

File

PS&T COMMITTEE AGENDA

April 4, 2013 - North Conference Room

21630 11th Avenue South – Des Moines 98198

5:45P – 6:50P

1. Approve minutes 3/07/13 meeting
2. Street Re-naming for Public Safety (1st Place S/Occidental and Soundview Dr/4th Place S)
3. Frontage Improvement Requirements
4. Sound Transit Policy Discussion

Des Moines City Council PS&T Committee Minutes – 03/07/2013

Meeting called to order: 5:31 PM on March 7, 2013, in North Conference Room @ 21630 11th Avenue S, Des Moines WA 98198.

Council Members

Matt Pina—Chairman & Mayor Pro Tem
Jeanette Burrage—Vice Chair
Dave Kaplan—Mayor

Other City Staff

Tony Piasecki – City Manager
Dan Brewer – Acting Public Works Director
Brandon Carver – Acting Transportation Manager
Loren Reinhold – Asst. PW Director
Pat Bosmans – City Attorney
Peggy Volin – Admin Asst
Joe Dusenbury
Barry Sellers

Citizens Attending

Peggy Dusenbury
Angela Hopkins
Aaron McDonald
Donald Riecks
Emma & Leonard Rikansrude

AGENDA:

1. Approve 01-03-2013 Amended Minutes
2. North Hill Traffic Circles
3. LED Streetlight Conversion
4. Proposition 1: Utility Occupation Tax to Fund Street Pavement Overlays
Discussion of Informational Brochure
5. SWM Rate Structure Study – Private & Public Streets

MEETING:

1. Minutes of the February 7, 2013, were unanimously approved as submitted.
2. North Hill Traffic Circles: Brandon Carver led the discussion to update the Committee on the North Hill Traffic Circles. He explained that a petition was received last fall from the Watch Tower Block Watch that contained 16 signatures requesting removal, or modification of the three circles located on 208th Street. In addition to the petition, he had three contacts requesting that no changes be made to the circles.

Staff did an investigation/engineering analysis and concluded that while the circles may be slightly less than ideal in terms of design, they are providing a traffic calming effect on speeds and accidents with a small degree of inconvenience for larger vehicles such as garbage trucks and school buses.

Committee Chair Matt Pina, relaxed the meeting rules so community members in attendance had a chance to voice their concerns both for and against the circles.

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 study suggest that the participants in the first study
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referred to in the literature as "non-ideal" or "solid-state" and semi-conductor diode optoelectronic solid-state lasers or "solid-state diode lasers". In general, these

Committee directed staff to research the original traffic study, report and recommendation that allowed the installation of the traffic circles back in 2001, along with the cost estimates to remove, or make modifications to the existing circles and bring the information back to the next Committee meeting in April.

3. LED Streetlight Conversion: Brandon explained the LED Streetlight Conversion Proposal that was included in the packets. The pie chart in the proposal detailed the 2012 Street Fund Expenditures and showed how much the City's yearly costs are for street lights. Mr. Carver then briefed the Committee on what staff is currently doing to control/reduce electricity costs associated with streetlights. One of the recommendations is to consider converting some of the existing PSE High Pressure Sodium (HPS) lights to LED. PSE has announced conversion options for Cities. Price is based on the cost of the LED fixture minus the cost of traditional HPS lights. PSE is also currently offering a grant for energy efficient retrofits. The handout provided numbers for the current annual energy/maintenance costs on the HPS lights vs. the proposed savings after the initial cost of the retrofit. It also broke down numbers by parceling the retrofit out over a four-year time frame.

Committee directed staff to bring this issue forward to the Council. Staff informed the Committee it is on futures for the April 4th Council meeting.

4. Proposition 1: Utility Occupation Tax to Fund Street Pavement Overlays: Dan briefed the Committee on what staff is doing to prepare for the ballot measure which included articles in the Spring City Currents, advertising for volunteers to write Pro/Con statements for the ballot; and scheduling space at Des Moines Farmers Market on June 22 & July 27 to inform citizens of our story and how we work. There will be various pieces of equipment set up for demonstrations and staff will be on hand to answer questions.
5. SWM Rate Structure Study – Private & Public Streets: Loren referenced the memo received from the FCS Group, dated March 4, 2013 which addressed questions that arose from the Issue Papers and a concern from Council member Burrage on private streets. Of particular issue was whether private streets should receive a discounted rate which would need to be defined or be exempted fully from rates under the same basis as the City of Seattle. Loren stated that private streets currently receive a 70% discounted rate but the discount is not well defined. One of the tasks of the study will be to determine if the current discount is appropriate. He then turned the discussion over to the City Attorney, Pat Bosmans. Ms. Bosmans handed out the "History of SMW Rates" which indicated that the stormwater rates have not been the subject of a rate study for a number of years. She also passed out copies of RCW 35.67.020 which indicated that cities have discretion in determining stormwater rates. The statute also allows the City to establish rates based on the class of customers and facilities furnished. Since the current study is still in Phase I, she concluded that rates need to be considered after Phase II as Phase II is when the consultants will discuss and recommend rates.

1. "The Government of the United States of America, by the President, do hereby certify that the following is a true and correct copy of the original as the same appears in the records of the Department of the Interior, Bureau of Land Management, at Washington, D.C.":

[illegible]

Committee recommended giving Council several options to consider for addressing the private street utility charge.

Adjourned 6:52 PM

Minutes submitted by:

Peggy Volin
Administrative Assistant II

PS&T ACTION

Concur with Staff's recommendation or provide alternate direction.

ISSUE

Currently, two street segments in the City have multiple street names: In North Hill, 1st PL S is also known as Occidental Ave S and in Redondo, 4th PL S is also known as Sound View Dr S. While the City officially recognizes the numeric name to fit with King County's addressing grid, the City has also accommodated residents on these streets by posting both street signs allowing residents to pick and choose the street to use as their primary address. This address data is reflected in phone records as well as City and County Assessor parcel data. While not a perfect solution, it has worked until now.

The City's emergency service dispatch service provider, Valleycom is migrating to a new computer aided dispatch (CAD) system soon and they noticed this situation as they were migrating data to the new system. I was contacted by a Valleycom representative inquiring about the feasibility of standardizing these two streets.

Per Lora Ueland, Executive Director, Valleycom:

"The challenge this [current situation] brings to emergency dispatch services is great as confusion is introduced when the 911 screen provides one address but the resident is giving another. The call taker must take what could be critical time in clarifying the correct location which could potentially delay dispatching of units. While local responders may be familiar with the duplicate names, other emergency responders coming in to assist or ambulance companies may not be."

SCOPE

Currently, 54 homes use Occidental Ave S, and 61 use 1st PL S. 54 residents use Sound View Dr S (16 SFR + 38 condo units) and 29 use 4th PL S (See Maps).

STAFF/EMERGENCY SERVICES RECOMMENDATION

- Occidental Ave S for 19200 – 19700 blocks
- 1st PL S for 20000 – 21600 blocks
- Sound View Dr S for 28200 – 29000 blocks

North Hill Addressing Inconsistencies

= 11 Address Changes
(115 Total)

Existing
Addresses → Recommended
Addresses

Legend

Street Ranges

1st PL S

Occidental Ave S

Des Moines City Limits

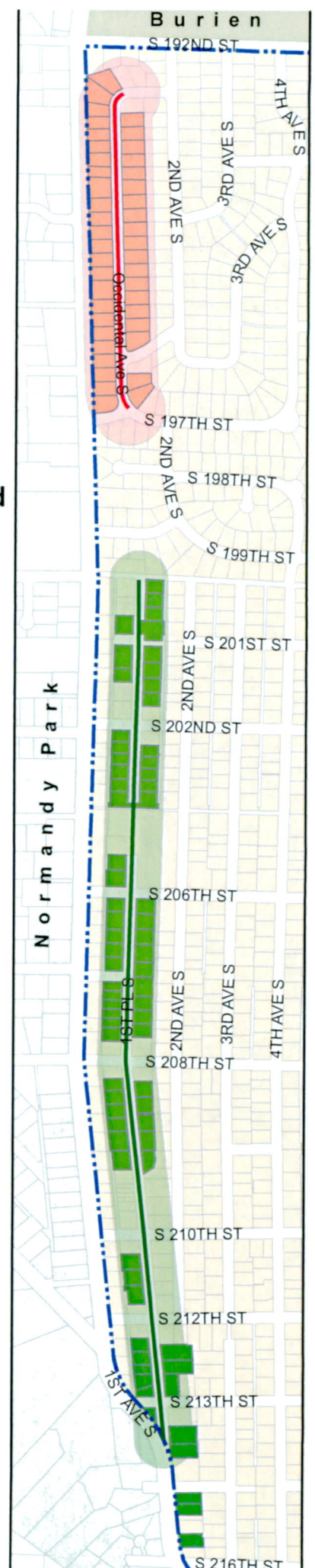
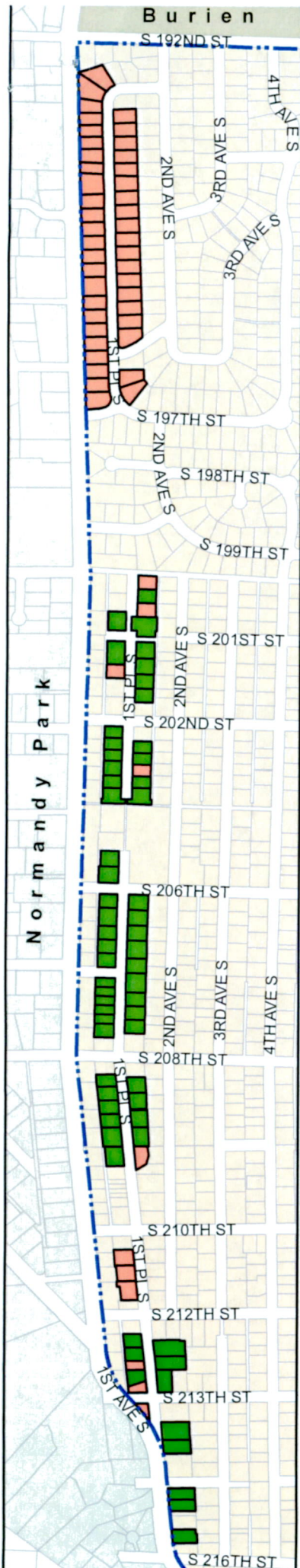
Residential Addresses

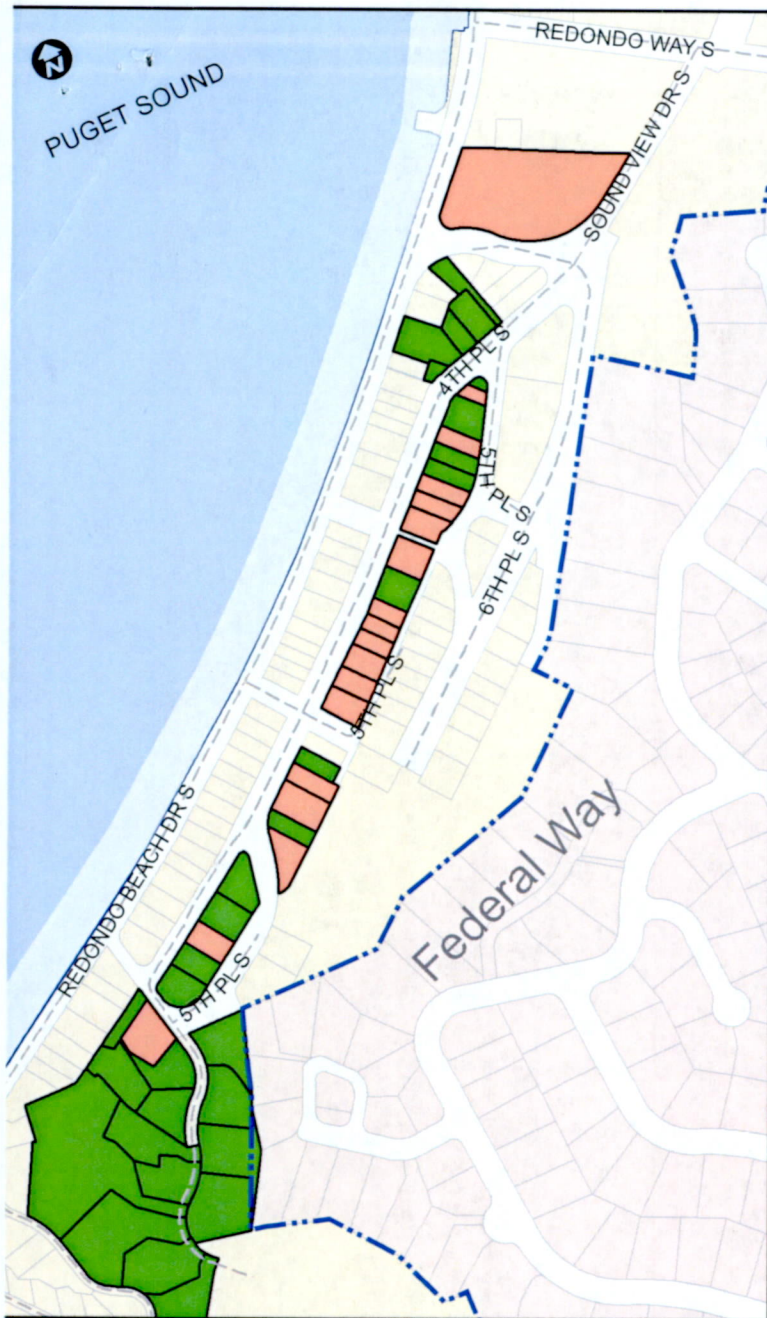
Occidental

1st PL S

New 1st PL S Address Range

New Occidental Ave S Address Range





Existing Addresses → Recommended Addresses

Redondo Addressing Inconsistencies

■ 29 Address Changes (57 Total)

Legend

Street Ranges

— Soundview Dr S

Des Moines City Limits

Residential Addresses

■ Sound View

■ 4th PL S

New Sound View Dr S Address Range

■

To: City Council Public Safety & Transportation Committee
Date: April 4, 2013
Re: Short Plat Frontage Improvements – Discussion Items

PS&T Action Needed

Concur with staff's recommendation and 2 lot size maximum for modification option or provide alternate direction

Background

Title 17 Des Moines Municipal Code (DMMC) – Subdivisions – requires that all subdivisions and short subdivisions improve all rights-of-way within and abutting the subdivision in accordance with the standards set forth in the City's Street Development Standards (DMMC 17.36.050 and chapter 12.28 DMMC). Depending upon the street classification, this could include additional paving, sidewalk, curb, gutter, and/or streetlight installation.

At the June 28, 2012 Council Meeting, a North Hill resident spoke during the public comment period. The resident had attended a Pre-Application Meeting regarding the applicable applications and codes for a short subdivision to divide his lot into two lots for the purposes of building an additional single family residence. At the meeting, he was informed of the requirements for frontage improvements along both frontages of his corner lot. Stating a lack of similar improvements in the surrounding area and the time and costs associated with installing such improvements, the resident requested that the City Council consider modifying the code to include language that allows for deferments or modifications for circumstances such as his.

Discussion

Staff has researched several surrounding cities and found a variety of approaches to the issue. While some cities do not provide processes for deviating from the street improvement requirements, others provide for some discretion in granting modifications, deferments, and/or waivers.

Examples of circumstances in which installation of frontage improvements would be advisable are properties which abut priority pedestrian or bike routes in the Comprehensive Transportation Plan or those facing streets classified as arterials (see attached figures).

Staff has included some recommended language in the form of a redlined code section as to how this issue might be addressed in the Subdivision Code (Title 17 DMMC). Excerpts from development codes from the Cities of Bellevue, Federal Way, and Fife are also included as examples of increasingly detailed approaches. In these examples, the approving authority lies with the department director or review engineer.

Staff Recommendation

Add a modification section to chapter 17.36 of Municipal Code.

