having an SRO in our schools bridges the gap with the community, City and Police Department. He attends community events, assists with clubs and their events and works on trust building with students, parents and school staff. He provides a positive role model and mentors students. School administrators and staff feel safer knowing there is an SRO at the school and he is able to give first hand direction in any emergency.
3. CIP Project Updates: Engineering Services Manager Brandon Carver quickly went through the 2016 CIP Projects List and explained which ones were currently active, about to be completed and still waiting to be started in 2016. Time did not allow him to go over the planned CIP Projects for 2017.
4. Miscellaneous Transportation Topics: Engineering Services Manager Brandon Carver gave a very brief update on the Marina paid parking; having applied for a grant to help with the intersection of S 240th & Marine View Drive; S 212th Street; and that the VMS

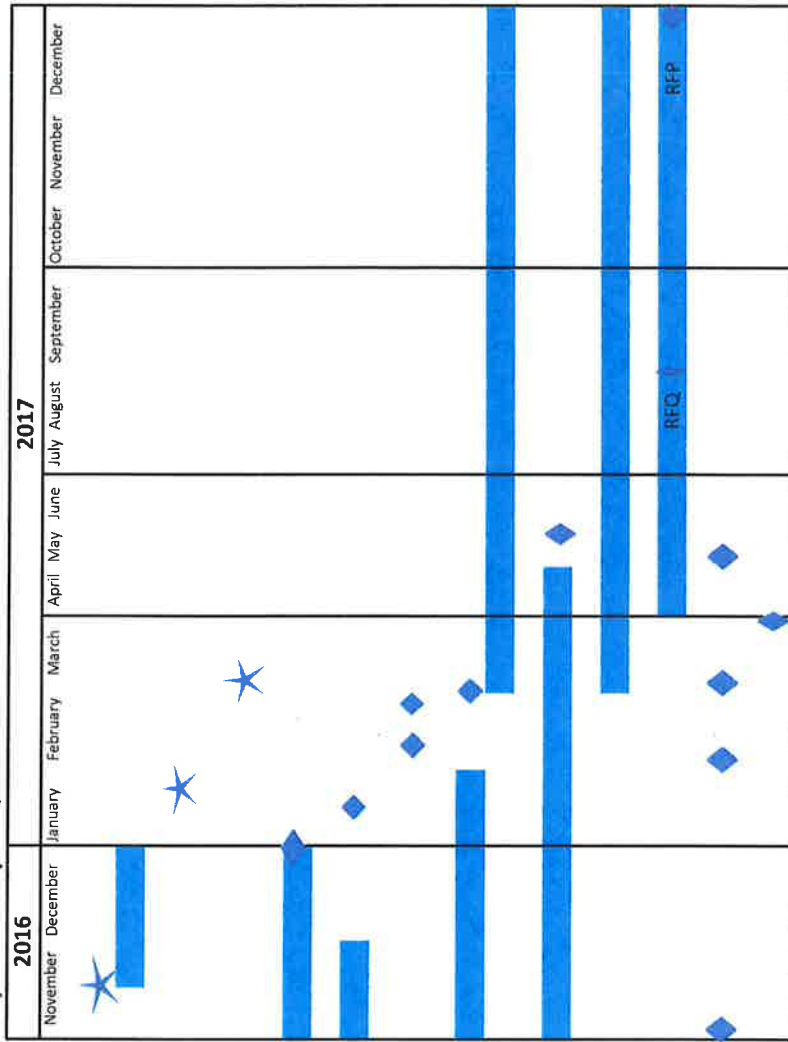
signs are advising of the red light running cameras are in place on S 216th and Pacific Highway. The red light enforcement cameras at that location will become active on November 1.

Adjourned at 6:00 pm

Minutes respectfully submitted by:

Peggy Volin, PBPW Administrative Assistant II

FWLE City Staff Workplan Q4 2016- 2017



**MEMORANDUM OF UNDERSTANDING
BETWEEN THE CITY OF DES MOINES AND SOUND TRANSIT
RELATED TO THE FEDERAL WAY LINK EXTENSION PROJECT**

1. Background

- 1.1 The City of Des Moines (City) is a non-charter municipal code city incorporated under the laws of the State of Washington, with authority to enact laws and enter into agreements to promote the health, safety, and welfare of its citizens and for other lawful purposes.
- 1.2 Sound Transit is a regional transit authority created pursuant to chapters 81.104 and 81.112 RCW with all powers necessary to implement a high capacity transit system within its boundaries in King, Pierce, and Snohomish Counties.
- 1.3 The Federal Way Link Extension Project (Project) is part of the Sound Transit 2 (ST2) (include ST3 if passes) Plan for which voters approved financing in 2008 and is an element of Sound Transit's Long Range Transit Plan.
- 1.4 Sound Transit is conducting environmental review for the Project in accordance with the National and State Environmental Policy Acts (NEPA and SEPA). The Sound Transit Board is expected to make a final decision on the project to be built in early 2017, after publication and consideration of the Final EIS.
- 1.5 In July 2015, the Sound Transit Board identified a Preferred Alternative to extend light rail to Federal Way (Motion M2015-56). The Project would start from the Angle Lake Station and travel south along Interstate 5. In the Kent/Des Moines area, the alignment would transition west to be close to Highline College with a station west of 30th Avenue South in the City of Kent. The alignment would then continue south along I-5 with stations at the South 272nd Star Lake park and ride and at the Federal Way Transit Center, along the west side of 23rd Avenue South.
- 1.6 Concurrent with the completion of the environmental review process, Sound Transit advanced the design of the Preferred Alternative in coordination with key stakeholders. The current understanding of the Preferred Alternative is as shown in the Pre-Final Preliminary Engineering (PE) Submittal, dated September 23, 2016, which has been provided to the City.

