

# PS&T COMMITTEE AGENDA

October 2, 2014 - North Conference Room

21630 11<sup>th</sup> Avenue South – Des Moines 98198

5:45P – 6:50P

1. Approval of minutes of 9/11/2014 meeting

2. Sound Transit Update

(Discussion Item – 15 min)

*Staff will provide an update on current activities and FWLE milestones. The Mayor will provide an update on current coordination with other city mayors.*

3. Police Department Update

(Discussion Item – 20 min)

*Staff will discuss the crime stats year to date, and how DMPD is addressing them.*

4. CIP/Project Updates

(Informational Item – 30 min)

*Staff will update the Committee on current CIP projects under construction or in design/planning stage.*

**Des Moines City Council PS&T Committee**  
**Minutes –9/11/2014**

Meeting called to order: 5:30 PM on September 11, 2014, in North Conference Room @ 21630 11<sup>th</sup> Avenue S, Des Moines WA 98198.

**Council Members**

Vic Pennington  
Jeanette Burrage (absent)  
Dave Kaplan

**Other City Staff**

Michael Mathias – Asst. City Manager  
Brandon Carver – Engineering Services Manager  
George Delgado – Police Chief  
Barry Sanders, Commander  
Bob Bohl, Commander  
Peggy Volin, Admin Asst. II

**AGENDA:**

1. Approval of Minutes from 6.05.2014 meeting
2. 2015-2020 Transportation CIP Budget
3. Back to School Enforcement Plan Discussion
4. Waterland Parade/4<sup>th</sup> of July Debriefing

**MEETING:**

1. Approval of Minutes from 6.05.2014 meeting: Unanimously approved.
2. 2015-2020 Transportation CIP Budget: Engineering Services Manager, Brandon Carver, presented the Draft 2015-2020 CIP Budget to the Committee. He pointed out that one additional project will be added in 2014 Budget Amendment and that is the South 251<sup>st</sup> Street Slide Repair. He then went over the projects under construction/completed in 2014 which included South 216<sup>th</sup> Street – Segment 2; MVD Crosswalks (222<sup>nd</sup> & 225<sup>th</sup>); North Hill School Zone Flashers; Driver Feedback Speed Sign (20<sup>th</sup> Ave S); Annual Sidewalk Program (7<sup>th</sup> Ave sidewalk repairs); and the Annual Guardrail Program (10<sup>th</sup> Ave S/MVD repaired). He listed all the projects under construction/design for 2015; the new projects and all projects scheduled for the years 2017-2020; and ended with the unfunded projects that are currently in the top 26 of the City's prioritized Transportation Improvement Plan.
3. Back to School Enforcement Plan: DM Police Chief George Delgado briefed the Committee on the upcoming school year and how the PD is addressing some of the outstanding issues for Mount Rainier High School which include Drugs and Alcohol; Gangs; Truancy; and Traffic Problems. He explained the PD will be educating school staff and parents on gang related activities, including the crimes most associated with being involved in gangs – physical assaults, robbery, theft and drug use and distribution.

They will also be working hard on drug education, specifically targeting Initiative I-502 and underage marijuana use. The school is implementing Positive Behavior Intervention Supports (PBIS) and wants to educate the community more about its benefits. Also discussed were the ongoing traffic problems of moving cars in/out of the drop off area. The PD is continuing to monitor the situation and will discuss what the best measures would be to ensure traffic does not continue to affect both individuals attending school or other motorists in the area. And, Mount Rainier HS enrollment for 2014 is 1732 students.

4. Waterland Parade/4<sup>th</sup> of July Debriefing: PD Commander Bob Bohl briefed the Committee on both events starting with the 4<sup>th</sup> of July which he said went very well. There were no significant issues during the function other than one vendor wanting to leave early. Same thing with the Waterland parade – that event also went well, was well attended and there were no significant issues. Recommendation for both these future events would be to have more patrol officers both on foot and on bikes.