- Pedestrian Maps/Arterial Maps
- Examples

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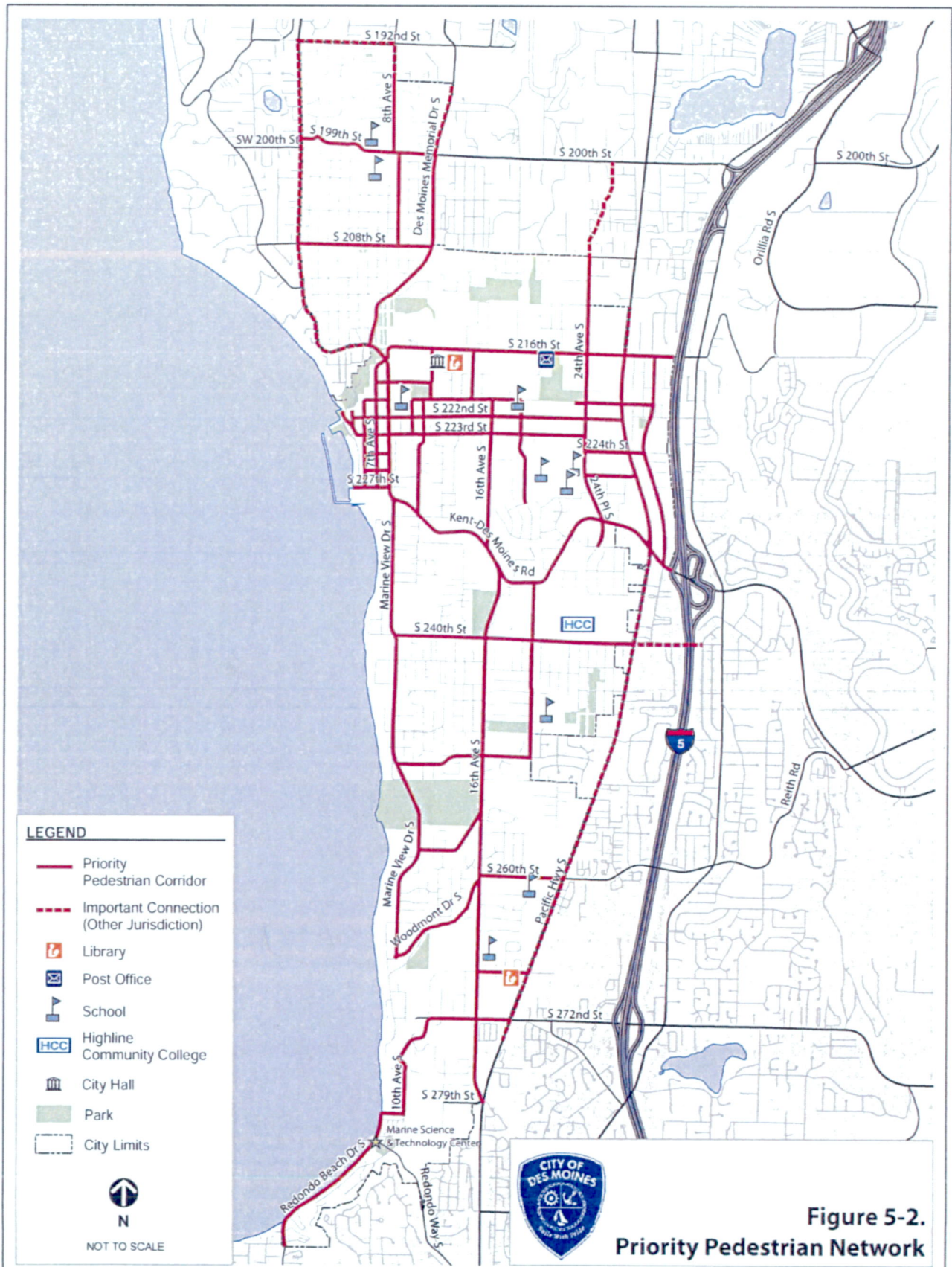
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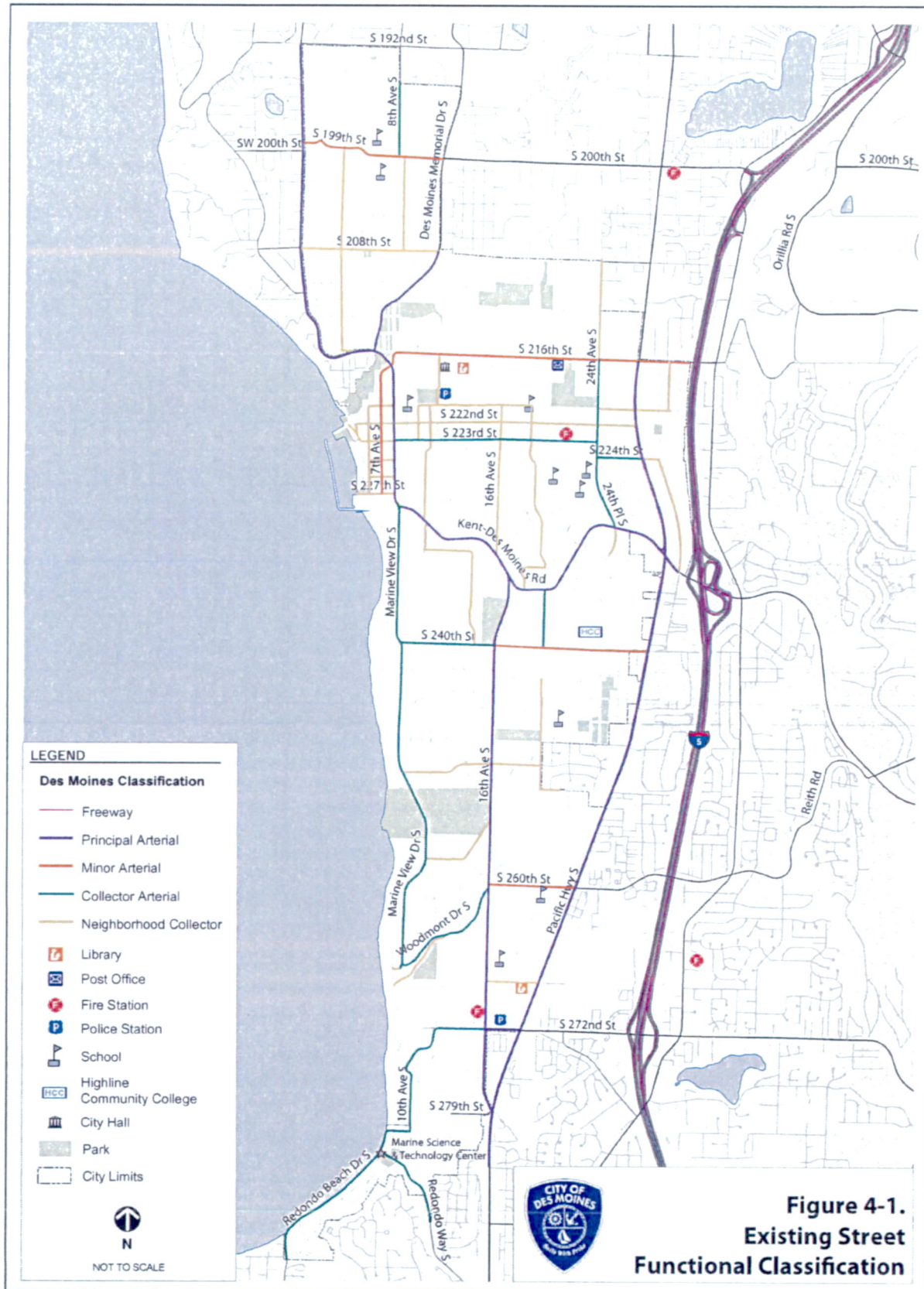
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Street System and Parking



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(4) Access to lots which abut two or more rights-of-way or vehicular access tracts shall be established on a case-by-case basis. Generally, lots shall obtain access from the right-of-way having the least amount of through traffic. [Ord. 931 § 56, 1992.]

17.36.050 Access – Rights-of-way.

(1) General. All rights-of-way within and abutting the subdivision shall be improved in accordance with the standards set forth in chapter [12.28](#) DMMC.

(2) Designation of Rights-of-Way. If a new right-of-way is proposed within a subdivision, the public works director shall classify the right-of-way based on the projections for that right-of-way using the right-of-way definitions established in "City of Des Moines Street Development Standards" as adopted by chapter [12.28](#) DMMC.

(3) Dedication. The city may require the dedication of rights-of-way to serve adjacent properties in order to provide a safe and efficient circulation system within the city.

(4) Construction of Street System Improvements on Rights-of-Way Abutting the Subdivision and Off-Site from the Subdivision. Such street system improvements as are defined in chapter [12.44](#) shall be constructed on rights-of-way abutting the subdivision and off-site from the subdivision as directed by the city council in the course of discretionary review of the subdivision. The subdivision applicant required to construct off-site street system improvements are entitled to reimbursement as provided in chapter [12.44](#) DMMC. [Ord. 1003 § 1, 1993; Ord. 931 § 57, 1992.]

(5) Modifications. The applicant may request and the Public Works Director may grant a modification of the right-of-way improvements defined in the current Street Development Standards for subdivisions that do not yield more than two lots based upon the following criteria:

1. The subdivision does not front on a street designated in the current Comprehensive Transportation Plan as a principle arterial, a minor arterial, a collector arterial, a neighborhood collector; or a street identified in the Priority Pedestrian Network.
2. If the improvement as required would not match the existing improvements.
3. If unusual topographic or physical conditions preclude the construction of the improvements as required.
4. If other unusual circumstances preclude the construction of the improvements as required.

17.36.060 Access – Private streets within vehicular access tracts.

(1) General. If vehicular access within the subdivision will be provided by means other than rights-of-way, the subdivision shall establish tracts which provide the legal right of access to each of the lots served and establish joint maintenance responsibilities. The city may require that the legal right of access be granted to other adjoining properties in order to provide a safe and efficient circulation system within the city. The ownership of vehicular access tracts is shared by owners of all lots having the right to access through the tracts.



~ 216' OF FRONTAGE



REDONDO BEACH DR S

10TH AVE S

S 280TH ST

S 281ST ST

9TH AVE S

9TH PL S

S 280TH PL

S 279TH PL

S 278TH PL

S 277TH PL



S 216TH ST

24TH AVE S

21

2127

2207

2215

2231

222

2249

2259

2161

21625

21645

21650

21600

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21614

21612

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MARINE VIEW DR S

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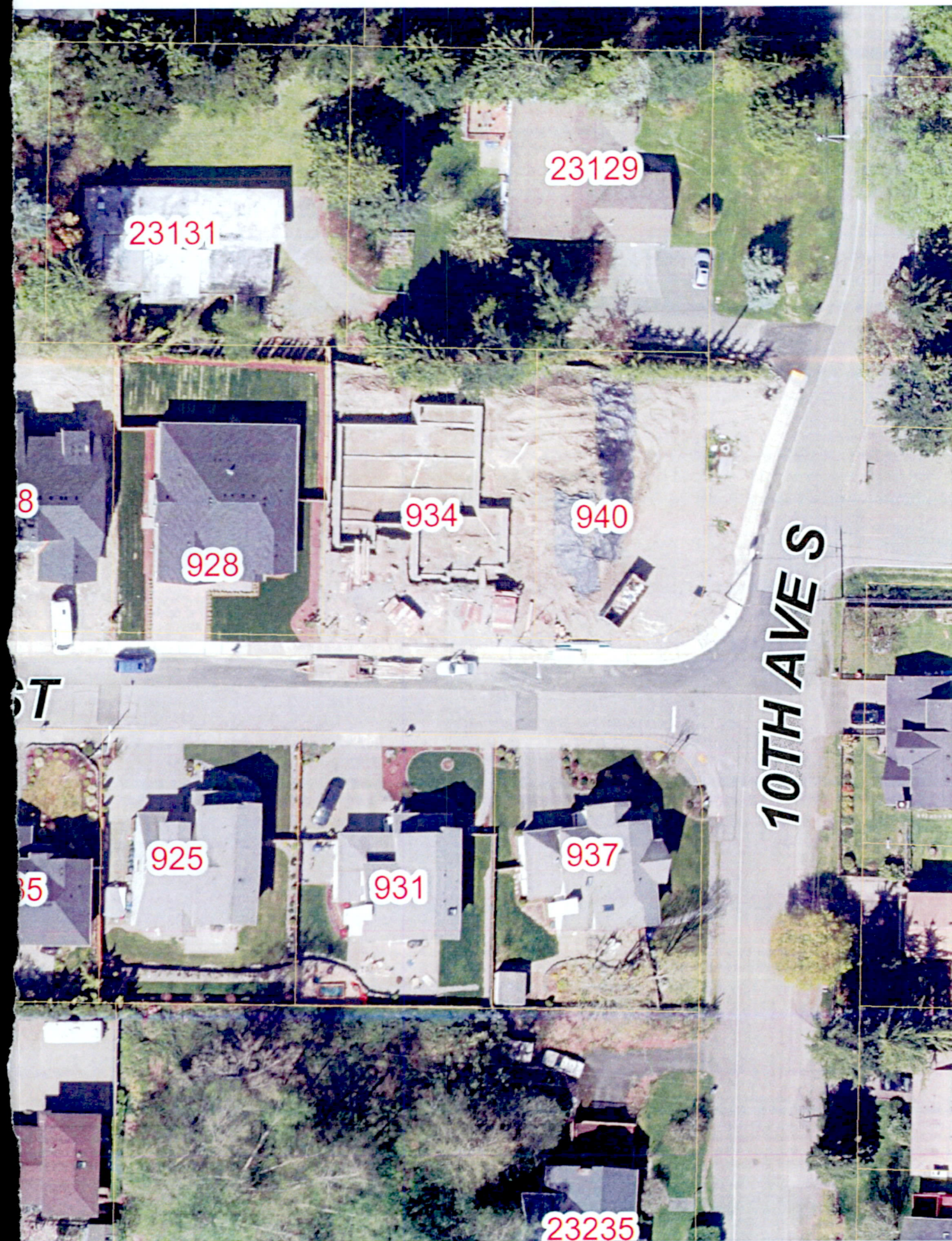
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S 216TH ST

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Federal Way Transit Extension

Alternatives Analysis Update

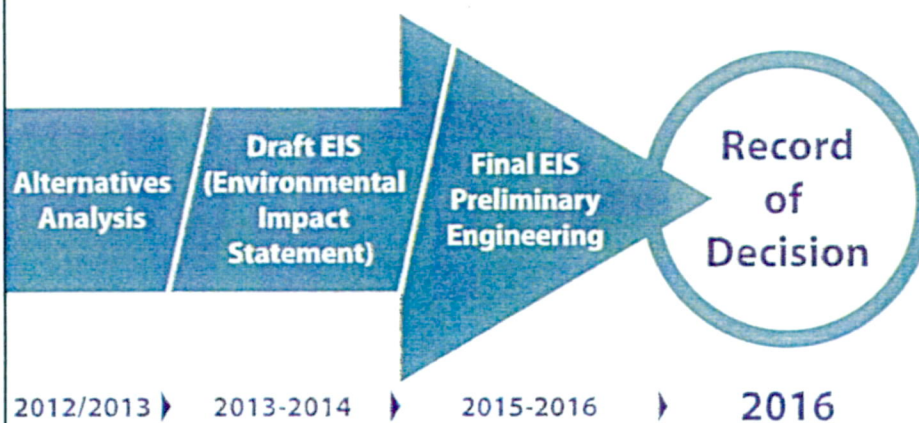
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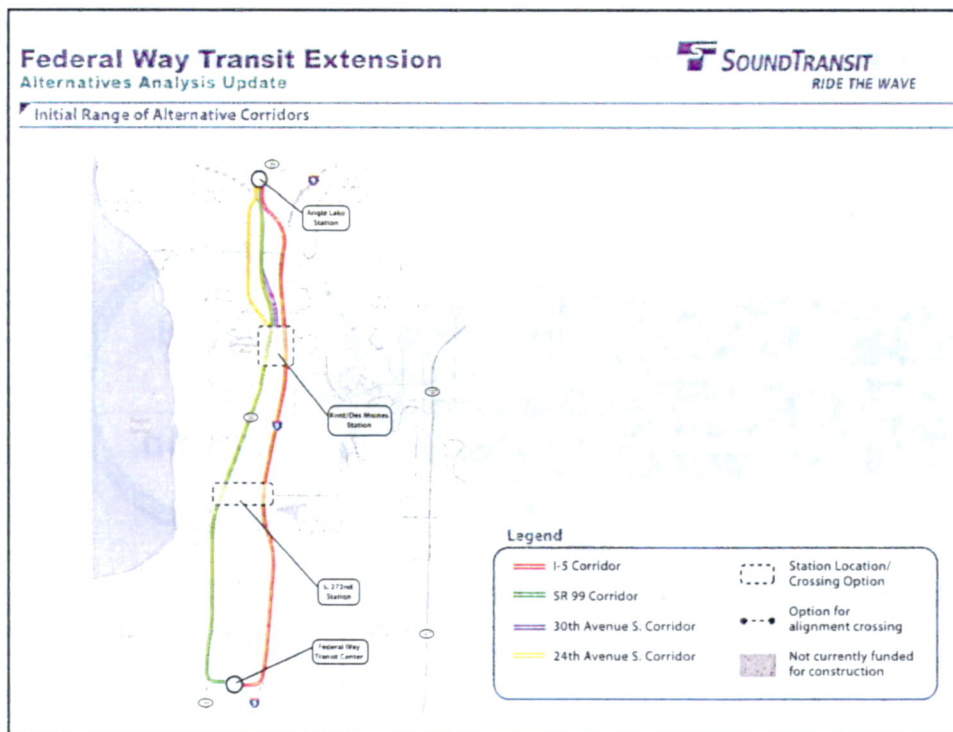
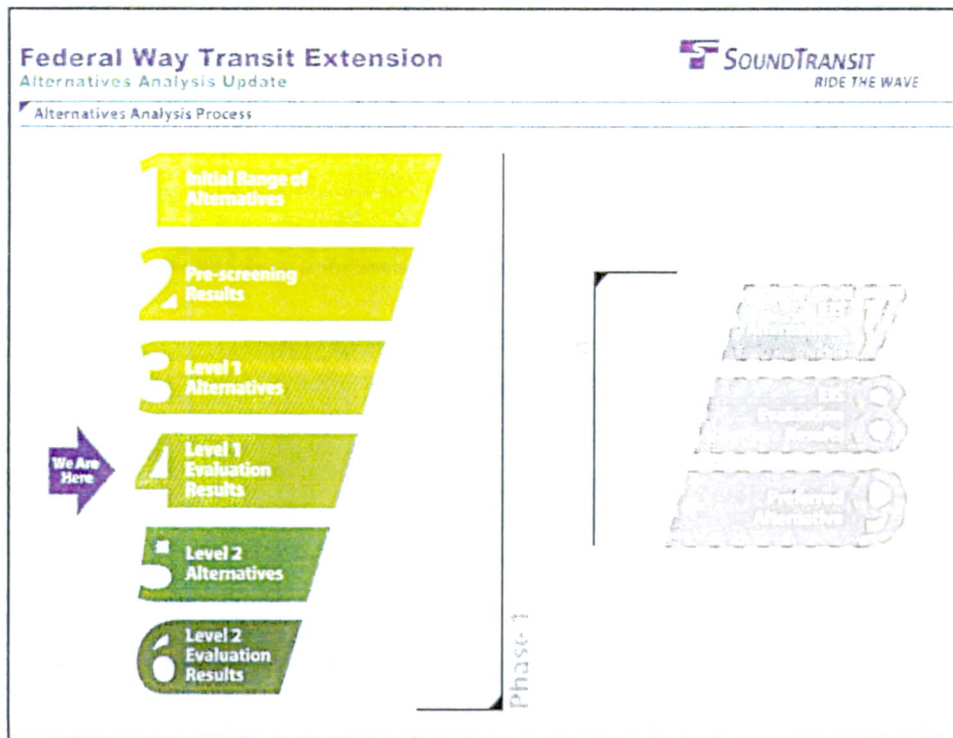