2. Progress to Date.

The Parties have been working collaboratively over several years to reach this point in the project. The City is very pleased with the Sound Transit staff's professionalism, and willingness to do whatever is necessary to consider alternative ways to plan and design the project in ways that help the City achieve its community development goals while completing the FWLE in the most efficient and cost effective way. Sound Transit is very pleased with the City's willingness to substantively engage in the planning and design process to elevate the system design and its impact on both the community and the ST system. As this project transitions from planning to construction, the Parties agree that it is important to memorialize decisions to date and set forth joint actions over the next project phase leading to start of construction.

3. Purpose

This Memorandum of Understanding is intended to document progress toward goals identified by the Sound Transit Board in Motion M2015-56, which directed Sound Transit staff to work with local jurisdictions in the corridor to identify and obtain commitments for permitting processes that would provide certainty and predictability for the Project, such as use of completed Sound Transit Environmental documents and FTA mitigation requirements, establishing a consolidated permit process, amending and resolving technical code requirements that are impractical or infeasible, supporting and accommodating the light rail system in land use plans and development regulations, and allowing for extended vesting or duration of land use approvals.

4. Update on Board Direction

4.1 SEPA Compliance. Sound Transit is the lead agency for compliance with the State Environmental Policy Act. In coordination with the City, Sound Transit has completed the substantive and procedural environmental review for the Federal Way Link Extension Project in accordance with SEPA requirements, with the publication of Federal Way Link Extension Final EIS expected to be published XXXX. The environmental review covers the City's issuance of permits for the project as well as environmental mitigation, and the City intends to use and rely upon the existing environmental documents to satisfy its SEPA responsibilities, consistent with WAC 197-11-600.

4.2 Establish a Consolidated Permitting Process. Sound Transit and the other corridor cities are working together to develop a more consolidated and consistent permitting process for Project review and approval. For the City, this will include exempting the Project from the City's Unconditional Use Permit requirement for Essential Public Facilities providing the Project requests and receives a written letter from the City before commencing with the exempted work and addressing land use approvals through use of a development agreement^[GF1]. Additional opportunities to streamline the process and avoid duplication will be identified and evaluated. Permitting is expected

to occur between 2018 – 2020.

- 4.3 Resolve Impractical Code Requirements. The City has determined that the Project as represented in the Pre-Final PE Submittal and accompanying exhibits is generally well-designed for the 30% level design. The City agrees that strict interpretation of certain Zoning Code regulations could be contrary to the overall purpose of the overall design. The City Council will therefore be willing to consider allowing certain departures from development standards for some components of the Project as allowed by RCW 36.70B.170-200 and because the Project will be providing a benefit to the City of an equal or greater value relative to the standards from which departure is being allowed.
- 4.4 Support Light Rail System in Land Use Plans and Development Regulations. The City commits to take other reasonable and feasible measures necessary, including code amendments, to support and accommodate the Project in land use plans and development regulations.
- 4.5 Development Agreement. The Parties further agree to prepare a Development Agreement for consideration by the City Council and Sound Transit Board that includes but is not necessarily limited to the following: Environmental review processes, land use and permitting processes, development standards, deviations from adopted codes and standards, project vesting, project mitigation, transportation impact fees, staffing reimbursements, the design builder procurement, urban design coordination, integration of station area and Highline College Master Plan and coordination of respective developments, transit way franchise agreements, future station area access improvements, disposition of surplus property, property management, post-operations mitigation checks, and ownership and maintenance of storm water facilities.

5. Conclusion and Signature Block

This Memorandum of Understanding is intended by the Parties to serve as a non-binding statement of the Parties' progress toward the goals identified by the Sound Transit Board in Motion M2015-56. Sound Transit and the City acknowledge that this MOU is not a complete statement of terms and conditions that will apply to the transactions contemplated herein. If Sound Transit and the City determine it is in their respective best interests to enter into an agreement or agreements at some future date related to the subject matter of this MOU, the terms of those agreements shall govern. The City and Sound Transit recognize that future agreements will be subject to approval by the City Council and Sound Transit Board and must comply with applicable Local, State, and federal regulations. Additional issues not addressed in this MOU may be identified and included in these future agreements.

SOUND TRANSIT

Peter M. Rogoff
Chief Executive Officer

Date

CITY

Michael Matthias
City Manager

Date

2017 PS&T Committee Draft Work Program

January 5, 2017

2017 PS&T Work Plan
Pavement Management Report Presentation
CIP Projects – Grant Selection Review
Sound Transit Update
Police Investigations Update (PD)

February 2, 2017

ADA Transition Plan – Community Outreach Follow-up
Redondo Paid Parking
Emergency Management Preparedness – Update (PD)
Patrol Operations Update (PD)

March 2, 2017

CIP Project Updates
Sound Transit Update
Nuisance Property Update (PD)
School Resource Officer Report (PD)

April 6, 2017

Red Light Enforcement Update
SR 509 Update
Emergency Management Update (PD)

May 4, 2017

Draft Transportation Improvement Plan (TIP)
CIP Project Updates
Sound Transit Update
Code Enforcement Update (PD)