Adjourned 6:30 pm

Minutes submitted by:

Peggy Volin

Administrative Assistant II

***Federal Way Link Extension (FWLE) Update Summary***  
***10/2/14 PS&T Committee***

**1. Current Activities:**

- a. Cooperating agencies complete 30-day technical review of the Draft Environmental Impact Statement (DEIS) Administrative Draft (i.e., internal review) and technical details on 9/29. Sound Transit (ST) to then clarify agency comments and incorporate as appropriate into DEIS. DM staff have asked ST to break out by parcel, the tax impact and other details by city, not just alternative segment.
- b. ST staff continue public outreach including DM Farmers Market on 10/18 and at Highline College.
- c. ST has offered to privately brief City Council members individually or in small groups, but not in open public session until January 2015 when the DEIS is released.
- d. ST working on Transit Oriented Development available land assessment to be completed in October 2014 and incorporated into DEIS released in January 2015. DM staff being regularly briefed on methodology which includes both quantitative and qualitative analyzes.
- e. DM staff will meet in October and November 2014 with the FWLE Interagency Work Group and perhaps individually to review City technical review comments on the DEIS Administrative Draft.

**2. Key Milestones:**

- a. Sept 29, 2014 - Cooperating agencies submit technical review comments on DEIS Administrative Draft.
- b. Week of Oct 6, 2014 - ST mails out letters to 621 property owners potentially affected by any of the alternatives and design options. ST begins one-on-one meetings with each interested owner through end of year. DM staff have asked ST staff to refine process to also include some contact with commercial and residential renters potentially affected by the project.
- c. January thru Mid-February 2015 – Draft EIS Council briefings and public comment
- d. March 2015 – ST Board identifies preferred alternative
- e. April 2016 – Final EIS published
- f. July 2016 – ST Board selects project to build and Federal Transit Administration issues Record of Decision in October 2016
- g. 2017-2018 – Final Design
- h. 2019-2022 – Construction
- i. 2023 – Start of Service

**Transportation CIP - Active or Completed Projects for 2014/2015****Completed CIP Projects in 2014**

South 216th Segment 2 (18th - 24th)  
 North Hill School Zone Flashing Beacons  
 Guardrail Program

**Status/Comment**

Final payment issued  
 Completed in January  
 Completed in July (10th Ave S in Redondo area)

**Under Construction CIP Projects**

South 251st Slide Repair  
 Pavement Management Program  
 24th Avenue South (208th - 216th)  
 216th Segment 1a (24th - SR-99)  
 Citywide Arterial Safety Improvements  
 MVD Crosswalk Improvements Phase 2 - (222nd, 225th)  
 24th Ave South - Midway Elementary Sidewalks  
 Driver Feedback Sign  
 Saltwater State Park Bridge Seismic Retro-fit  
 Annual Sidewalk Program  
 Redondo Parking Study  
 Barnes Creek Trail  
 South 224th Street (Pac Hwy - 30th Ave S)

**Status/Comment**

Bids open on Oct. 3rd, ROW complete  
 Funding discussion  
 Roughly 80% complete...likely final paving in 2015  
 In ROW acquisition phase  
 2nd year of 3 years....Construction underway  
 Bids due Oct. 2nd  
 Design underway, project delayed to 2015, in-house resources  
 Planning for 20th Ave S location late fall 2014  
 Contract awarded 9/25, Construction start Oct.  
 Repairs to 7th Ave South nearly complete...2015 locations dependent on Inventory  
 Open House scheduled for Oct. 15th  
 Design to Council Oct. 23rd, ROW Easement swap direction  
 Design/Construct 2015

## Summary

### 77 Des Moines Staff Review Comments on FWLE DEIS Administrative Draft

#### General Observations:

1. Administrative Draft is technically complex, thorough in evaluating environmental impacts of 4 Alternatives and all the various design options associated with the alternatives, and professionally prepared with considerable care.
2. There doesn't appear to be any bias in favoring one alternative or design option over others. The Draft is, as intended, an objective inventory of potential impacts and assessment of alternatives.
3. The participating agency review of the Administrative Draft is accomplishing what was intended: find and correct inconsistencies and technical errors and omissions before the public DEIS is issued in January thereby allowing affected agencies to concentrate on the larger policy considerations before a Preferred Alternative is selected by the ST Board.
4. Some of what we'd like to see will be developed in later phases when the Final EIS is developed for the preferred alternative and as the design of that alternative advances.
5. Cost estimates range from \$1.34B for I-5 to 1.75B for SR 99, \$1.44B for SR 99 to I-5 and \$1.69B for I-5 to SR 99.
6. A S. 216<sup>th</sup> and S. 260<sup>th</sup> station would each add 1000 boardings a day and add 500 daily riders each a day.
7. A more thorough discussion of Transit Oriented Development opportunities will be added to the DEIS when a separately commissioned TOD report is completed in October.