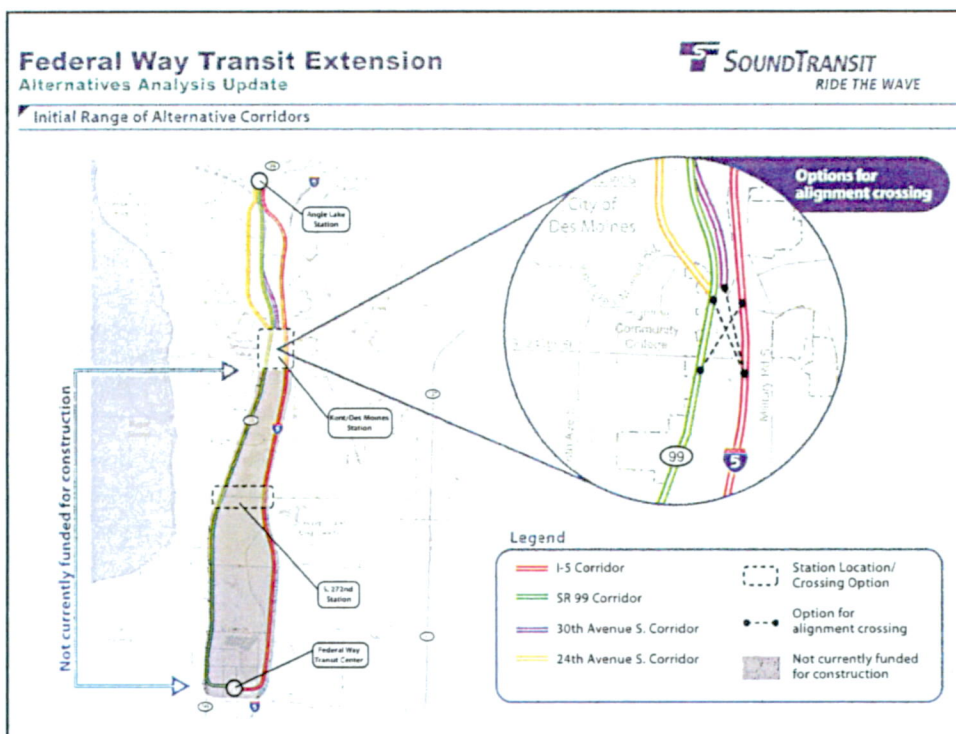
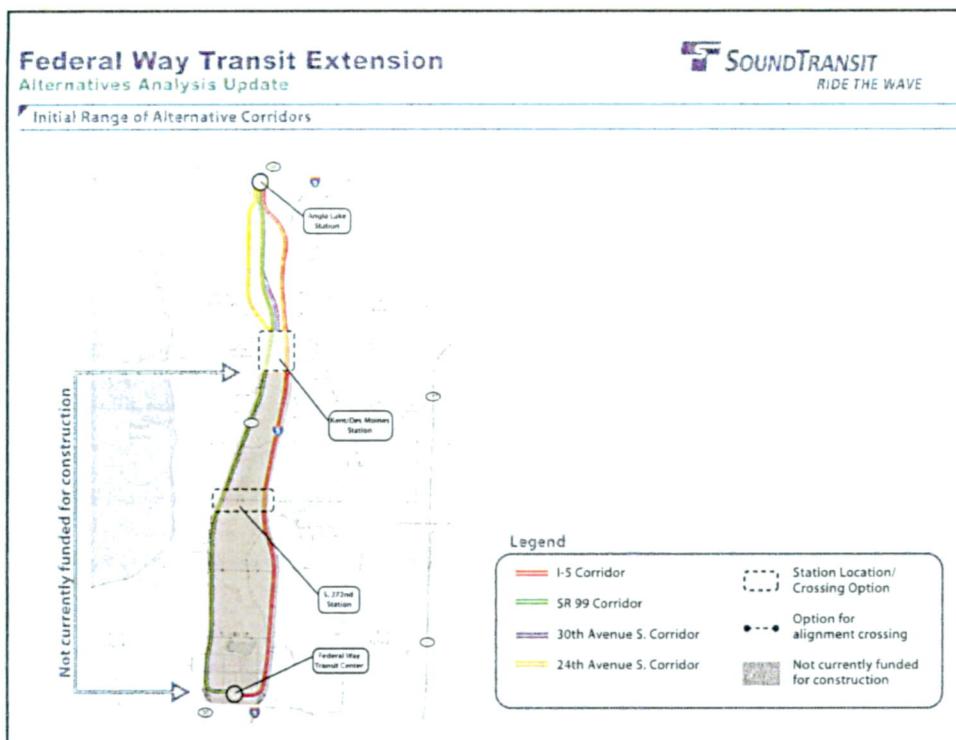
Federal Way Transit Extension Alternatives Analysis Update

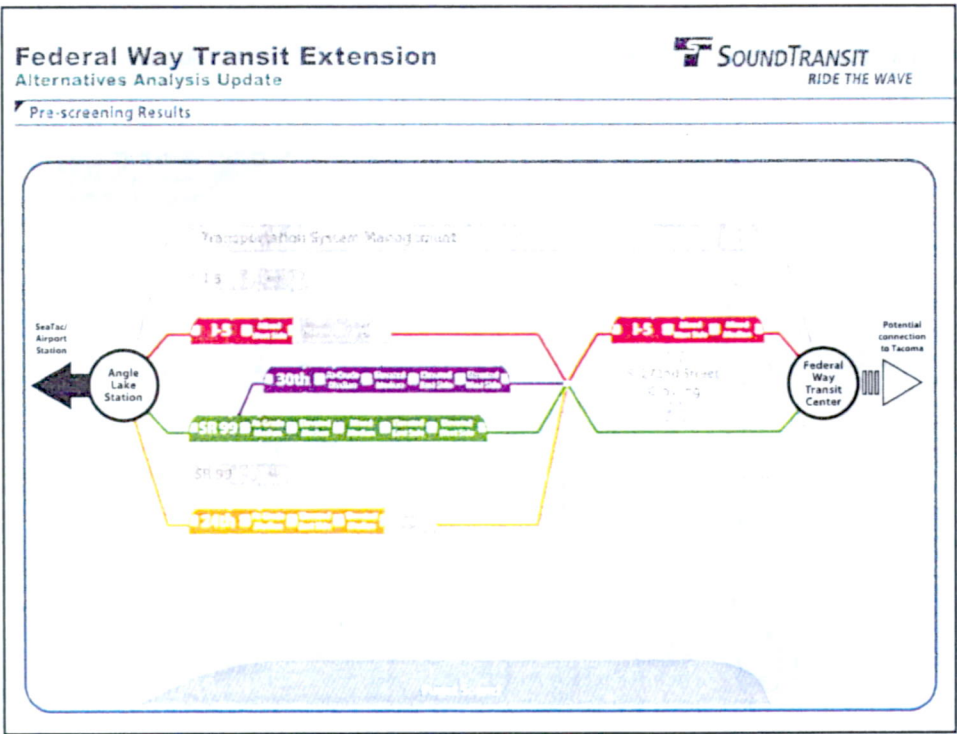
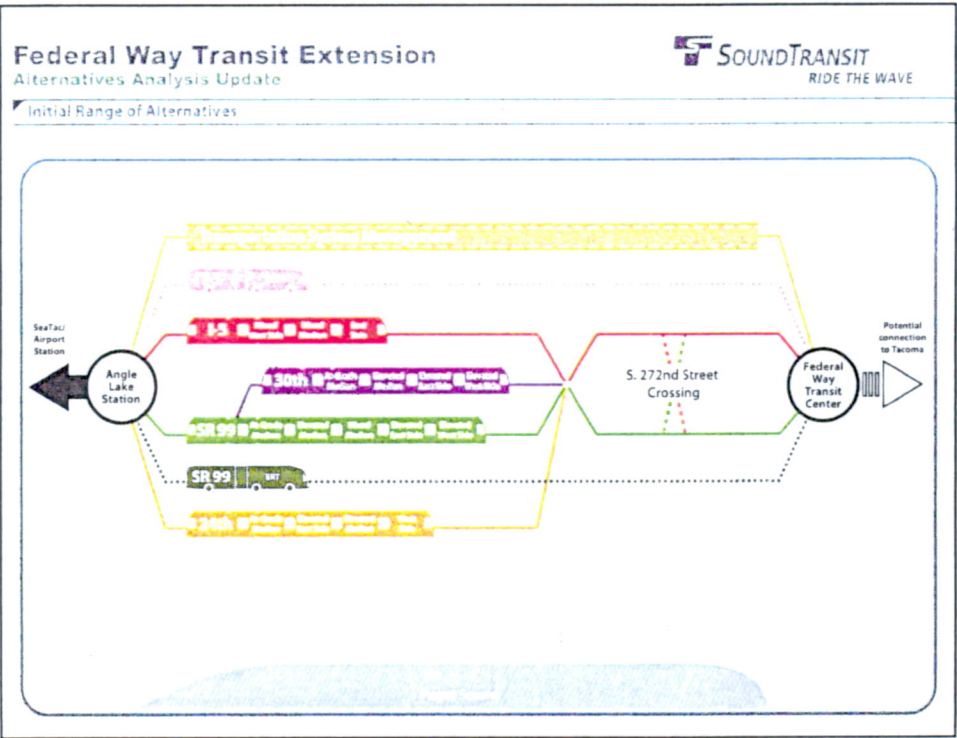


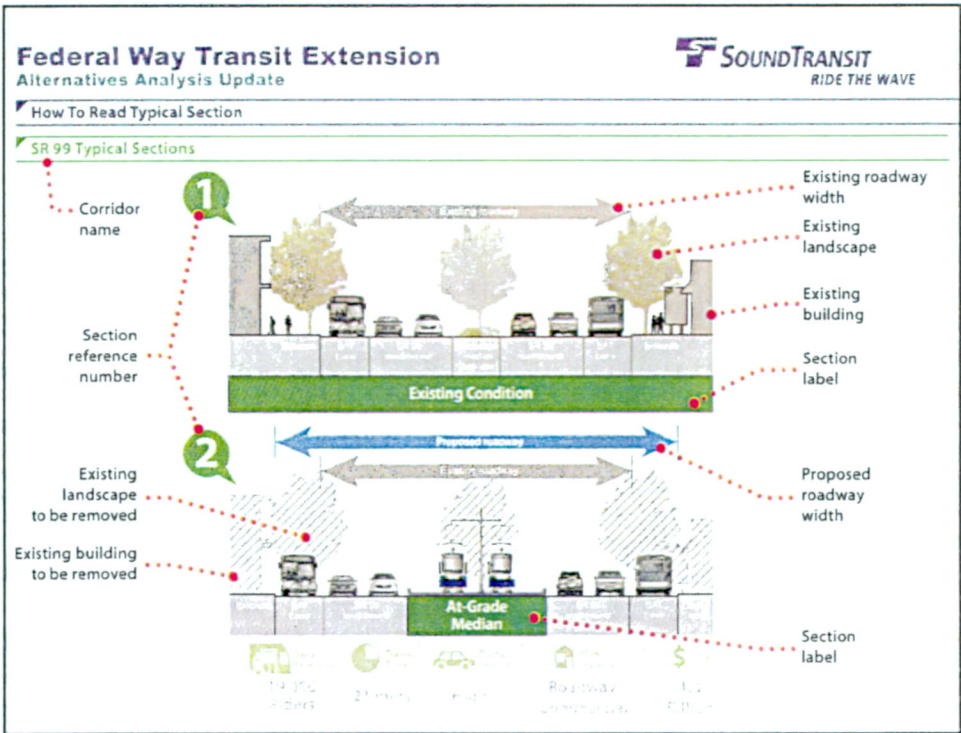
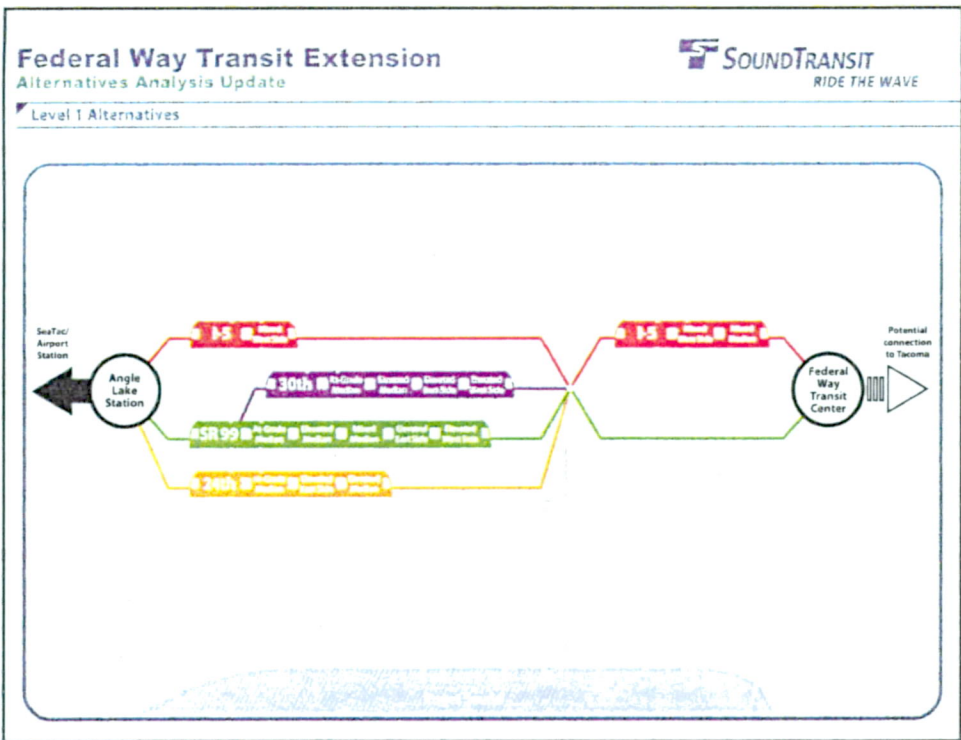
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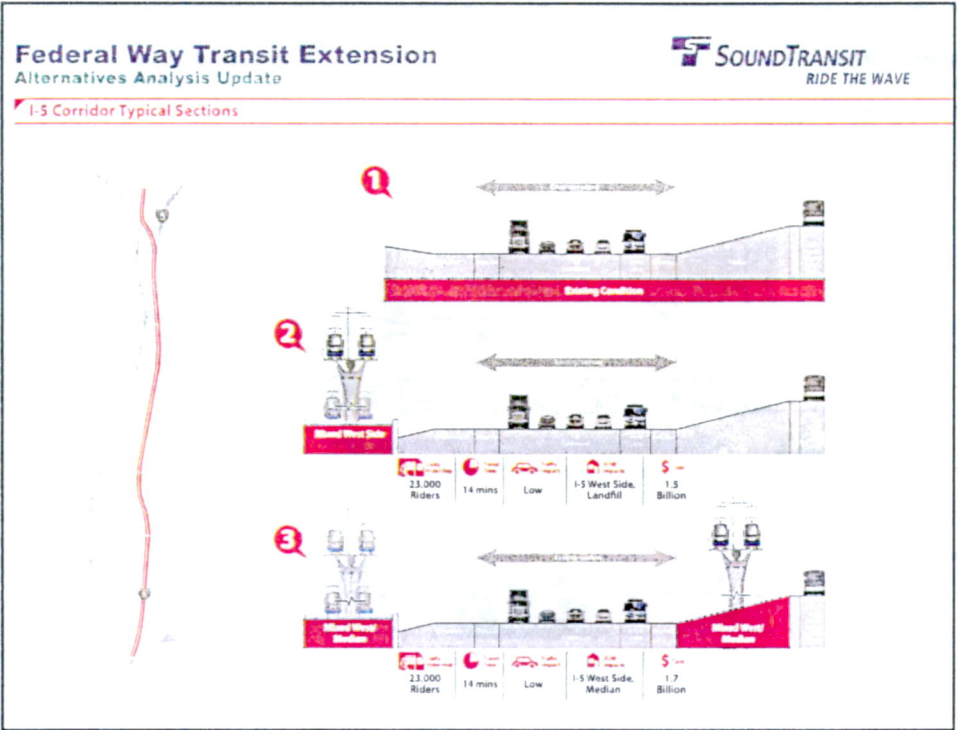
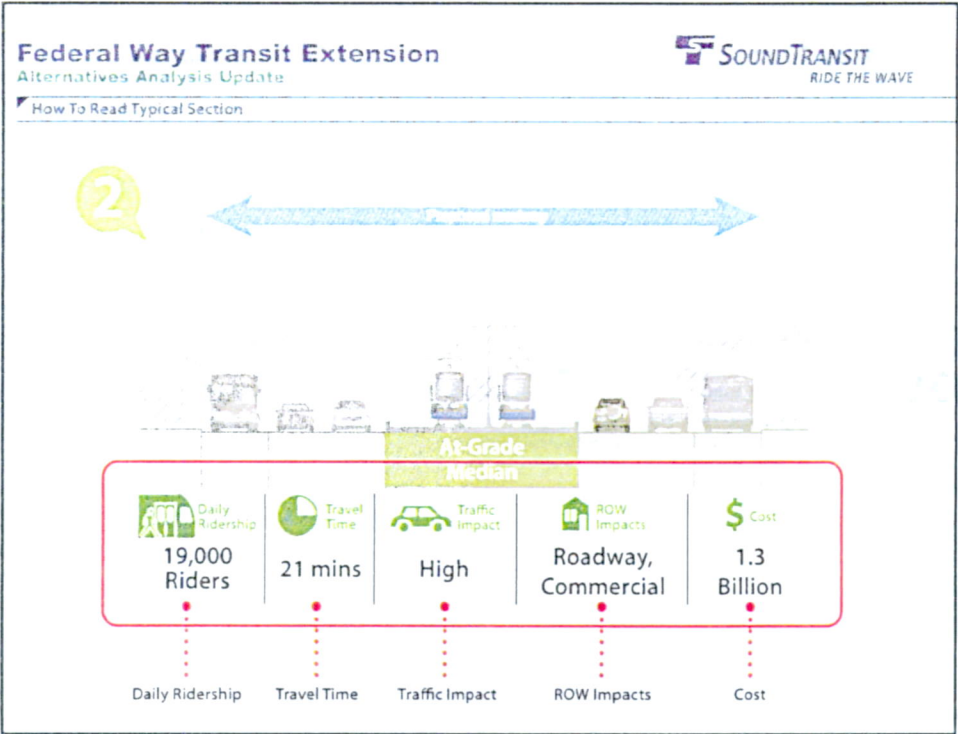