June 1, 2017

Transportation Improvement Plan (TIP)
Street Standards Update
Police Deployment of Personnel Update (PD)

July 6, 2017

CIP Project Updates
Emergency Management Preparedness – Update (PD)
Nuisance Property Update (PD)
Police Department Advisory Group Update (PD)

August 3, 2017

Draft 2018-2023 Transportation CIP Budget
Police Investigations Update (PD)

September 7, 2017

2018-2023 Transportation CIP Budget
CIP Project Updates
Emmitsburg Emergency Management Exercise Report (PD)

October 5, 2017

Street Standards Update

Redondo Paid Parking

School Resource Officer Back to School Update (PD)

November 2, 2017

CIP Project Updates

Police Operations Update (PD)

December 7, 2017



To: Public Safety and Transportation Committee
From: Tim George, Asst. City Attorney
RE: WSLCB Proposed Rules
Date: 10/3/13

Summary of WSLCB Recreational Marijuana Rules

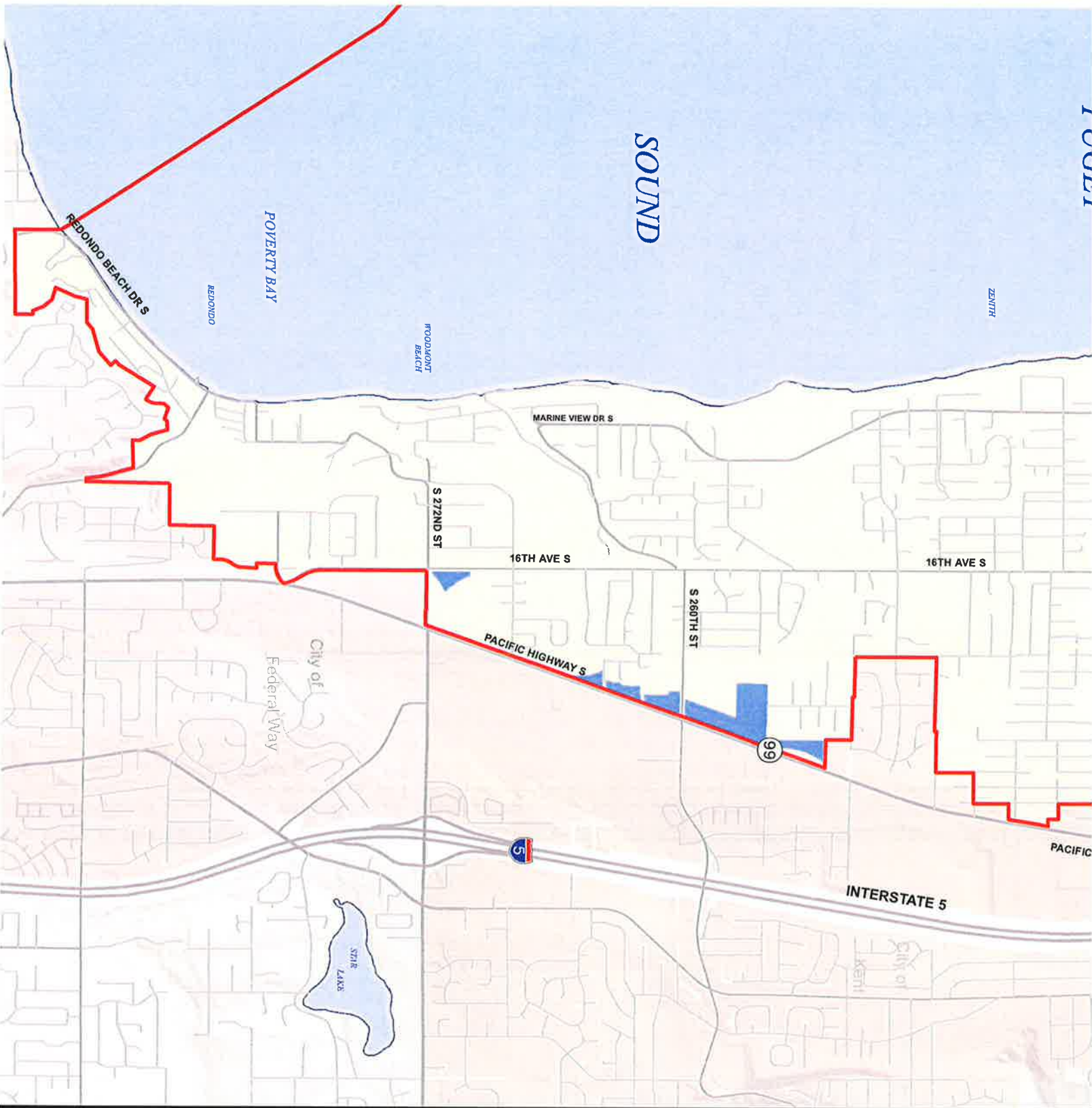
The major provisions of the rules are:

- Licenses will not be issued to businesses in a location where law enforcement access, without notice or cause, is limited. This includes a personal residence. Thus it appears that home occupation businesses are not allowed;
- Licenses will not be issued to businesses and advertising may not be located within 1000 feet of "the perimeter of the grounds of any elementary or secondary school, playground, recreation center or facility, child care center, public park, public transit center, library, or any game arcade (where admission is not restricted to persons age twenty-one or older);"
- On premises advertising signs for retailers are limited to 1600 square inches (a little over 11 square feet);
- Licenses will normally not be issued to those who have a criminal background that exceeds a threshold based upon a point system developed by the Board;
- Marijuana is not permitted to be consumed on licensed premises;
- Three types of licenses will be issued: producer, processor and retailer;
- The Board will determine the maximum number of retail licenses to be issued in each city based upon a formula that distributes the number of locations proportionate to the most populous cities within each county, there is one retail license authorized for Des Moines;
- There will be a 30 day period following the submittal of an application during which the Board will forward license applications to applicable local jurisdictions with a 20 day opportunity to submit comments. This will also occur for annual license renewals;
- Hours of operation for retail licensees are restricted to between 8 a.m. and 12 a.m.;
- Alarms and surveillance camera are required; and
- Businesses must buy liability insurance.

