

AGENDA

**DES MOINES CITY COUNCIL
REGULAR MEETING
City Council Chambers
21630 11th Avenue South, Des Moines**

July 24, 2014 – 7:00 p.m.

CALL TO ORDER

PLEDGE OF ALLEGIANCE

ROLL CALL

CORRESPONDENCE

COMMENTS FROM THE PUBLIC

BOARD AND COMMITTEE REPORTS/COUNCILMEMBER COMMENTS

PRESIDING OFFICER'S REPORT

ADMINISTRATION REPORT

Item 1: KING CONSERVATION DISTRICT ADVISORY COMMITTEE UPDATE

CONSENT AGENDA

Page 1 Item 1: APPROVAL OF VOUCHERS

Motion is to approve for payment vouchers and payroll transfers included in the attached list and further described as follows:

Claim Checks: \$1,502,919.57

Payroll Fund Transfers: \$865,294.55

Total Certified Wire Transfers, Voids, A/P and Payroll Vouchers: \$2,368,214.12

Page 3 Item 2: APPROVAL OF MINUTES

Motion is to approve the minutes from the June 26, 2014 regular City Council Meeting.

Page 11 Item 3: SALTWATER STATE PARK BRIDGE REHABILITATION – DESIGN TASK 01– AMENDMENT #2

Motion is to approve Amendment No. 2 to Task Order Assignment 01 with Exeltech Consulting, Inc. for the Saltwater State Park Bridge Rehabilitation Final Design approved changes in the amount of \$50,000.00, bringing the total design authorization to \$593,546.99, and further authorize the City Manager to sign said Task Order Amendment substantially in the form as submitted.

Page 17 Item 4: RESOLUTION SETTING A PUBLIC HEARING REGARDING MARINA DISTRICT BUILDING HEIGHTS

Motion is to adopt Draft Resolution No. 14-143 setting a public hearing on August 14, 2014 to consider Draft Ordinance No. 14-143 amending the boundary of Area 2 on Figure 1 Downtown Commercial Height Areas codified in DMMC 18.115.060(1)(b).

Page 33 Item 5: CONSULTANT CONTRACT AMENDMENT: BHC CONSULTANTS, LLC
Motion is to approve Amendment No. 1 to the Contract with BHC Consultants, continuing professional inspection and plan review services in the amount of \$15,000 (bringing the total contract amount to \$65,000), and authorize the City Manager to sign the contract amendment substantially in the form submitted.

PUBLIC HEARING

Page 55 Item 1: DRAFT ORDINANCE NO. 14-114, SIGN CODE
Staff Presentation: Community Development Manager
Denise Lathrop

NEW BUSINESS

Page 65 Item 1: FEDERAL WAY LINK EXTENSION (FWLE) DEIS AND SOUND TRANSIT
LONG RANGE PLAN DSEIS UPDATES
Staff Presentation: Sound Transit Staff

Page 133 Item 2: FINAL PLAT EXTENSION REQUEST FOR HIGHLINE VIEW ESTATES 21
LOT MODIFIED SUBDIVISION; LUA07-004
Staff Presentation: Senior Planner Laura Techico

NEXT MEETING DATE

August 14, 2014 Regular City Council Meeting

ADJOURNMENT

CITY OF DES MOINES
Voucher Certification Approval
24-Jul-14
Auditing Officer Certification

Vouchers and Payroll transfers audited and certified by the auditing officer as required by RCW 42.24.080, and those expense reimbursement claims certified as required by RCW 42.24.090, have been recorded on a listing, which has been made available to the City Council.

As of July 24, 2014 the Des Moines City Council, by unanimous vote, does approve for payment those vouchers and payroll transfers included in the attached list and further described as follows:

The vouchers below have been reviewed and certified by individual departments and the City of Des Moines Auditing Officer.