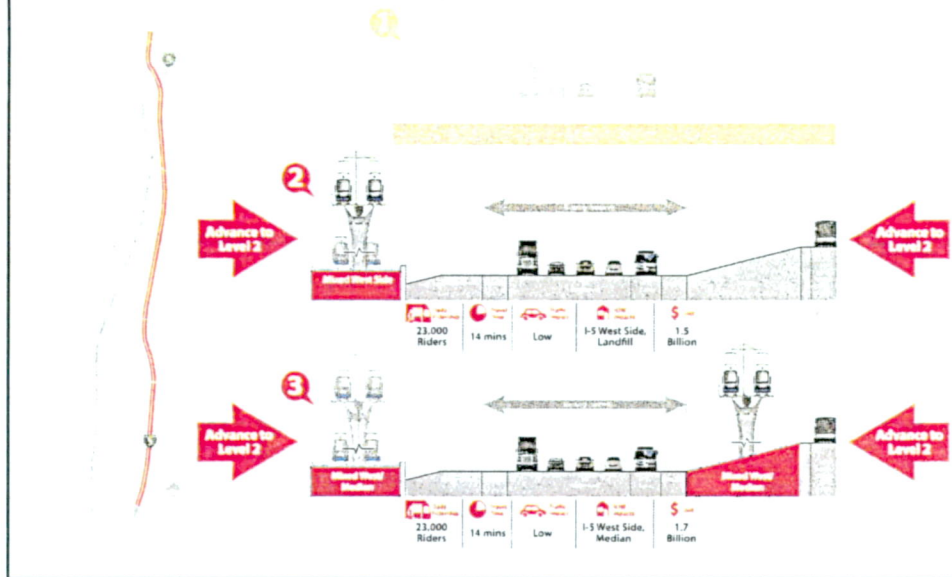


Federal Way Transit Extension

Alternatives Analysis Update



I-5 Corridor Typical Sections

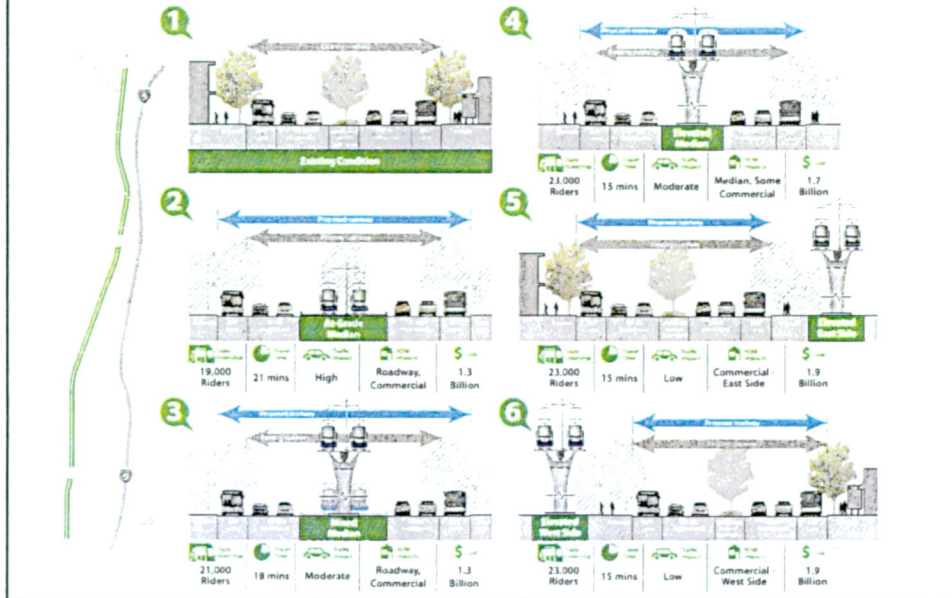


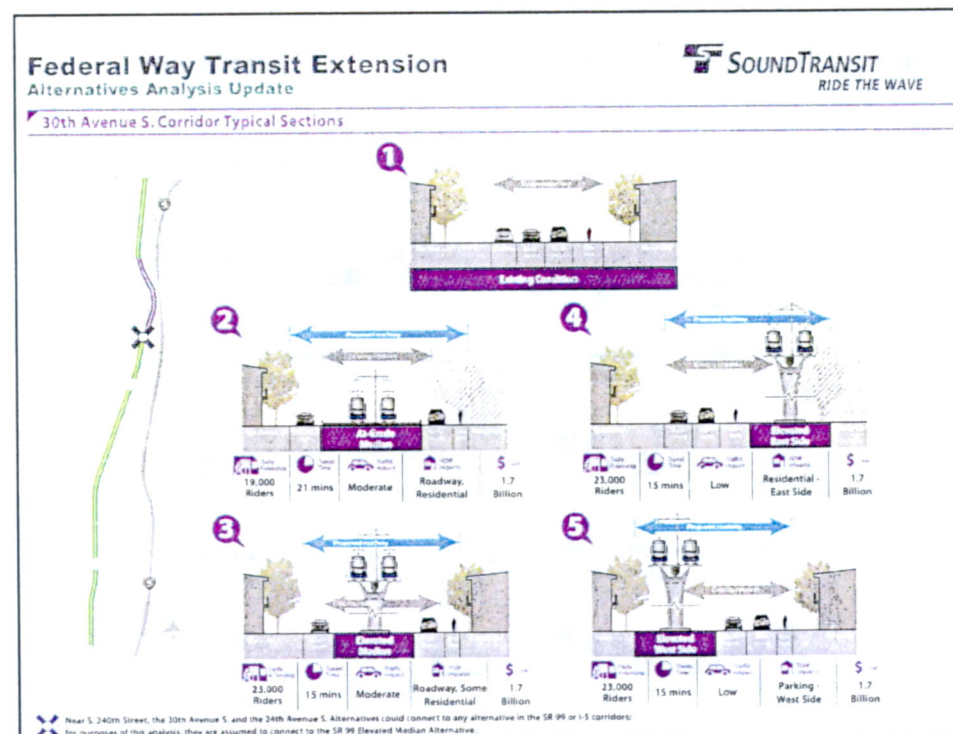
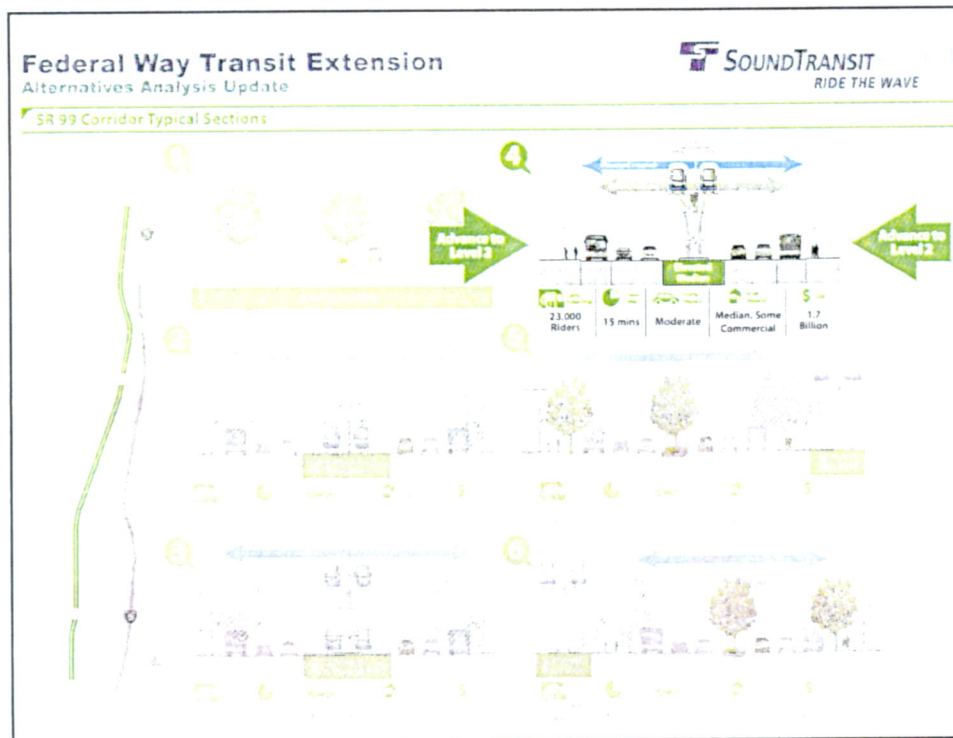
Federal Way Transit Extension

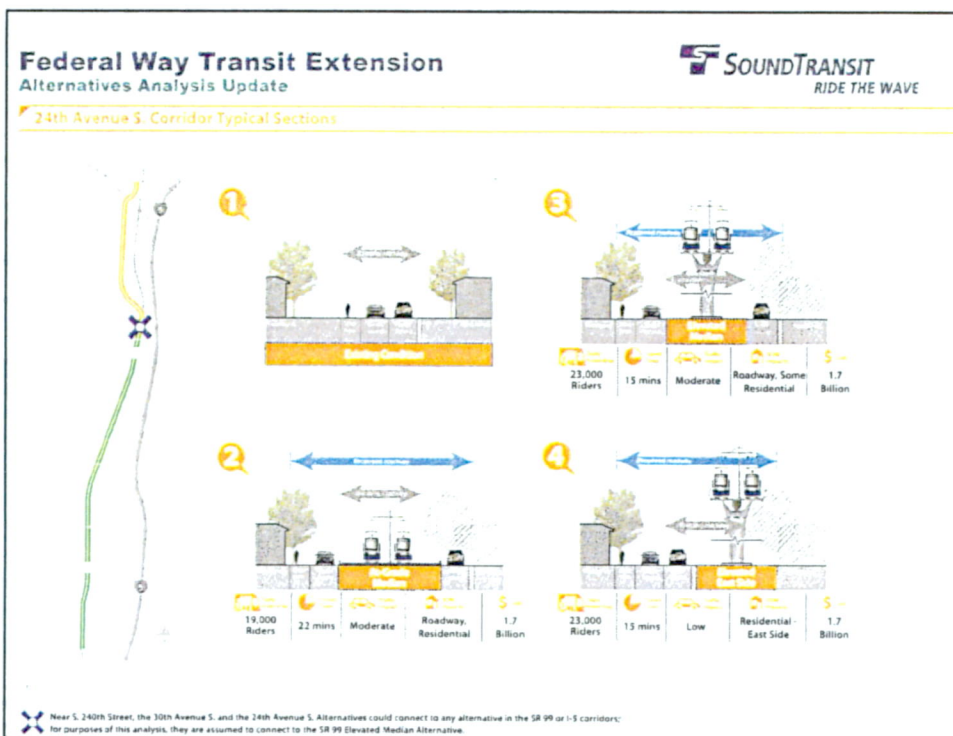
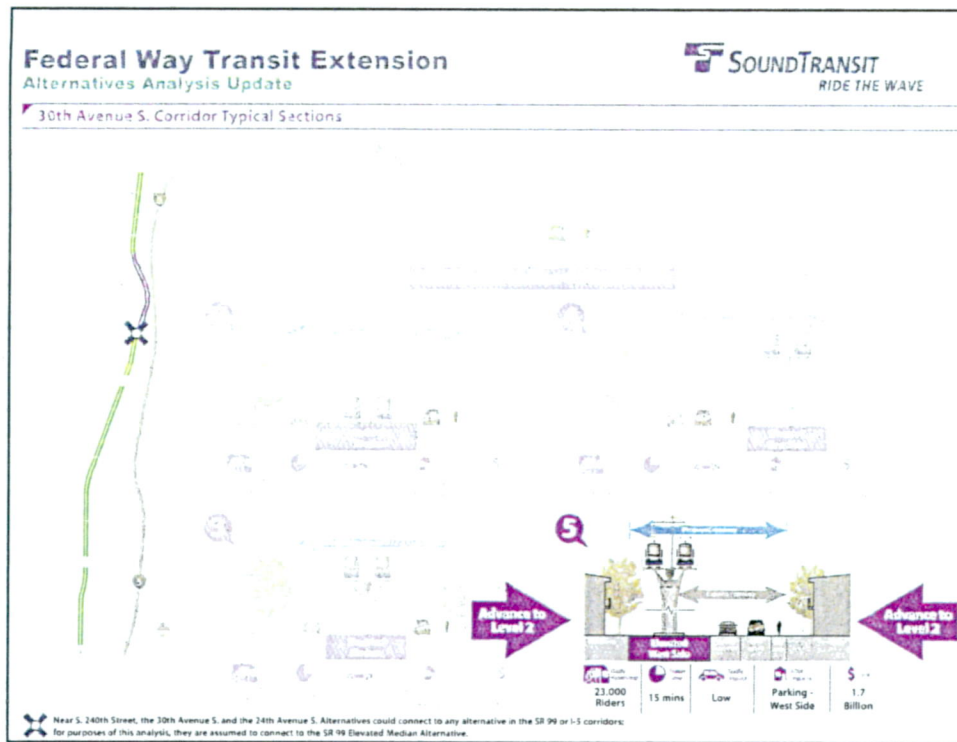
Alternatives Analysis Update