Issues

The question for Committee consideration is whether the City should enact zoning restrictions for marijuana businesses in addition to those applying to other businesses. Examples of additional regulations include:

- Restrictions on the number of plants or ounces of marijuana allowed. For example, the City of Seattle is proposing a limit of 45 plants and 72 ounces of marijuana in certain zones (presumably this refers to the quantities on site at any given time);
- Maximum floor area limits. Seattle is proposing a limit of 10,000 square feet for indoor growing and processing to avoid displacing other industrial uses.;
- Prohibition on drive through facilities.;
- Additional limitations on hours of operation. As noted above, the Board rules only restrict hours of operation to between 8 a.m. and 12 a.m.; or
- Prohibition on locating directly next to a specific zone;
- Anything else?.



Legal Department

21630 11th Ave S, Suite D
Des Moines, WA 98198-6398
PHONE: (206) 870-3301 * FAX: (206) 870-7626
WEB: <http://www.desmoineswa.gov>

Completed CIP Projects in 2013

North Twin Bridge Improvements
MVD Crosswalk Improvements Phase 1 - (219th, 220th, 226th)
North Hill School Zone Flashing Beacons

Status/Comment

Final payment issued
Should be finalized week of Oct. 7th
Foundations work to start in October, Equipment arrives in Nov/Dec

Draft 2014 CIP Projects - Transportation (Funded)

South 216th Segment 2 (18th - 24th)
24th Avenue South (208th - 216th)
Saltwater Siesmic Retro-Fit
Barnes Creek Trail
Citywide Arterial Safety Improvements
MVD Crosswalk Improvements Phase 2 - (225th and 222nd)
24th Ave South - Midway Elementary Sidewalks
MVD and South 240th Street Intersection Improvement
South 224th Street (Pac Hwy - 30th Ave S)
16th Ave South Segment 5a (272nd - 276th)

Status/Comment

Nearly complete, some small work/carryforward into 2014
Notice to Proceed Oct. 11th
Design Started
Modifying Trail alignment, working with WSDOT
1st year of 3 years....Construction underway
Design and construct in 2014
Design underway, possibly construct in 2014 (pending ASE funds)
Grant submitted for Design, ROW, and Construction, would start design in 2014
Design in 2014, construct if grant funds or additional Pac Ridge Fees come in
Possibly design if Ukranian church moves forward

Potential 2014 CIP Projects using CIP project savings (~\$500k)

Status/Comment

- | | |
|---|--|
| <ol style="list-style-type: none"> 1 216th Segment 1a (24th - 29th) 2 Pavement Management 3 Redondo Parking Area Management Study 4 Sidewalk and Curb Ramp Improvements 5 Guardrail repairs 6 216th Segment 3 (11th - 18th) | <p>Continue with ROW acquisition need to keep moving in order to be ready for 2014 Federal grant call set aside funds for potential failure repairs? Update database (hasn't been updated since ~2007)
~120k for design/study
~20 - ~30k - fix/repair existing locations such as: 7th Ave near Des Moines Gospel, S/W across from Salty's
~30k - fix repair locations such as: Marine View Dr near the 27600 block near Redondo
Get a 15% level design in preparation for 2014 TIB grant cycle</p> |
|---|--|