Claims Vouchers:		Numbers				Amounts
Total A/P Checks/Vouchers		139869	-	140134	266	1,422,708.43
Electronic Wire Transfers	3	BOA VISA, DEPT OF REVENUE				80,504.67
Subtotal for this Council Packet						1,503,213.10
Voided Claim Checks this check run:						0.00
Voided Claim Checks from previous check runs						(293.53)
Total Claims/Wire Transfers/Voids						1,502,919.57
Payroll Vouchers:						
DISBURSED 06/20/14						
Payroll Checks		18485	-	18493	= 9	9,714.03
Direct Deposit		250001	-	250146	= 146	270,720.01
Payroll Taxes						58,420.70
Wage/Garnishments						1,066.91
Voids					0	0.00
Electronic Wire Transfers						80,084.20
ICMA 401 Forfeitures						0.00
Total Claims						420,005.85
Payroll Vouchers:						
DISBURSED 07/03/14						
Payroll Checks		18494	-	18514	= 21	17,240.90
Direct Deposit		270001	-	270160	= 160	280,780.37
Payroll Taxes						62,866.47
Wage/Garnishments						1,066.91
Voids					0	0.00
Electronic Wire Transfers						83,334.05
ICMA 401 Forfeitures						0.00
Total Claims						445,288.70
Total certified Wire Transfers, Voids, A/P & Payroll vouchers for July 24, 2014						2,368,214.12

3
MINUTES

**DES MOINES CITY COUNCIL
REGULAR MEETING
City Council Chambers
21630 11th Avenue South, Des Moines**

June 26, 2014 – 7:00 p.m.

CALL TO ORDER

Mayor Kaplan called the meeting to order at 7:00 p.m.

PLEDGE OF ALLEGIANCE

The flag salute was led by Councilmember Sheckler.

ROLL CALL

Council present: Mayor Kaplan; Mayor Pro Tem Matt Pina; Councilmembers Jeremy Nutting, Melissa Musser, Jeanette Burrage, Bob Sheckler and Vic Pennington.

Councilmember Pennington arrived at 7:05 p.m.

Staff present: City Manager Tony Piasecki; City Attorney Pat Bosmans; Finance Director Paula Henderson; Engineering Services Manager Brandon Carver; Community Development Manager Denise Lathrop; City Clerk Bonnie Wilkins.

CORRESPONDENCE

There were no correspondences.

COMMENTS FROM THE PUBLIC

Vernena Staab, 21628 28th Avenue S; Wants Police Officer intervention and prevention in her neighborhood.

Eva Parks, 20918 9th Avenue S, American Association of University Women, Highline Branch; asked Council for a rental fee waiver on their upcoming fundraising event at the Des Moines Activity Center.

Ben Stark, 1310 S 230th Street; Would like to be kept up to date on what's happening on the slide at 251st Street.

Tony Hettler, President of Destination Des Moines, 22506 Marine View Drive S; Updated Council on the upcoming Waterland Festival and Fireworks Over Des Moines. Mr. Hettler also introduced

Michelle Fawcett; Thanked Council for their support and invited everyone to the Community Barbeque.

BOARD AND COMMITTEE REPORTS/COUNCILMEMBER COMMENTS

Councilmember Pennington:

- No report.

Councilmember Sheckler:

- No report.

Councilmember Burrage:

- No report.

Mayor Pro Tem Pina:

- Finance & Economic Development Committee:
 - 5 Story-wood frame building.
 - Sign code.
 - Draft land use concepts.

Councilmember Musser:

- Municipal Facilities Committee:
 - Dining Hall project.
 - Volunteer demolition work complete.
 - Park, Recreation and Senior Services Master Plan renewal.
 - South Marina Parking lot storm water project:
 - Parking plan/realignment of parking spots.

Councilmember Nutting:

- Senior Services Advisory Committee:
 - Three part class on reverse mortgages:
 - September and October dates to be announced.
 - Next meeting August 21 @ 2:30 at the Activity Center.
 - Art Sculpture Program.
 - Free Concert Series, starting July 9th in Des Moines Beach Park.
 - Farmer's Market.

Direction/Action

Motion made by Councilmember Nutting to direct staff to bring back a resolution setting a public hearing at the July 24th to consider an Ordinance meeting amending DMMC 18.115.060(1)(b), expanding area 2 of figure 1 south and east to include only the 2 properties fronting the south side of S 226th Street between 7th Avenue S and Marine View Drive. The ordinance should change no other provisions of the Downtown Commercial Code; seconded by Mayor Pro Tem Pina.

The motion passed 7-0.

PRESIDING OFFICER'S REPORT

Direction/Action

Motion made by Councilmember Sheckler to waive the rental fee of the Des Moines Activity Center for American Association of University Women; seconded by Mayor Pro Tem Pina.

A friendly amendment was made by Councilmember Burrage to charge a flat fee of \$150 for the use of the facility.

Motion dies for a lack of a second.

A friendly amendment was made by Councilmember Musser that the issue be referred back to the Municipal Facilities Committee for review of fees for non-profit use of City Facilities; agreeable to the maker and the seconder of the original motion.

The motion passed 7-0.