SR 99 Corridor Typical Sections







Federal Way Transit Extension

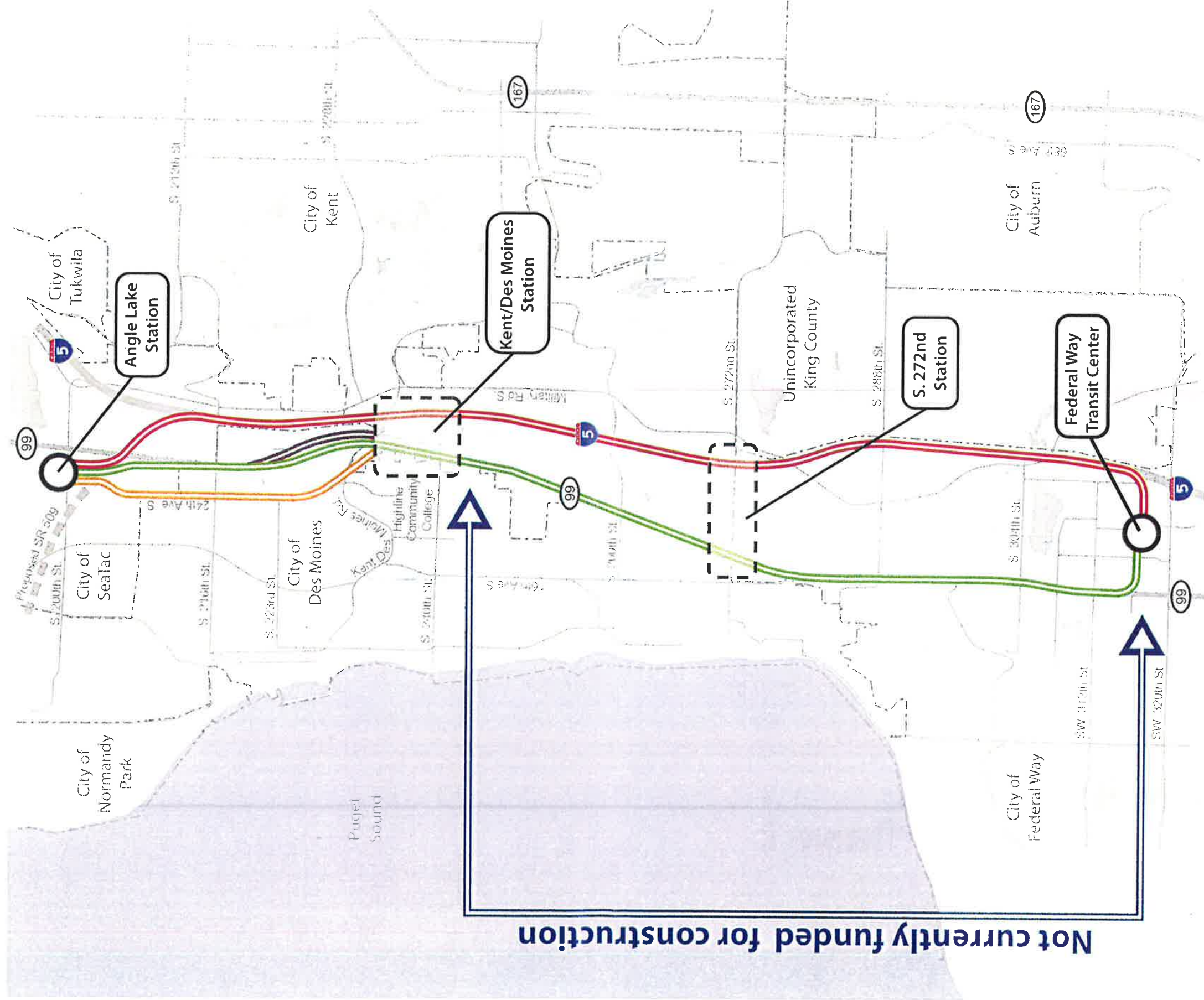
Alternatives Analysis Update



RIDE THE WAVE

March 2013

Initial Range of Alternative Corridors



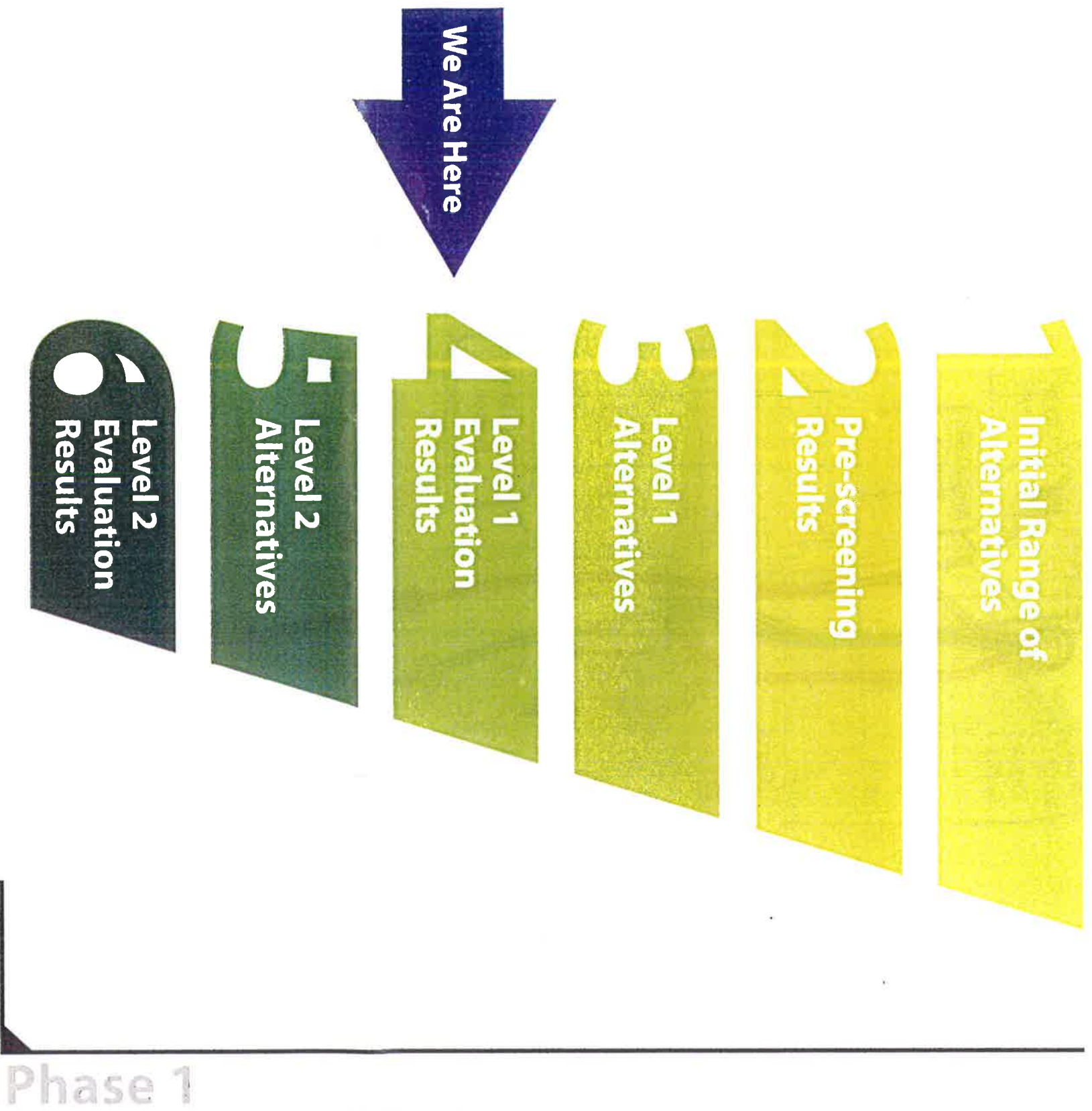
Legend

- I-5 Corridor
- SR 99 Corridor
- 30th Avenue S. Corridor
- 24th Avenue S. Corridor
- Station Location/ Crossing Option

Federal Way Transit Extension

Alternatives Analysis Update

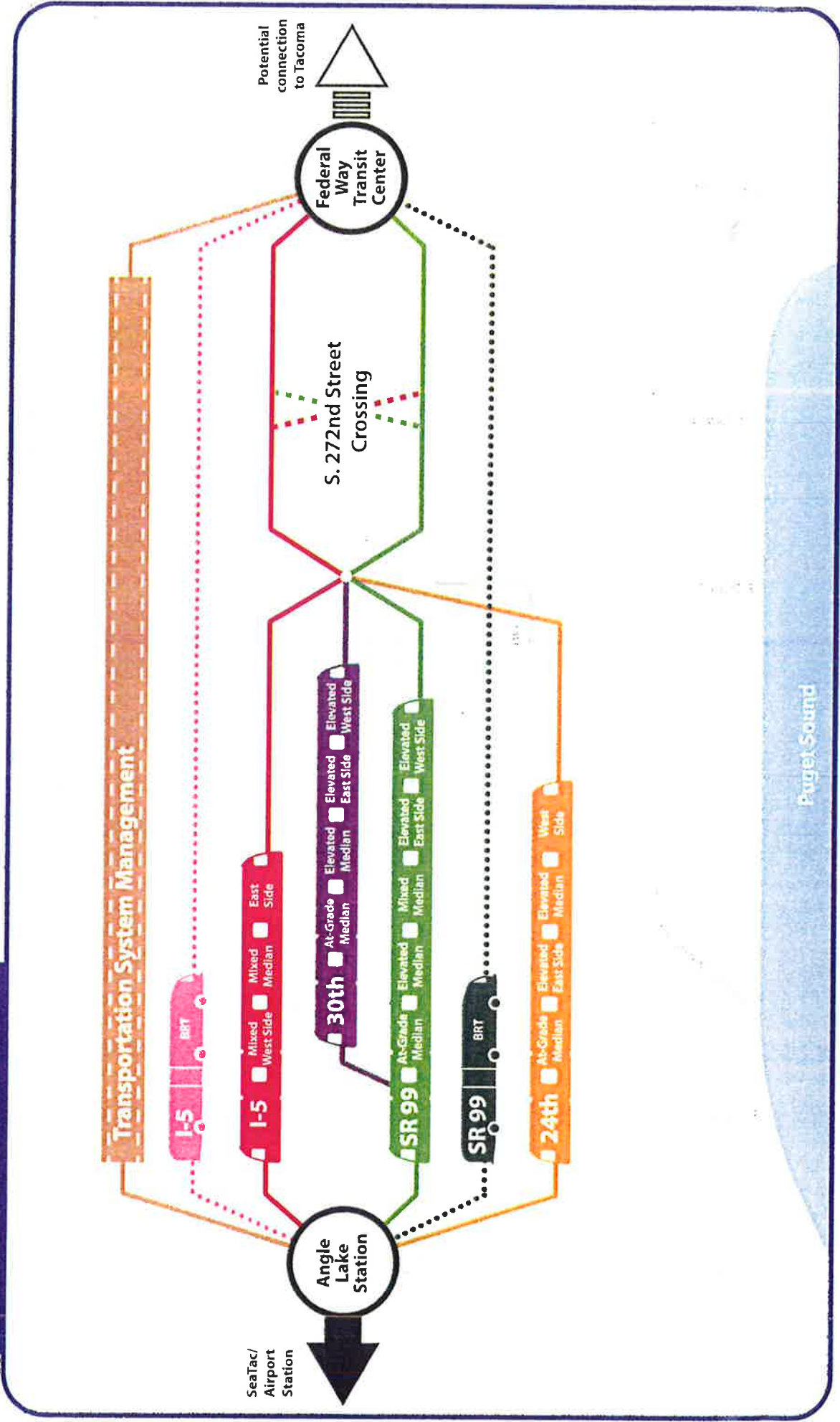
Alternatives Analysis Process



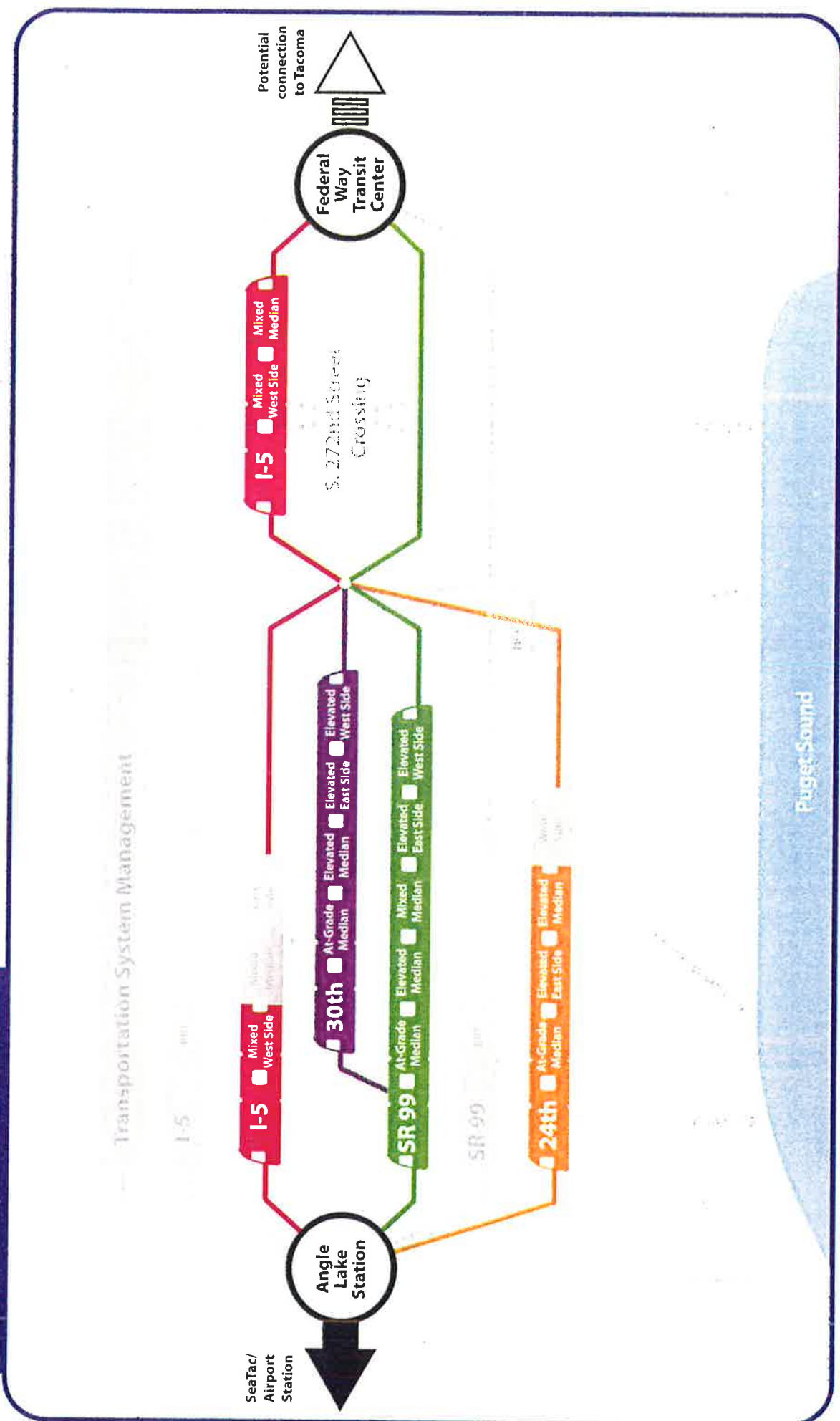
Federal Way Transit Extension Alternatives Analysis Update