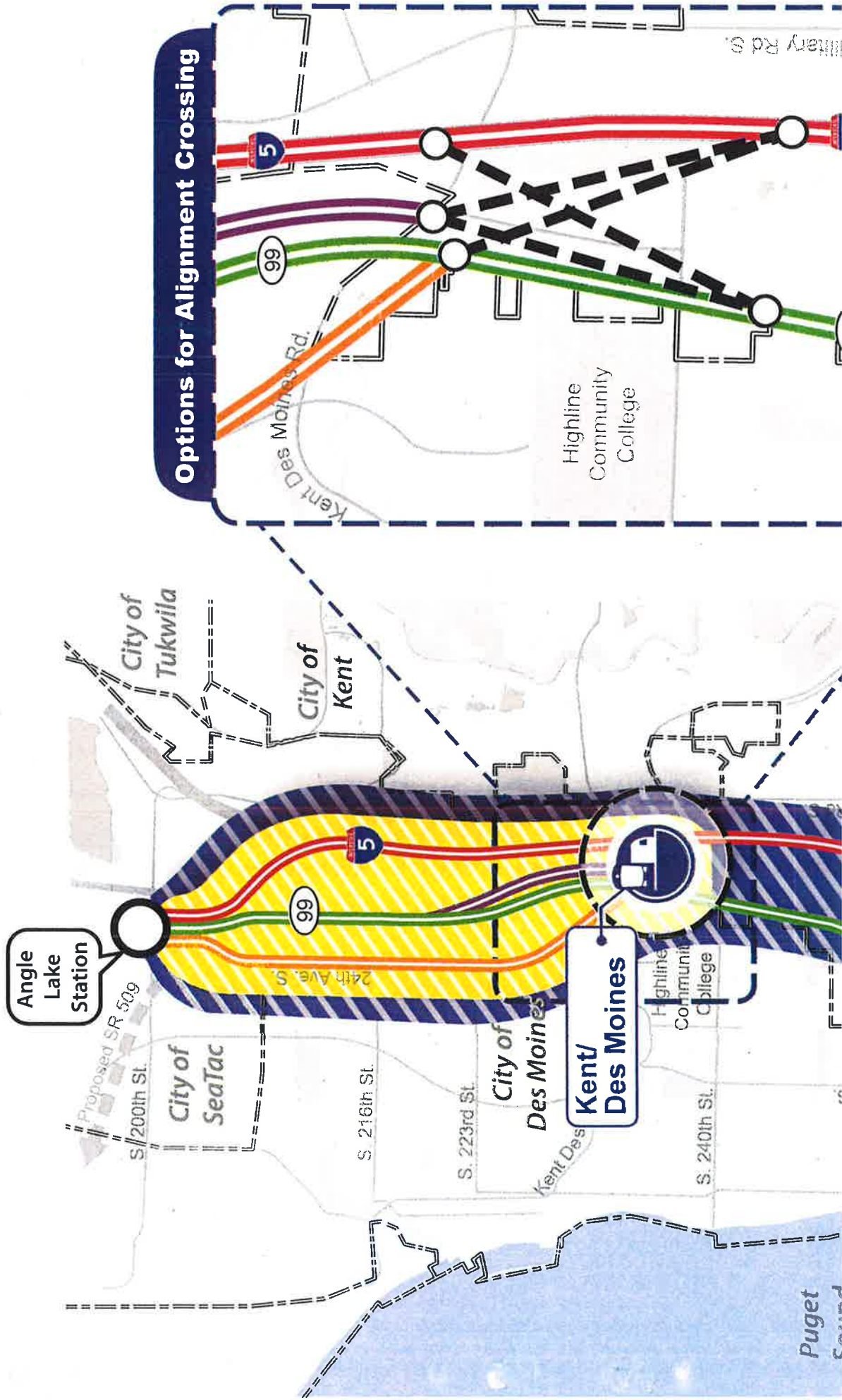
FWTE Update Summary

On September 26, 2013 the Sound Transit Board made the following decisions regarding the FWTE DEIS Alternatives:

1. **4 Baseline alignment alternatives will be evaluated:** I-5, SR99, I-5/SR99 and SR99/I-5. Each segment will have 1 or more design options (e.g., where to cross Kent-Des Moines Road, how to avoid the Midway landfill, how to transition to the HCC Station, etc). All alignment options will use elevated guideways. Both Kent and Des Moines have requested a very robust economic impact analysis of alternatives.
2. **SR99 through Pacific Ridge will be evaluated.** A shortened 30th Ave design option will be included.
3. **A 216th/I-5 station alternative (as requested by Des Moines) will not be evaluated, but a S. 216th/SR99 station alternative will.** A S. 260th/SR99 station alternative will also be evaluated. Neither a 216th nor a 260th station is in the voter approved plan. Each station, if added, would cost about \$40 million and add 40 seconds to the travel time.
4. **The cities of SeaTac and Des Moines have opposite policy positions regarding alignment from S. 200th (Angle Lake) to S. 216th.** SeaTac wants a west side SR99 alignment while Des Moines wants a SR 509/I-5 alignment.
5. **Kent, Highline Community College, and Des Moines staff all want the HCC station to be as close to or on top of SR99 as possible** to make the College connection as convenient as possible and avoiding bisecting Kent's Midway TOD area.
6. **Schedule:**
 - a. Next 12 months – Complete Draft EIS followed by public comment
 - b. Early 2015 – ST Board identifies preferred alternative
 - c. Mid 2016 – Final EIS is published
 - d. Late 2016 – ST Board selects project to build and Federal Transit Administration issues Record of Decision
 - e. 2017-2018 – Final Design
 - f. 2019-2022 Construction
 - g. 2023 – Start of Service

Federal Way Transit Extension Alternatives Analysis and EIS Scoping

Initial Range of Alternative Corridors





July 16, 2013

Grant
from Note
10/3 PSKT

ECONOMIC & COMMUNITY DEVELOPMENT

Ben Wolters
Director
220 4th Avenue South
Kent, WA 98032
Fax: 253-856-6454

PHONE: 253-856-5454

Federal Way Transit Extension
c/o Kent Hale, Senior Environmental Planner
Sound Transit
401 S. Jackson Street
Seattle, WA 98104-2826

RE: Federal Way Transit Extension EIS Scoping

Dear Mr. Hale:

The City of Kent is pleased to participate in scoping for the Federal Way Transit Extension (FWTE). Extension of light rail through the Kent-Des Moines-Federal Way area is a key implementation strategy for the Midway Subarea Plan that was adopted by the Kent City Council in December, 2011. Along with the Midway Design Guidelines and development regulations, this plan provides for the development of a walkable community with a mix of mid- and high-rise residential, retail and commercial uses, all supported by Sound Transit light rail.