#### Summary of Technical Review Comments (generally following the organization of the DEIS)

1. Impacts assessed were generally of existing conditions (e.g., current businesses, vacant property, non-conforming residential uses) but did not include as thorough an assessment of future development as currently allowed in our Zoning Code or Preferred Land Uses in our Comprehensive Plan.
2. Visual impacts on businesses (or future businesses), particularly in Pacific Ridge, were not sufficiently described or evaluated.
3. Impacts were generally summarized by segment including multiple cities. ST was asked to break down these impacts by city.
4. The entire S 240<sup>th</sup> St corridor to Marine View Drive needs to be analyzed.
5. The S 216<sup>th</sup> station mode of access should be revised to include some auto and transit components, not just non-motorized.
6. It is not easy to determine whether there is a partial or full acquisition, and how these relate to "operational footprint" and "affected parcel" identified in the appendices.
7. ST was asked to acknowledge the Des Moines has completed some visioning and planning for high capacity transit but the land use designations and zoning have not yet been changed along the entire corridor.

8. Des Moines' new Transit Community Zone with its commitment to mixed use has not yet been included in the Draft.
9. Further elaboration on impacts associated with Kent-DM station as an interim station area was requested.
10. There is no mention of view impacts on commercial properties or those expected to develop into commercial high rise in the future (such as the mobile home parks).
11. The Draft incorrectly states that buildings on the west side of SR 99 can be redeveloped to 35-45 feet tall. DMMC 18.135.070 (8)(b) prescribes maximum building heights in PR-C as 55 feet west of SR 99 and 85 feet east of SR 99. Maximum heights in PR-R are 75 feet, except they can go to 200 feet with FAR height bonus on 1 acre size parcels.
12. Inclusion of construction phasing plans (figures) and narration could be helpful for early impact and mitigation identification. Additionally, in project phasing, more detailed figures could illustrate locations where facilities are to be constructed relative to adjacent properties/roads/jurisdictions/etc. to include at grade, elevated, and trench.
13. Magnitude of impacts due to traffic reroutes could help identify traffic and business impacts and mitigation.
14. No mention is made of Highline College's (HC) Master Plan developments here or anywhere else in the DEIS. The significant impact of HC's continued development would be student housing near campus and expansion of traditional hours of operation to accommodate evening and weekend classes potentially affecting ridership levels and timing.
15. Any increase in traffic delay in the comparison should result in mitigation or provide basis that the capacity is adequate and the increase in delay is negligible.
16. Several strategies related to the Land Use, Transportation and Pacific Ridge Elements should be added to fully explain Des Moines policies in its Comprehensive Plan.

#### **Areas for Additional Investigation**

1. Property, retail sales and B&O tax analyses of potentially affected property – full takes, sliver takes, temporary construction easements, etc.
2. Upside TOD potential in station areas.
3. Indirect economic project construction benefits.
4. Public safety impacts associated with conversion of “problem” properties to high capacity transit uses.
5. Off street parking impacts in the vicinity of Highline College.
6. Crime spillover impacts near stations.
7. Gentrification of neighborhoods and displacement of affordable housing inventory near stations.

PD PS&T Talking Points

October 2, 2014

Calls for Service from 3/18/14 through Present

District #1

1. Theft from Vehicle
2. Burglary
3. ID Theft
4. Auto Theft
5. Simple Assault

District #2

1. Auto Theft
2. Simple Assault
3. Theft from vehicle
4. Vandalism
5. Collisions

District #3

1. Theft from vehicle
2. Id theft
3. Auto theft
4. Simple assault
5. Burglary

District #4

1. Theft from vehicle
2. Vandalism
3. Auto theft
4. Burglary
5. Id theft

From June 1<sup>st</sup> – August 31<sup>st</sup> (2014).

- 45 burglaries
- 4 attempted burglaries
- 64 thefts from an auto
- 57 stolen vehicles
- 44 cases of vandalism

September (2014)

- 8 burglaries (1 attempted)

- 32 thefts from an auto
- 17 stolen vehicles
- 8 cases of vandalism

#### John Sting

- Garden Suites Motel – 9/30/14 from 1500-2300 hours
- 10 arrests
- 1 level 3 sex offender
- 1 prostitute who was arrested after soliciting undercover officers
- Seattle Times shadowed the SPD Team for story they're working on

1500 = 3:00pm  
2300 = 11:00pm

10.2.2014 KVR/Kayla Item #3

**District: 1**  
**Population: 6004**

**District: 2**  
**Population: 9025**

**District: 3**  
**Population: 9136**

**District: 4**  
**Population: 5508**

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