Alternatives Analysis Results Overview

1 Initial Range of Alternatives



2 Pre-screening Results



Federal Way Transit Extension

Alternatives Analysis Update

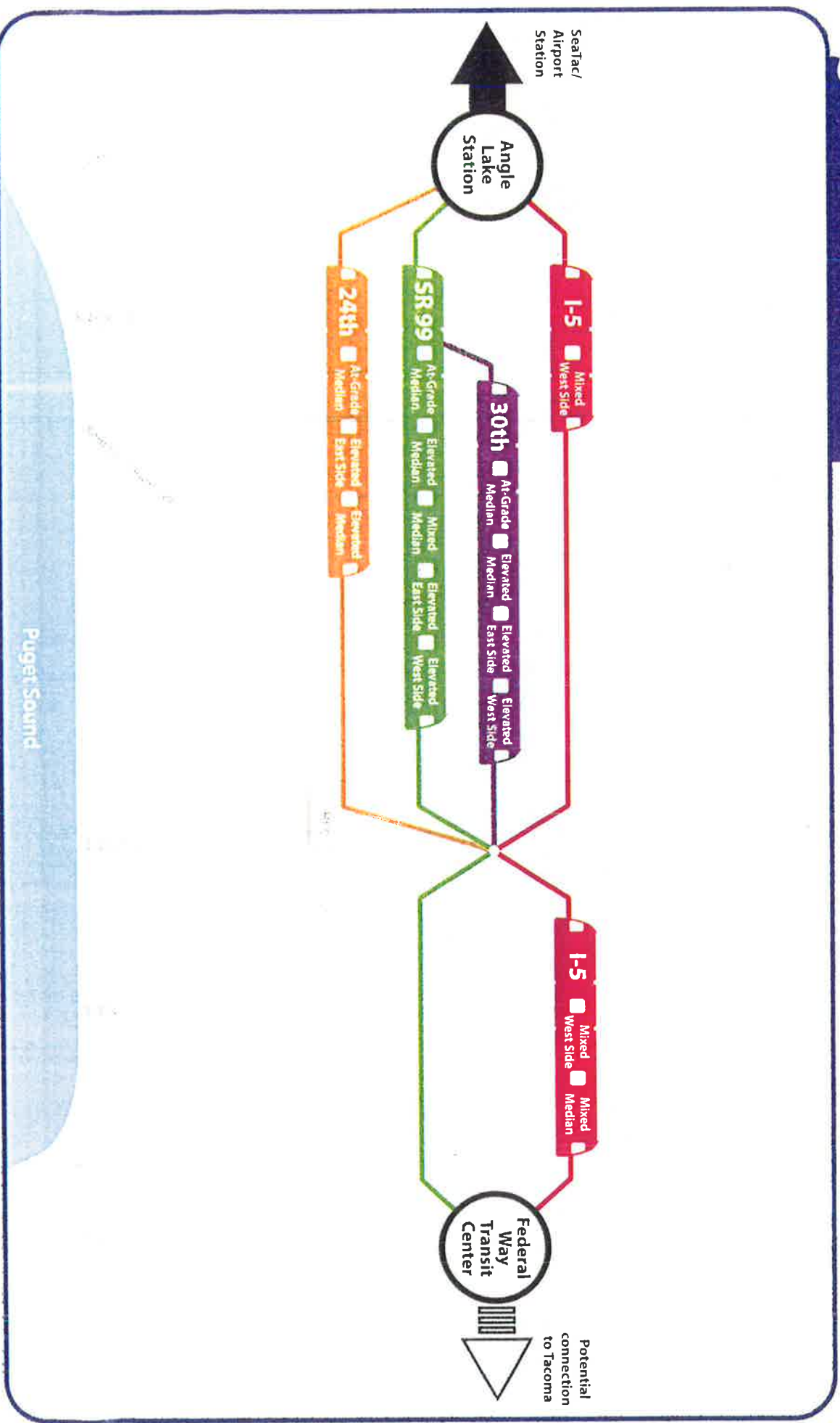


RIDE THE WAVE

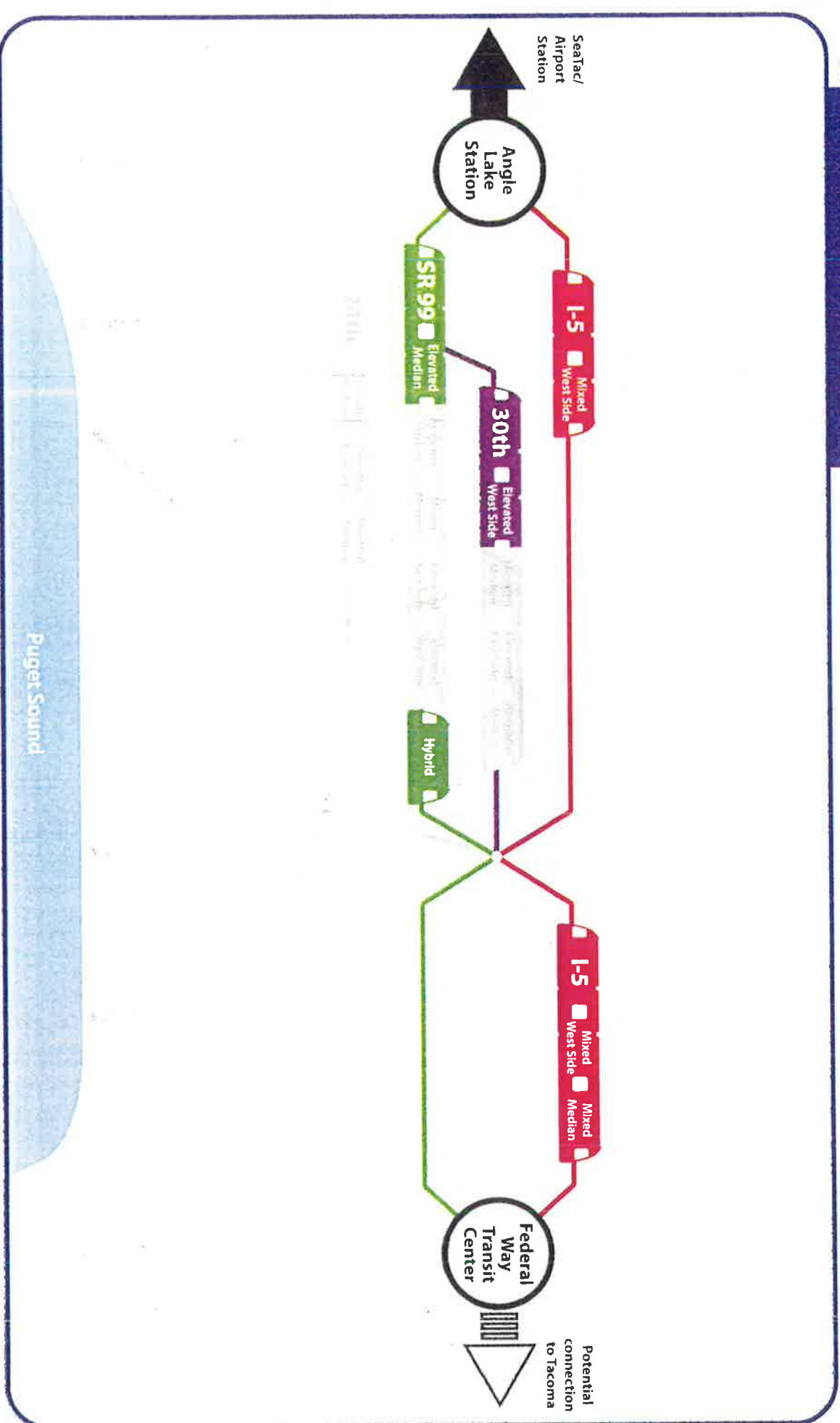
March 2013

Alternatives Analysis Results Overview

3 Level 1 Alternatives



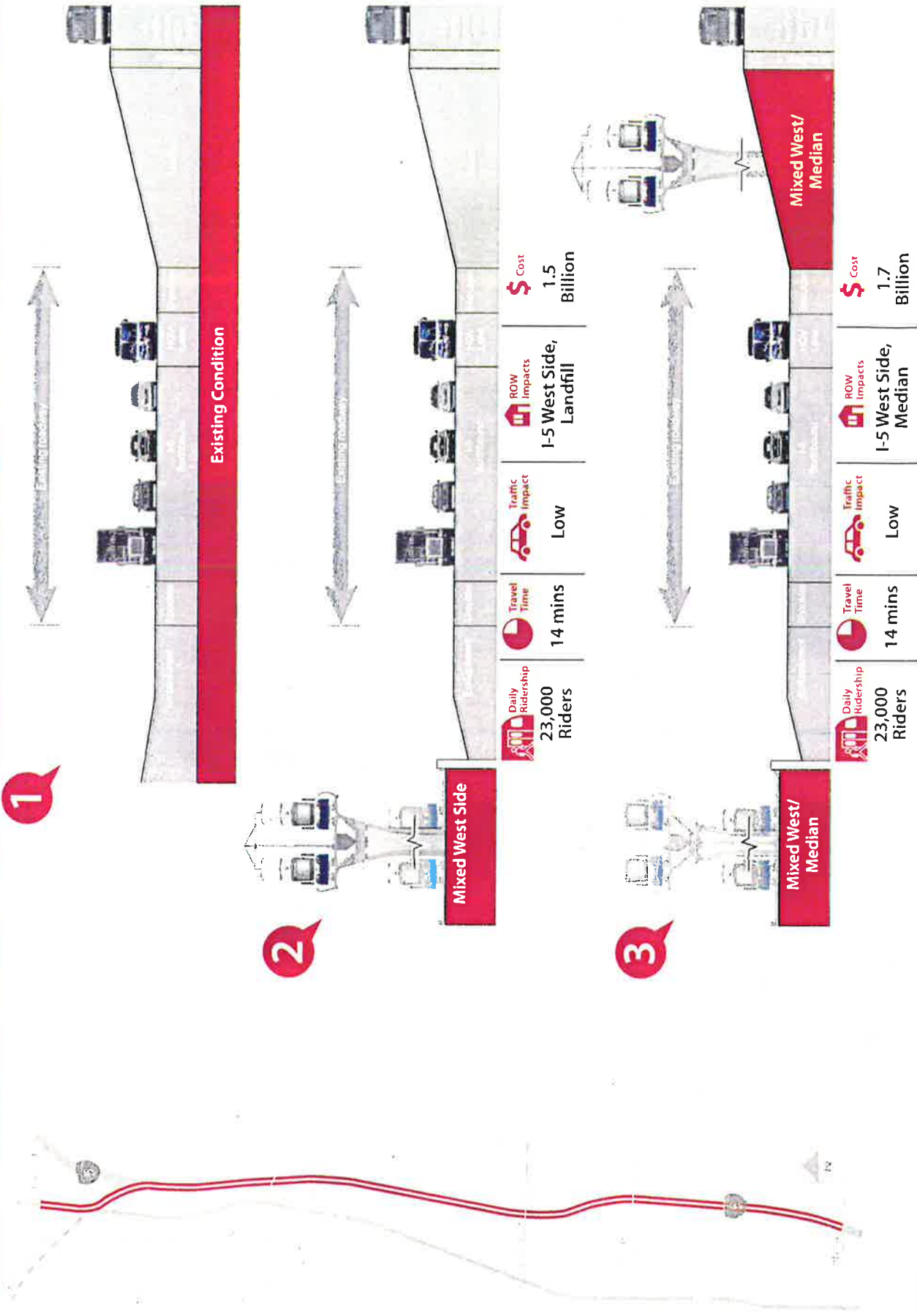
Level 1 Evaluation Results



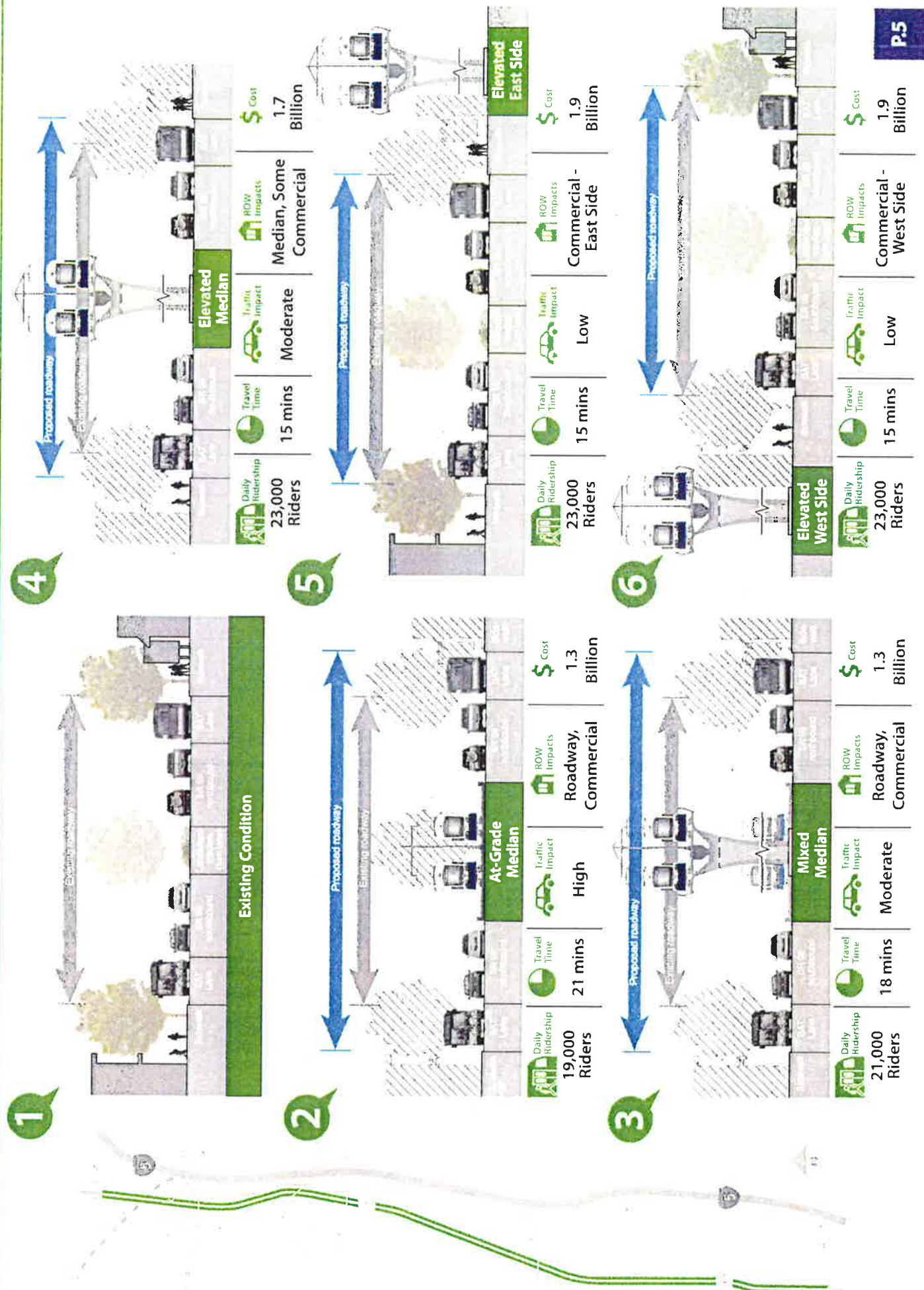
Federal Way Transit Extension

Alternatives Analysis Update

I-5 Corridor Typical Sections



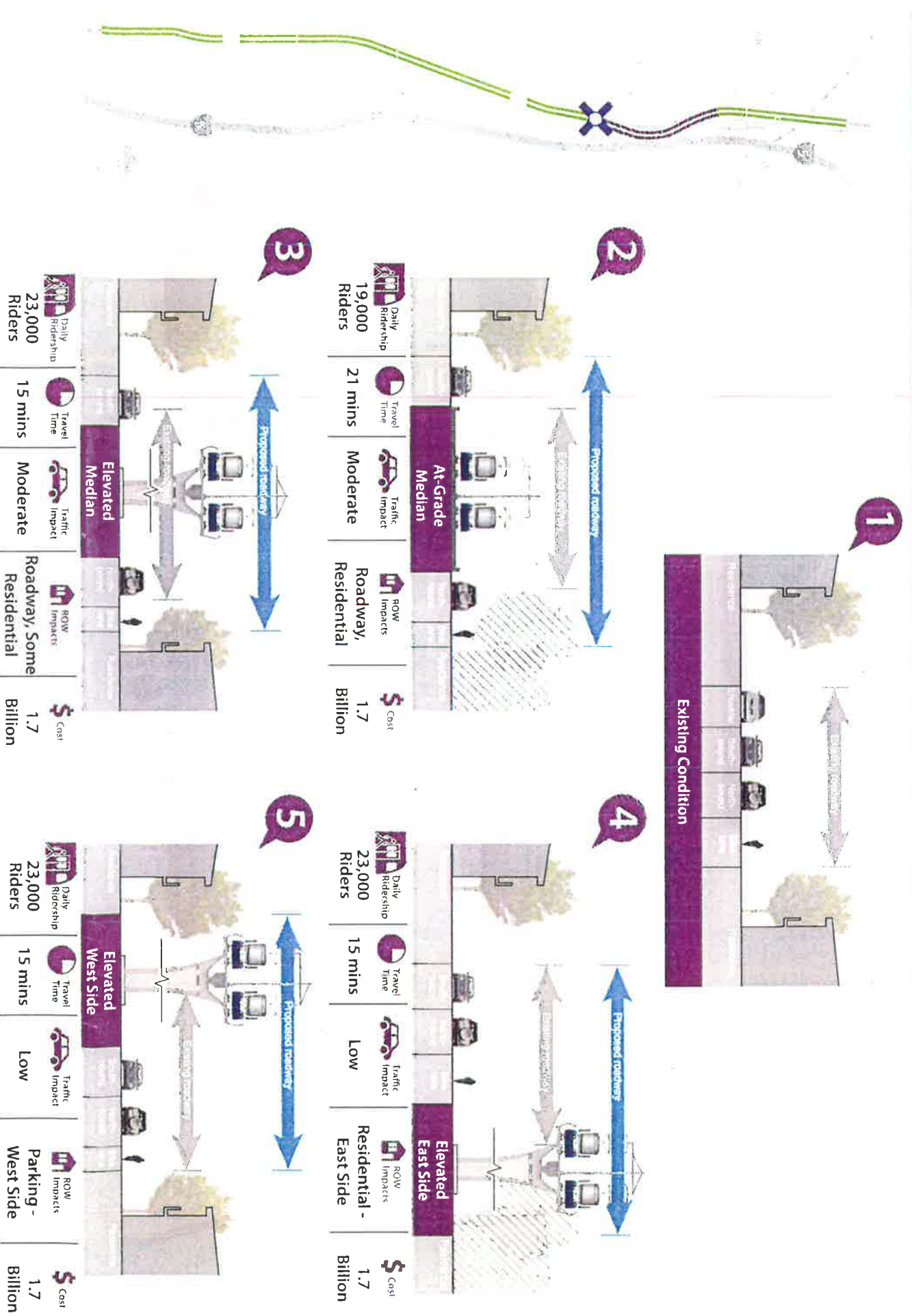
SR 99 Corridor Typical Sections



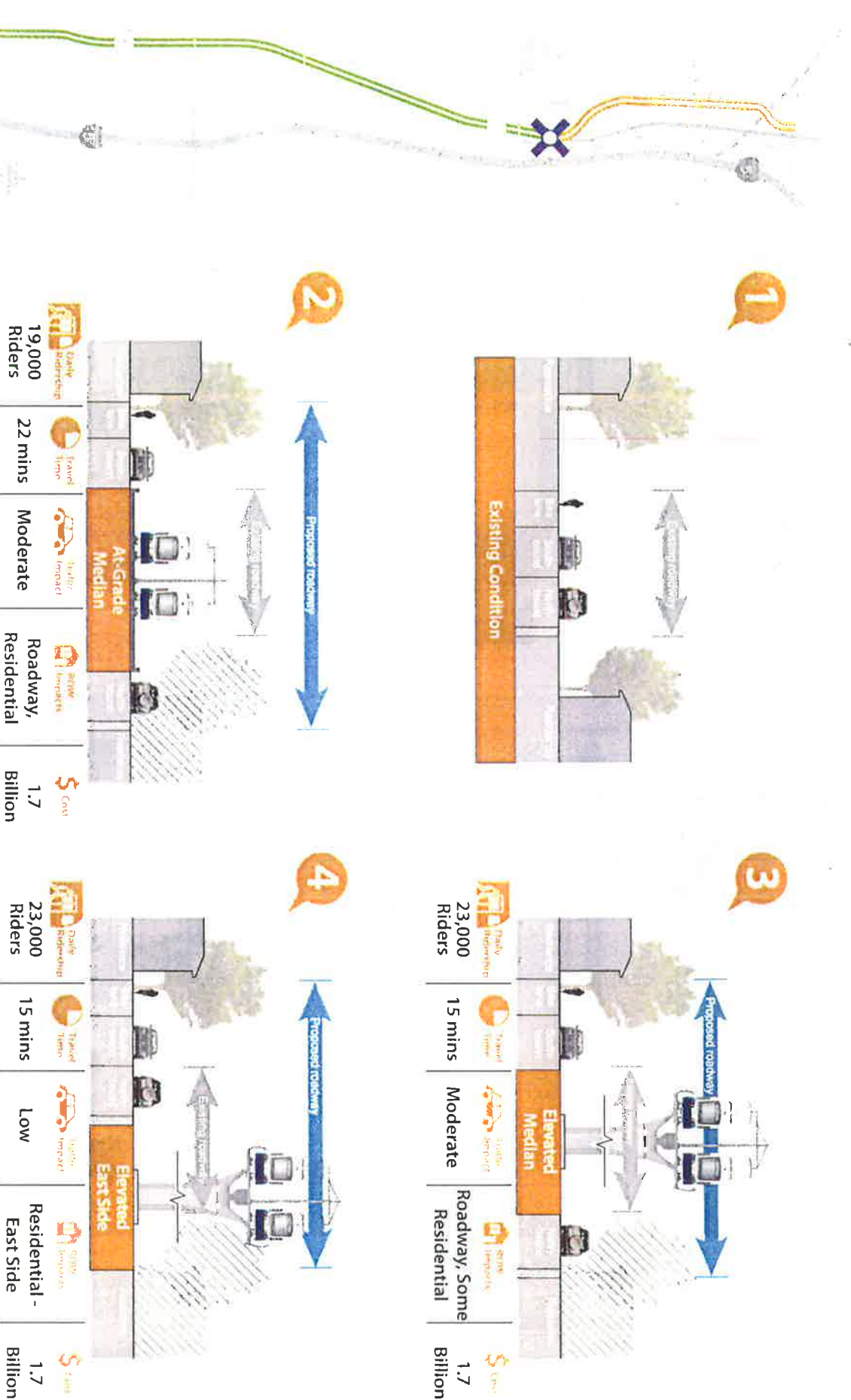
Federal Way Transit Extension

Alternatives Analysis Update

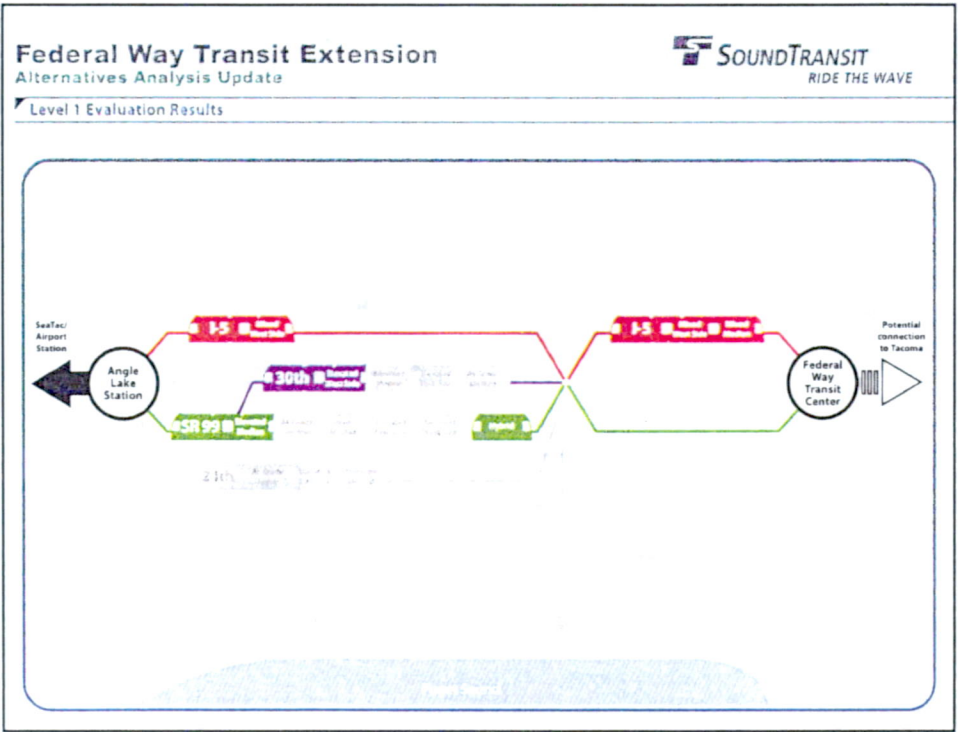
30th Avenue S. Corridor Typical Sections