The City would like the following analyses incorporated into the EIS for the project:

- The City's priority for the FWTE is to support the transit-oriented community envisioned in the Midway Subarea Plan. This would include not bifurcating the community, for example if the alignment traverses from one roadway to another, e.g., SR-99 to I-5; orienting the alignment and station for ease of multimodal access; avoiding visual and noise impacts; incorporating security measures; and developing the station as an attractive public gathering space with amenities such as electric charging stations, restrooms, snack bars, and areas which can transform into public markets or other public events.
- Strong pedestrian gateway connections should be made to Highline Community College and the population and job centers envisioned in the Midway Subarea Plan. A station near Highline Community College should provide equitable service to Kent and to Des Moines. Station locations should facilitate student choices of transportation modes in a realistic and practical manner, especially for today's youth.

- The Kent Valley includes a regional growth center in its downtown area, a regionally-designated manufacturing/industrial center, and a wholesale and distribution center that is the second largest on the west coast and the 4th largest in the nation. Providing connections from light rail to the valley's job centers should be a major consideration.
- The Kent-Des Moines area is a significant transportation hub, with I-5, SR-99, Rapid Ride A Line, Military Road Park and Ride Lot, and future SR-509 extension. For the FWTE, it is critical to avoid disruption of east-west auto/pedestrian/bike travel, to demonstrate ease of multi-directional access and parking at the stations, increased mobility and reliability of service, and offer alternative travel should the area be affected by catastrophic disruption of other travel modes. The FWTE should enhance frequency of service, extended hours of service, and connections between regional growth and activity centers.
- Alignment and station location alternatives should include:
 1. Elevated, mixed at-grade/elevated, or hybrid median, east or west side alignments along SR-99, with the following options:
 - A station location along the median of SR-99 at Highline Community College with a shared parking structure on both the east and west sides of SR-99; an attractive, protected pedestrian overpass to the garages; and a new signalized right of way at Highline Community College.
 - A station location on the west side of SR-99 on or near the Highline CC campus or spanning the campus and property to the north or south of the campus; an attractive covered pedestrian overpass serving development on the east side of SR-99; a shared parking structure on both the east and west sides of SR-99; and a new signalized right of way at Highline Community College.
 - A station location on the east side of SR-99 across from Highline CC; with an attractive, covered pedestrian overpass serving development on the west side of SR-99; a shared parking structure on both the east and west sides of SR-99; and a new signalized right of way at Highline Community College.
 - Having garages on both sides of SR-99 supports multi-directional access to the stations with less interruptions to the transportation system and would serve TOD development on the east side, Highline CC, and Sound Transit.
 - Elevated rail would maintain the auto orientation of SR-99 and allow 30th Avenue to be the pedestrian-oriented TOD activity hub.

2. Elevated, mixed at-grade/elevated, or hybrid alignments along I-5 or crossing between SR-99 and I-5 (without bifurcating the Midway TOD area) with a station location at or near Highline Community College; a parking garage; a new signalized right of way at Highline Community College; and an attractive, covered, and moving pedestrian walkway from the station to the college. Improvements to the pedestrian and bicycle network would be required. Roadway access improvements also would be required. Easy transit access and mitigating impacts from increased traffic to the station location are critical.
3. The analysis should address access for emergency vehicles to the rail cars both along the alignment and at the station locations.

The environmental analysis for the project should consider the Tacoma Smelter Plume

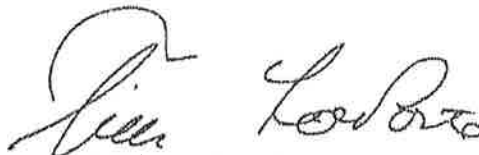
(http://www.ecy.wa.gov/programs/tcp/sites_brochure/tacoma_smelter/2011/ts-hp.htm) as well as other brownfield sites that may be in the vicinity of the alignment and station alternatives. The analysis also should include in the utility section the high tension power lines located along SR-99 and 30th in the vicinity of Kent and Des Moines.

The City appreciates the opportunity to participate in the FWTE project and looks forward to having it serve our community.

Sincerely,



Ben Wolters, Director
Economic & Community Development



Tim Laporte, Director
Public Works



July 12, 2013

4800 South 168th Street
SeaTac, WA 98188-8605

City Hall: 206.973.4800
Fax: 206.973.4809
TDD: 206.973.4808

Federal Way Transit Extension
c/o Kent Hale, Sr. Environmental Planner
Sound Transit
401 S. Jackson
Seattle, WA 98104

Re: Federal Way Transit Extension EIS Scoping

Mr. Hale:

Thank you for the opportunity to comment on the proposed scope of the Environmental Impact Statement that will be prepared for the Federal Way Transit Extension. The City of SeaTac previously submitted early scoping comments on November 12, 2012 (copy attached). The purpose of this letter is to provide additional comments now that the range of alternatives has been narrowed.

It is our understanding that both the SR 99 and I-5 corridor options are under consideration, with the potential of a future rail station being located at S. 216th St., along either corridor. Though currently unfunded, the location of this potential station needs to be considered in our comments. The remainder of the extension project will occur south of the SeaTac city limits.

Specific areas the EIS should focus upon:

Mayor
Tony Anderson

Deputy Mayor
Mia Gregerson

Councilmembers
Berry Ladenburg
Rick Forscher
Terry Anderson
Dave Bush
Pam Fernald

City Manager
Todd Cutts

Assistant City Manager
Gwen Voelpel

City Attorney
Mary Mirante Bartolo

City Clerk
Kristina Gregg

Land use

The City's Comprehensive Plan identifies the west side of 28th Ave. S. and the west side of International Blvd. (SR 99) as the preferred route south of the Angle Lake Station to S. 216th St. This route minimizes impacts to residential uses located on the east side of this corridor. Should a different alignment be chosen, impacts to residential uses would be significant. The EIS needs to thoroughly evaluate the land use impacts of the various routes under consideration, particularly the impacts on residential areas.