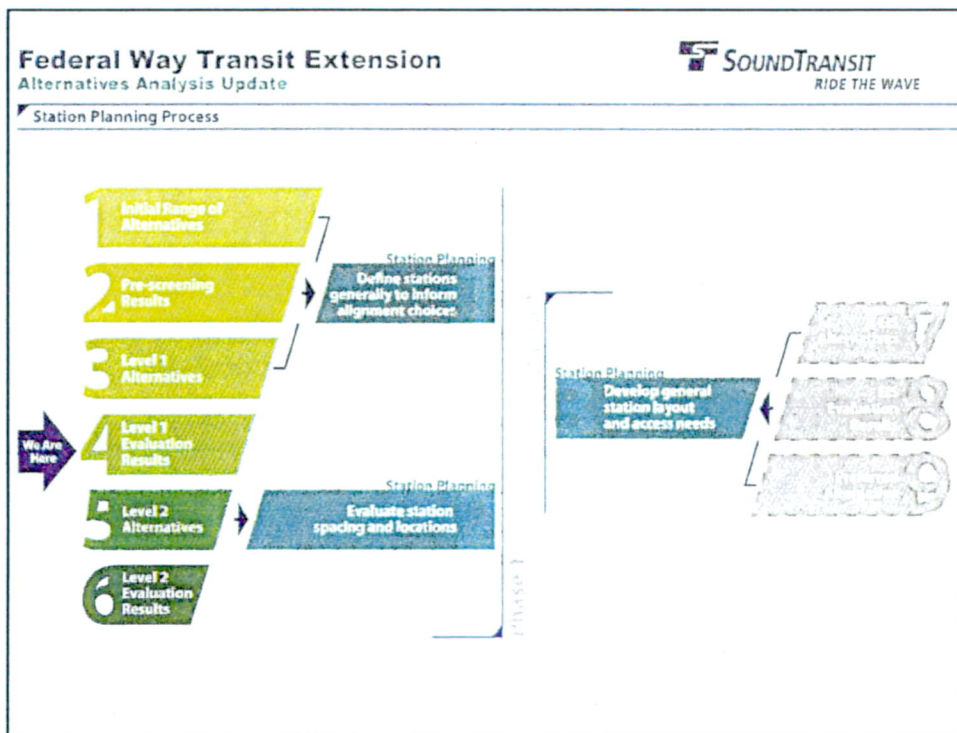
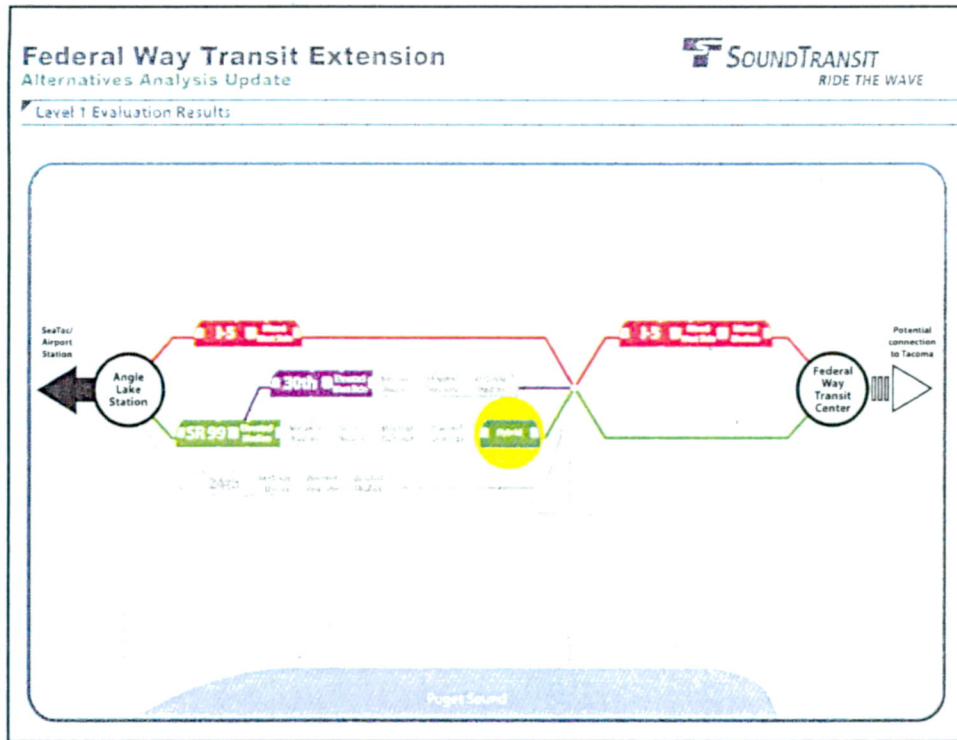


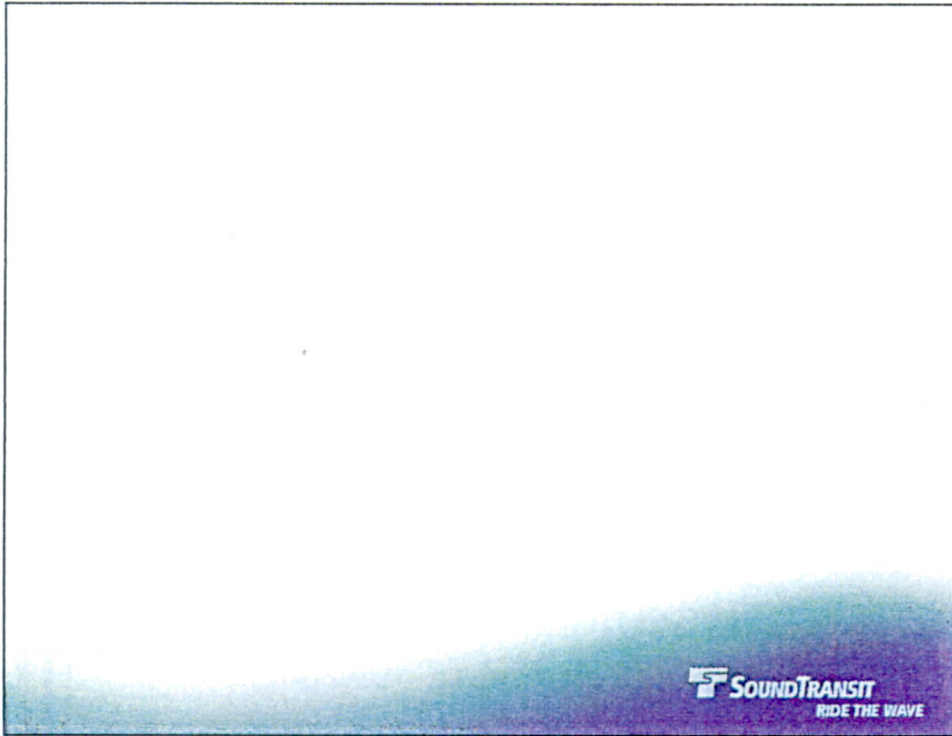
24th Avenue S. Corridor Typical Sections



Near S. 240th Street, the 30th Avenue S. and the 24th Avenue S. Alternatives could connect to any alternative in the SR 99 or I-5 corridors; for purposes of this analysis, they are assumed to connect to the SR 99 Elevated Median Alternative.







Level 2: Station Evaluation Methodology

Purpose: To evaluate potential station locations in the FWTE corridor.

Evaluation Methodology:

The evaluation of potential station locations will include a 2 step process.

1. Identify potential station locations

Potential station locations will be identified based on:

- a) The stations identified in ST2 (for both the I-5 and SR 99 alignments).
- b) Station locations proposed during the Early Scoping process.
- c) Additional locations will be identified by developing exhibits with the following information:
 - Corridor alignments
 - Existing land use
 - Regional, local and subarea land use plans (and transit-supportive zoning)
 - Underutilized and/or vacant lands
 - Major activity centers and institutions
 - Access (bicycle & pedestrian routes, transit stops, parking)

2. Evaluate the identified potential station locations

An evaluation will be performed of the potential station locations identified in step 1 above. The evaluation will consider the following factors to assess the strengths and weaknesses of each potential station location.

1. Existing land use and activity centers
2. Planned land use and zoning
3. Underutilized and vacant parcels
4. Potential for generating transit ridership
5. Access (transit, park and ride, pedestrian and bike)
6. Parking (existing P&R, potential for future P&R, other)
7. Transit travel time
8. Capital costs of stations

RIDE THE WAVE

March 2013

Initial Range of Alternative Corridors



Federal Way Transit Extension

Alternatives Analysis Update

Alternatives Analysis Process

1 Initial Range of Alternatives

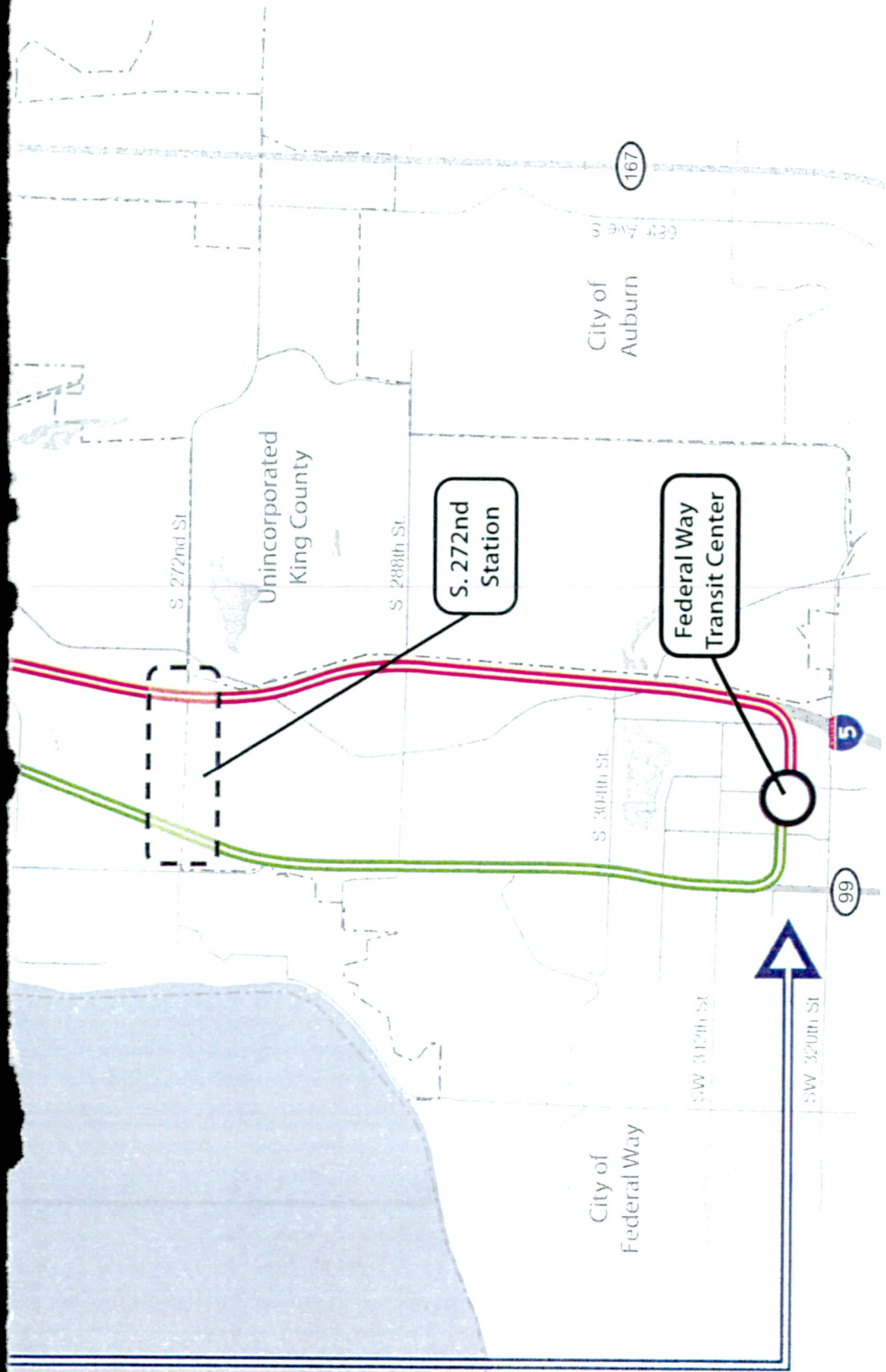
2 Pre-screening Results

3 Level 1 Alternatives

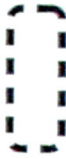
4 Level 1 Evaluation Results

We Are Here

Not currently funded for constr



Legend

- | | | | | | |
|---|----------------|---|-------------------------|---|--------------------------------------|
|  | I-5 Corridor |  | 30th Avenue S. Corridor |  | Station Location/
Crossing Option |
|  | SR 99 Corridor |  | 24th Avenue S. Corridor | | |