A potential additional station at I-5 and S. 216th St. could have significant land use impacts, as this area currently offers little vacant land to accommodate a station and the amount of parking that would be needed to serve patrons. Station development in this area would likely require the removal of many existing land uses. This impact should be thoroughly studied in the EIS.

The City of SeaTac

Housing

The Firs Mobile Home Park is located on the east side of International Blvd., south of S. 204th St. A route on the east side of SR 99 could impact this affordable housing resource.

Other multifamily housing exists along the SR 99 corridor, such as the Viewpoint Apartments at 21428 International Boulevard. An assisted living facility is also located along the east side of International Boulevard in the 21200 block. An alignment along the east side of SR 99 would have impacts to both of these properties.

Impacts to affordable housing and vulnerable populations therefore need to be thoroughly studied for each of the proposed alignments.

Noise

Potential routes either adjacent to, or passing through residential areas could have significant noise impacts that would need to be mitigated. The EIS should evaluate these impacts and explore potential mitigation measures.

Transportation

Traffic impacts could be significant with a S. 216th St. station located along an I-5 route, as its presence would create a destination point in an area that currently experiences only moderate amounts of traffic. Construction of a station in the vicinity of S. 216th St. and SR 99 also would most likely necessitate substantial traffic system modifications at this intersection. The EIS should fully evaluate these impacts and identify potential mitigation measures.

The I-5 route would also involve extending the light rail line along the undeveloped SR 509 corridor, potentially resulting in negative impacts to freeway design options. This impact should be thoroughly studied to ensure maximum capacity is maintained for the future highway.

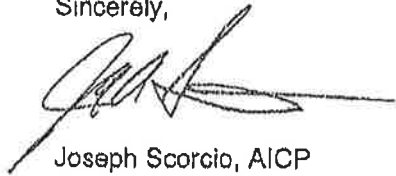
Aesthetics

An elevated guideway will be a significant visual impact in whatever route is selected, but will be particularly significant when passing by or through residential areas. Along the SR 99 route, there could also be impacts to views of Puget Sound from properties such as the Viewpoint Apartments at 21428 International Boulevard. This aesthetic impact should be thoroughly studied and mitigations explored in the EIS.

An elevated route down the landscaped International Boulevard median would have a significant aesthetic impact, as it is unlikely vegetation could thrive under a guideway. This is another impact that requires evaluation.

Again, thank you for the opportunity to comment. The City looks forward to working with Sound Transit to ensure a successful project that meets area transit needs with minimal negative environmental impacts to our community.

Sincerely,

A handwritten signature in black ink, appearing to read 'J. Scorcio', with a long horizontal flourish extending to the right.

Joseph Scorcio, AICP
Community and Economic Development Director
SEPA Responsible Official

cc: Todd Cutts
Gwen Voelpel
Soraya Lowry



Office of the President

MS 1-1
P.O. Box 98000
Des Moines, WA 98198-9800

July 16, 2013

Kent Hale, AICP
Senior Environmental Planner
Planning, Environment & Project Development
Sound Transit
401 S. Jackson Street
Seattle, WA 98104

Re: EIS Scoping for the Federal Way Transit Extension

Dear Mr. Hale:

Highline Community College submits the following comments on the scope of the Environmental Impact Statement for the Federal Way Transit Extension project as they relate to the alignment and station location near us.

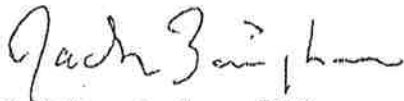
Potential Alternatives

- We believe Sound Transit has identified all of the likely alignment alternatives for the project. As we stated in our letter dated November 19, 2012, we believe the economic development potential of each alignment should be a major criterion when ranking the alignments.
- Pedestrian safety should be a consideration for the Highway 99 alignment station criteria because pedestrians will be crossing a four lane highway to access the stations.
- Station evaluation criteria should include proximity to the principal activity center when considering whether the alignment should be on the east or west side of Highway 99, e.g., if the principal activity center is on the west side of Highway 99, then the alignment should be on the west side of Highway 99. Additionally, the walking distance from the station to the principal activity center should not exceed a quarter mile.
- The impact of increased east-west transit travel demand to Kent generated by the station near the college should be investigated.

- Potential for additional parking should be a station evaluation criterion. The existing criteria only mention existing park-and-ride capacity. However, in the case of the "end of track" or interim terminus station, parking demand will likely be very high by commuters from areas beyond the immediate vicinity.
- Other issues related to the interim terminus location that should be reviewed include traffic congestion near the station due to intermodal connections with local bus, RapidRide, carpools, bicycles, and drop offs; criminal activity related to passengers waiting during layovers, and light rail equipment maintenance and storage.
- Our work with the South King County Economic Development Initiative (SKCEDI) revealed significant interest by the member agencies in creating infrastructure that encourages the creation of new businesses along the SR99 corridor between South 240th Street and the city of Federal Way. A Sound Transit Link Light Rail alignment on SR99 is certainly one of the infrastructure improvements that would fulfill that objective.

We are pleased that we are included in the development of Sound Transit service planning in our area and we look forward to continued collaboration on the Link Light Rail Federal Way Transit Extension project. Please contact me or Larry Yok, Vice President for Administration, if you require clarification of these comments.

Sincerely,

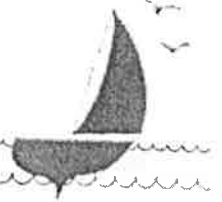
A handwritten signature in black ink, appearing to read "Jack Bermingham".

Jack Bermingham, PhD
President



City of Des Moines

ADMINISTRATION
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Sound Transit
401 S. Jackson Street
Attn: Kent Hale
Seattle, WA 98104

Subject: EIS Scoping for the Federal Way Transit Extension

Dear Mr. Hale:

The City of Des Moines is pleased to provide our Environmental Impact Statement (EIS) scoping comments for the *Federal Way Transit Extension* (FWTE) for Link Light Rail.

Extending Link Light Rail initially to Highline Community College and then on to Federal Way will have a profound effect on our community and neighboring cities. As such, the Des Moines City Council and City staff are committed to working with Sound Transit and our neighbor cities (SeaTac, Kent and Federal Way) to ensure the *Federal Way Transit Extension* meets local and regional interests, fully supports Highline Community College, promotes economic and community development, minimizes impacts on businesses and residents, and maintains the economic vitality and livability of our respective communities.

We have prepared detailed comments organized by topic area (alignments, station locations and system needs/operations) that are provided as Attachment 1 to this letter. Key considerations for Sound Transit to keep in mind as potential alignments and station locations are analyzed include:

- The City's long standing and adopted Comprehensive Plan and Council policy, which calls for light rail alignment along the I-5 corridor through Pacific Ridge. An I-5 alignment should not, however, compromise or conflict with a future SR509 extension and associated I-5 collector distributor project.
- The City's commitment to ensure the light rail alignment does not diminish the economic value of prime under-developed commercial properties in Des Moines and Kent that are expected to begin redeveloping over the next decade.
- Immediate proximity to the Highline Community College campus, preferably in the vicinity of SR99 and South 240th Street as the College has requested.
- Support for an eventual stop in the vicinity of South 260th and a full station in the Redondo area on SR99 to serve the Woodmont and Redondo neighborhoods and facilitate more dense transit oriented development at those locations and along the SR99 corridor south of Kent-Des Moines Road.

We look forward to our continued collaboration with Sound Transit. Please feel free to contact me or City Manager Tony Piasecki if you have questions about our comments.

Attachment 1:

The City of Des Moines has identified the following EIS scoping comments for Sound Transit to consider as it analyzes identified alternative alignments and station locations during the environmental review of the Federal Way Transit Extension:

Alignment Impacts

- Need to understand the neighborhood and economic development benefits, potential, costs and preferences for the Cities of Des Moines, SeaTac, Kent, Federal Way and Highline Community College (HCC):
 - transition from South 200th Street Station to SR 99 or I-5
 - transition to and from Kent-Des Moines Road/HCC Station
 - transition to and from Redondo Station
 - possibility of additional stops at South 216th at I-5 and South 260th Streets
- Practicality of routes based on engineering feasibility, cost, economic impacts and system operations (speed, ridership, travel times)
- Physical constraints/opportunities of topography – what can be done with the elevation changes and tightness of curves
- Evaluate economic benefits and disadvantages of alignments:
 - impacts to commercial properties
 - Des Moines' largest commercial properties are located between South 216th and South 208th on both SR99 and 24th Avenue S.
 - Numerous un- or under-developed parcels along SR 99 south from South 216th Street to South 272nd Street, but especially in Pacific Ridge
 - community, economic development and transportation impacts of elevated alignment
 - impacts of interim end-of-line station at Kent-Des Moines Road/HCC Station
- SR 509/I-5 alignment to Highline Community College
 - offers opportunities to follow existing alignment and park and ride lots without impacting prime commercial development along SR99 in Pacific Ridge
 - rider views of Mount Rainier, the Kent Valley, Vashon Island and the Olympic Mountains
 - if a stop at South 216th Street on I-5 – the potential transit oriented development density and economic benefits that might be realized
 - if no stop at South 216th Street on I-5 – evaluate the lost opportunity benefits of the transit oriented development at this node which serves a major population and employment center and low income residents
 - fails to realize any of the one-time opportunities of transit oriented development and place making along the SR99 corridor if additional well-spaced stops are added in the future
 - can be flexible if Metro Transit system can integrate and enhance its connecting east-west services to stations and stops

- how much ST-provided parking would be needed, both long term and as interim end of the line
 - where would it be located (land supply) – Kent, Des Moines and/or on College campus
- Evaluate impacts associated with the interim terminus location at Highline Community College such as rail spur, storage, maintenance and parking demand
- Evaluate transit-only connecting road between SR 99/KDM – cut corner and facilitate east-west connection with the Kent Valley and East Hill
- Evaluate the Park and Ride Lot (Military Road/I-5) as a potential supplement to HCC station parking with improved transit connections or shuttle
- Evaluate existing and improved east-west transit connections w/ King County METRO at S 272nd (Star Lake) to help meet parking demands for SR99 Station in the vicinity of Redondo Park & Ride.

A Comparison of 2013 TIF Base Rates in 60* Cities and 5 Counties in Western Washington With 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 compiled December 2012 by Chris Comeau, AICP, Transportation Planner, Bellingham Public Works)