**Level 2
Alternatives**

**Level 2
Evaluation
Results**

**EIS
Alternatives**

**EIS
Evaluation
Results**

**Preferred
Alternative**

Phase 1

Federal Way Transit Extension

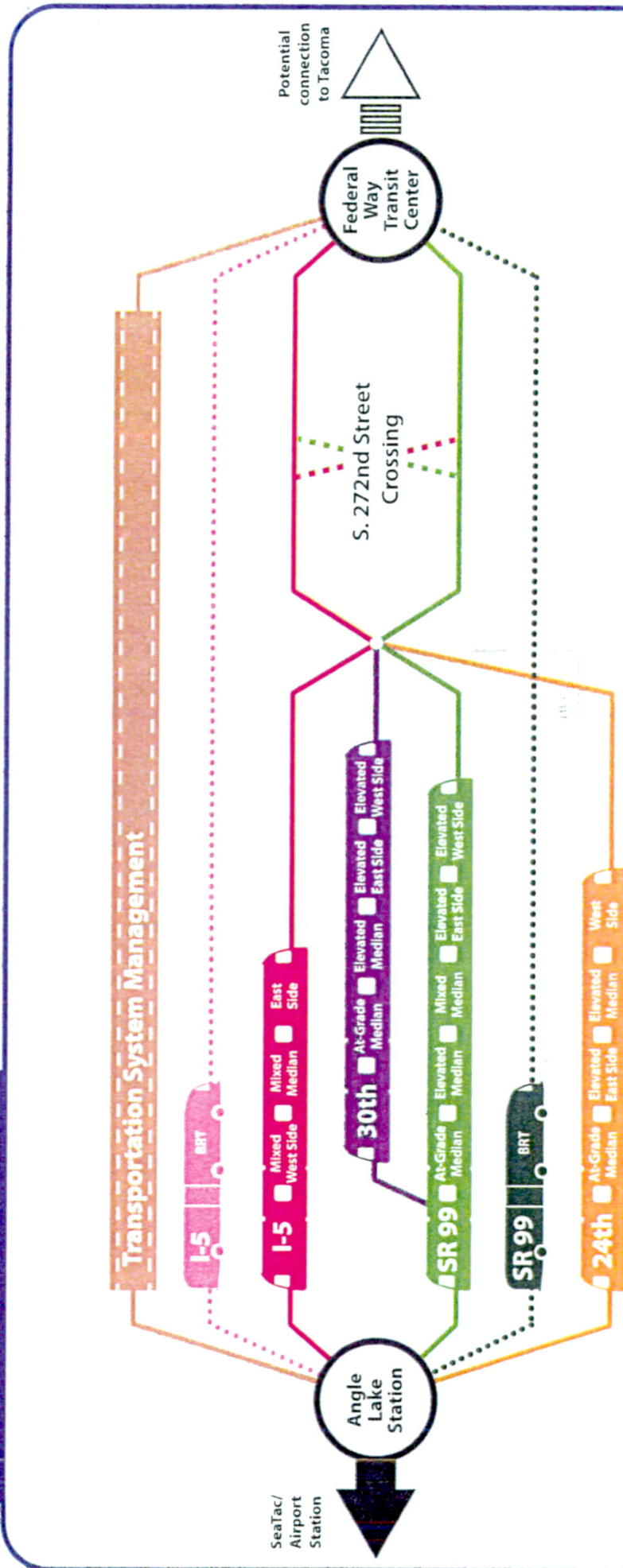
Alternatives Analysis Update



March 2013

Alternatives Analysis Results Overview

1 Initial Range of Alternatives



Federal Way Transit Extension

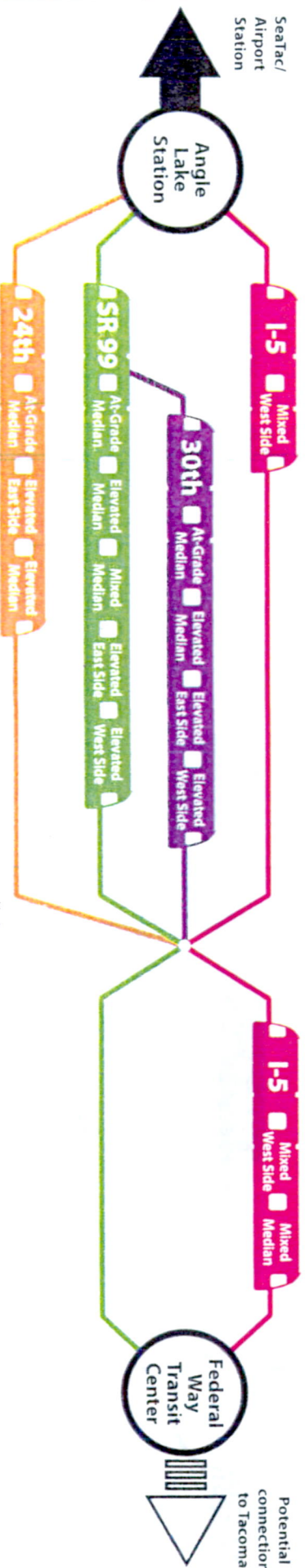
Alternatives Analysis Update



RIDE THE WAVE
March 2013

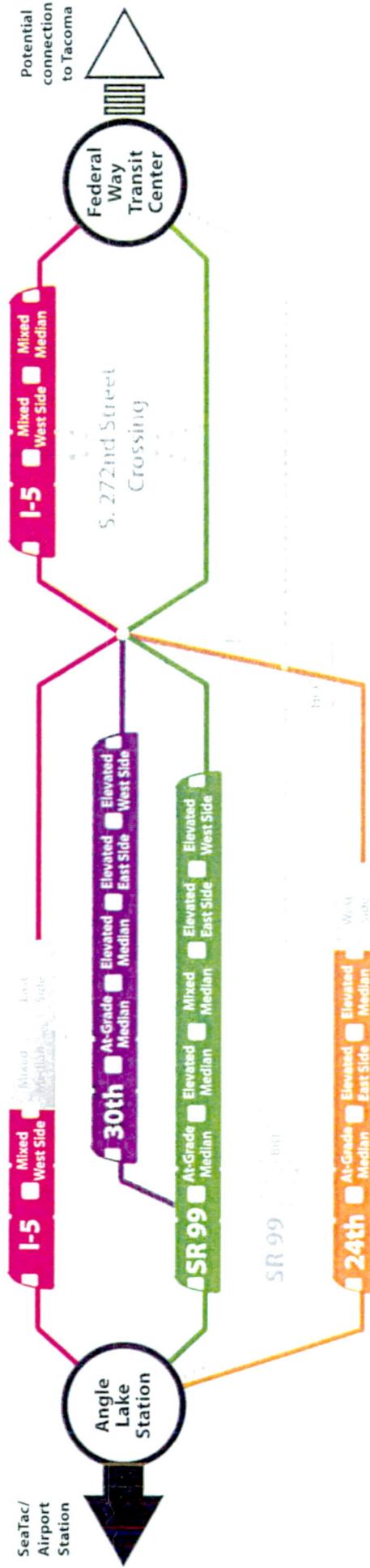
Alternatives Analysis Results Overview

Level 1 Alternatives

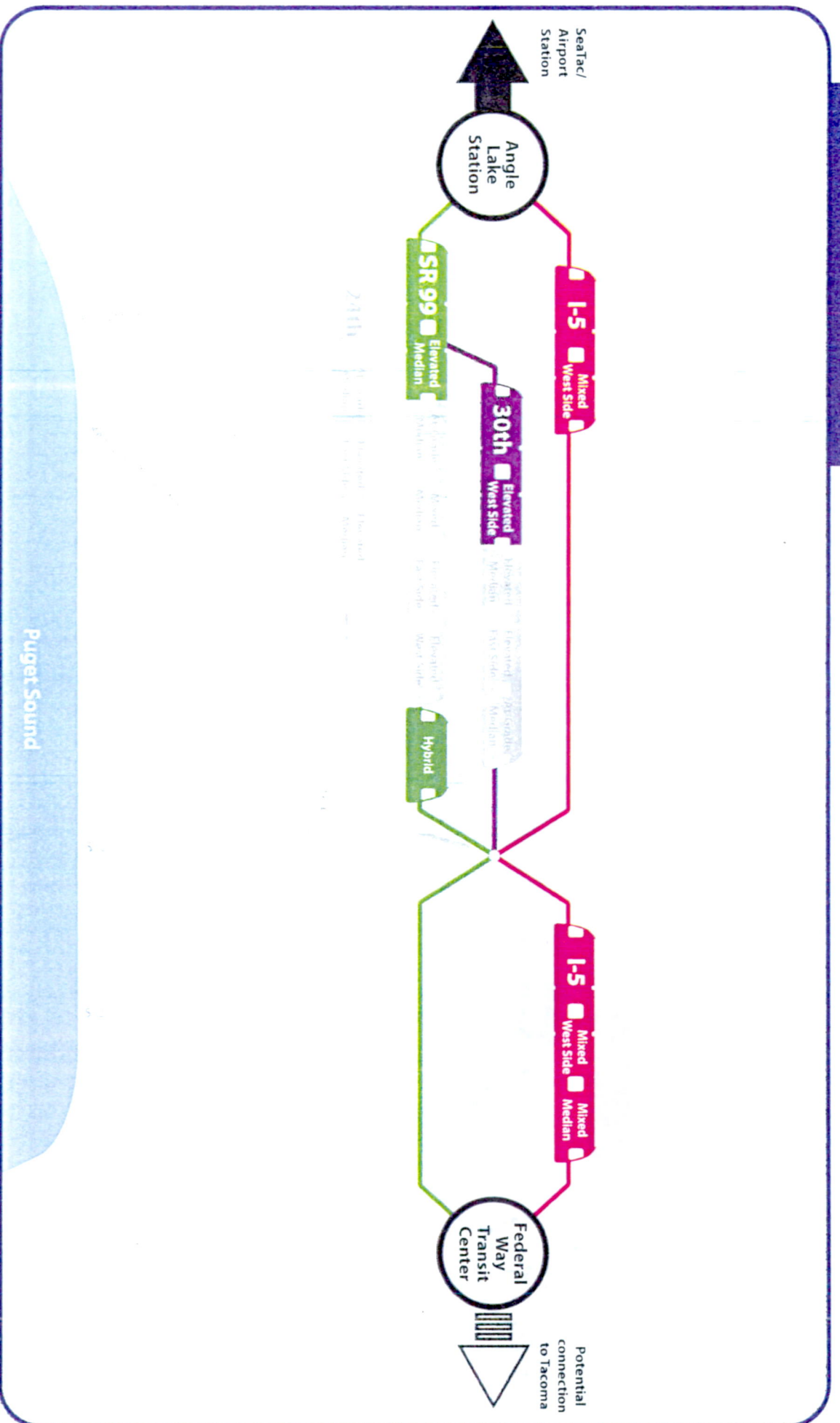


Pre-screening Results

Transportation System Management



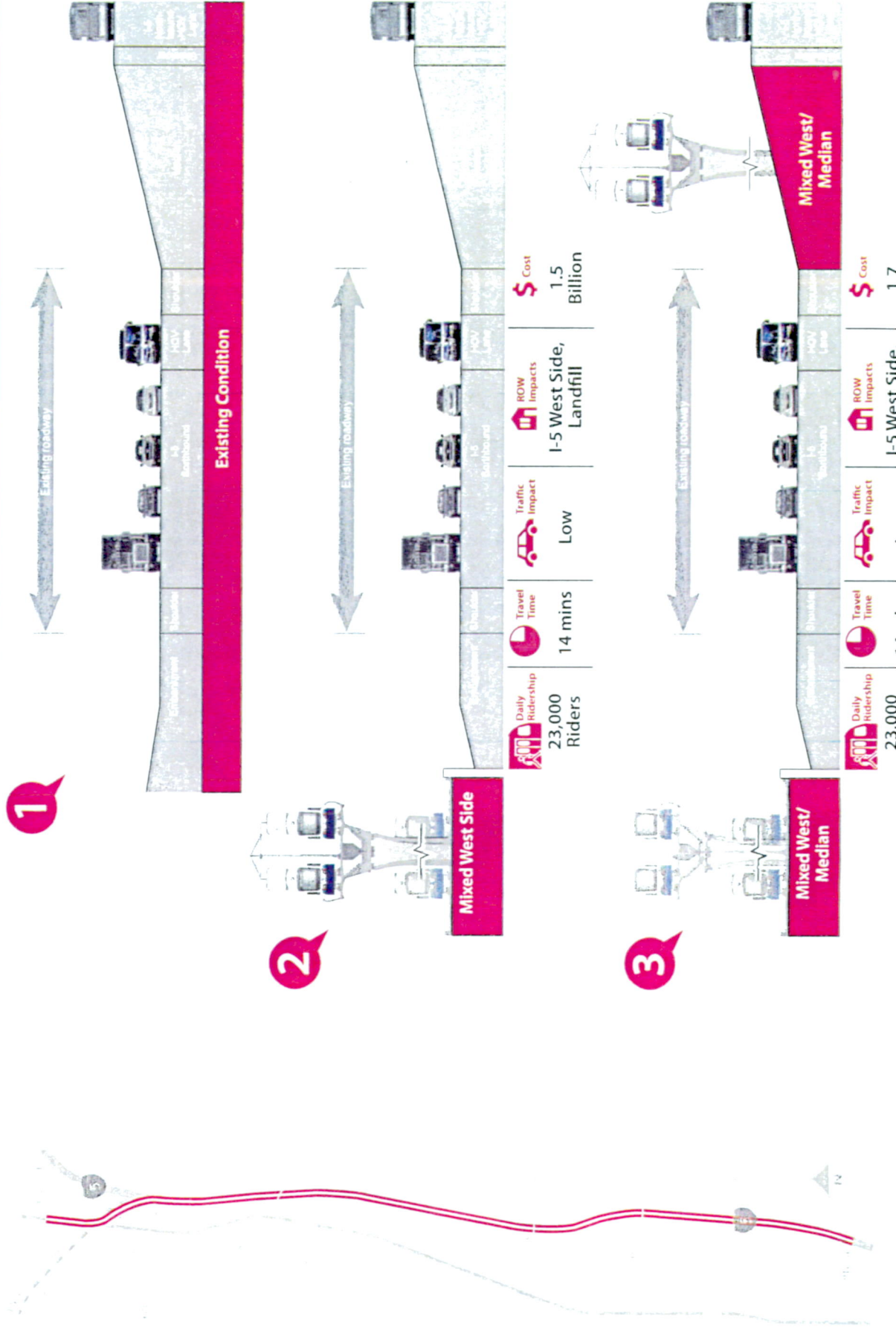
Level 1 Evaluation Results



Federal Way Transit Extension

Alternatives Analysis Update

I-5 Corridor Typical Sections



Federal Way Transit Extension

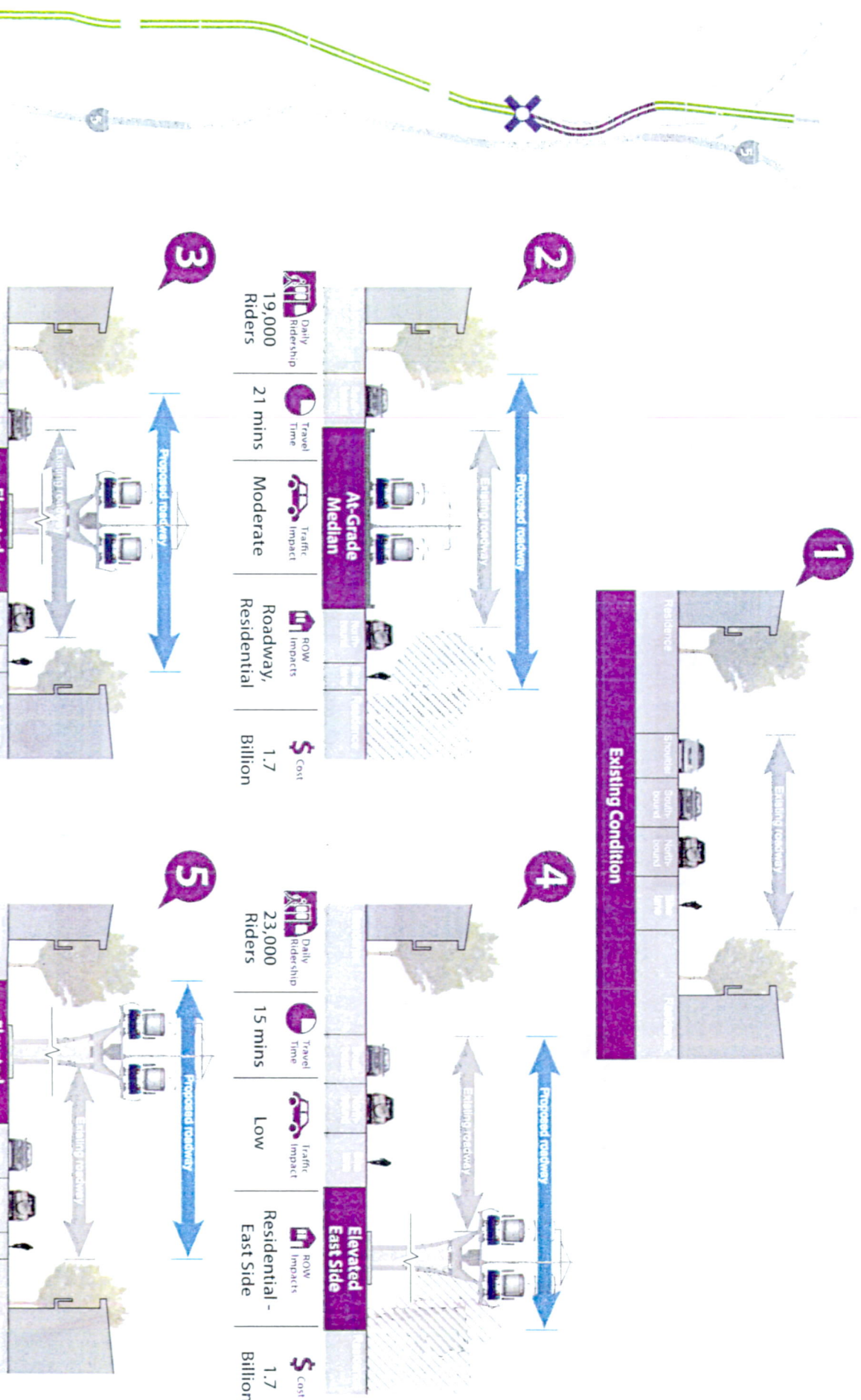
Alternatives Analysis Update



RIDE THE WAVE

March 2013

30th Avenue S. Corridor Typical Sections



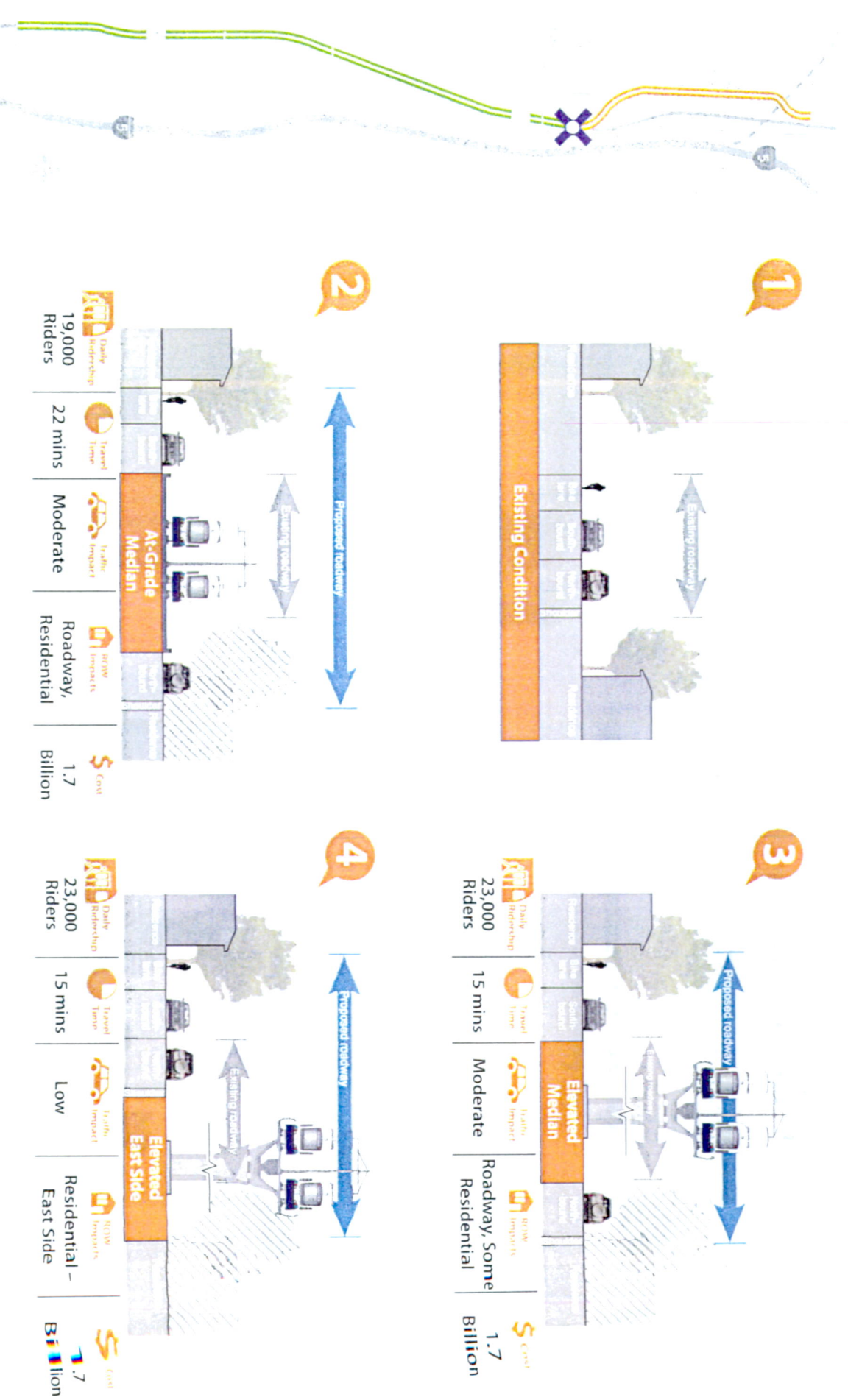
Regular	Latent
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Median					
	Daily Ridership		Travel Time		Traffic Impact
23,000		15 mins		Moderate	
	ROW Impacts		Roadway, Some Residential		Cost
				1.7	Billion

West Side					
	Daily Ridership		Travel Time		Traffic Impact
23,000		15 mins		Low	
	ROW Impacts		Parking - West Side		Cost
				1.7	Billion

24th Avenue S. Corridor Typical Sections



Near S. 240th Street, the 30th Avenue S. and the 24th Avenue S. Alternatives could connect to any alternative in the SR 99 or I-5 corridors; for purposes of this analysis, they are assumed to connect to the SR 99 Elevated Median Alternative.