Mayor Kaplan, City Manager Piasecki and members of Panattoni Development met with representatives from the Federal Aviation Administration on possible lease space in Des Moines.

Sound Transit Neighborhood Meetings:

Next meeting will be held July 1st at the Des Moines Activity Center, 6:00-7:15 p.m.

ADMINISTRATION REPORT

City Manager Piasecki discussed the prohibition of Barbeques in City Parks.

City Manager Piasecki announced that Michael Matthias has been selected as the new Assistant City Manager who starting July 21, 2014.

CONSENT AGENDA

- Item 1: APPROVAL OF MINUTES
Motion is to approve the minutes from the May 22, June 5 and June 12, 2014 Regular City Council Meetings and the minutes from the June 12, 2014 Executive Session.
- Item 2: APPROVAL OF VOUCHERS
Motion is to approve for payment vouchers and payroll transfers included in the attached list and further described as follows:
Claim Checks: \$882,756.46
Payroll Fund Transfers: \$464,923.63
Total Certified Wire Transfers, Voids, A/P and Payroll Vouchers: \$1,347,680.09
- Item 3: NATIONAL PARKS AND RECREATION MONTH PROCLAMATION
Motion is to approve the Proclamation recognizing July as Parks and Recreation Month in Des Moines.
- Item 4: 2014-2018 STREET SWEEPING SERVICES
Motion is to award McDonough and Sons Inc. the 2014-2018 Street Sweeping Services Contract in an amount not to exceed \$239,525.96, and authorize the City Manager to sign substantially in the form as submitted.
- Item 5: CONSULTANT CONTRACT AMENDMENT: TRANSPORTATION PROJECT MANAGER LEONARD D. MADSEN
Motion is to approve Amendment 7 to the Contract with Leonard D. Madsen, continuing professional project management services for the Transportation Gateway Project from July 1, 2014 through December 31, 2014 not to exceed \$38,000 (bringing the total contract amount for 2014 to \$76,000), and authorize the City Manager to sign the contract amendment substantially in the form submitted.
- Item 6: DRAFT ORDINANCE NO. 14-121 AMENDING DMMC 14.05.130 ENTITLED *FIVE-STORY WOOD FRAME BUILDINGS* AND DMMC 14.05.190 ENTITLED *HEIGHTS*
First Motion is to suspend Rule 26(a) in order to enact Draft Ordinance No. 14-121 on first reading.

Second Motion is to enact Draft Ordinance No. 14-121, amending DMMC 14.05.130 entitled *Five-Story Wood Frame Buildings*, and DMMC 14.05.190 entitled *Heights*.
- Item 7: DRAFT ORDINANCE 14-133: MODIFICATIONS TO UTILITY UNDERGROUNDING REQUIREMENTS
First Motion is to suspend Rule 26(a) in order to enact Draft Ordinance No. 14-133 on first reading.

Second Motion is to enact Draft Ordinance No. 14-133, amending Chapter 12.25.060 DMMC allowing for new or additional electric or communication facilities to be installed aerially where there are existing aerial facilities.

Item 8: SOUTH 251ST STREET SLIDE: FINAL DESIGN
Motion 1 is to approve the Task Order Assignment 2014-03 with TetraTech for the South 251st Street Slide Final Design in the amount of \$60,703.39, bringing the total design authorization to \$93,159.58, authorize a contingency in the amount of \$5,000, and further authorize the City Manager to sign said Task Order substantially in the form as submitted.

Motion 2 is to direct Administration to propose a CIP budget amendment reallocating funds between approved project budgets to cover the cost of this project.

Item 9: REQUEST TO SET DATE FOR PUBLIC HEARING FOR VACATION OF PUBLIC RIGHT-OF-WAY WITHIN CITY OF DES MOINES KNOWN AS 5TH PLACE SOUTH, SOUTH OF 287TH STREET
Motion is to adopt Draft Resolution No. 14-137 setting a public hearing on August 14, 2014, for a street vacation request relating to public right of way within the City of Des Moines.

Item 10: HIGHLINE SCHOOL FOUNDATION – BACK TO SCHOOL FAIR PROCLAMATION
Motion is to approve the Proclamation acknowledging the Highline Schools Foundation for providing community resources to help Highline Schools succeed.

Item 11: ARTS COMMISSION APPOINTMENT
Motion is to confirm the Mayoral appointment of M. Luisa Bangs to an unexpired term on the City of Des Moines Arts Commission effective immediately and expiring on December 31, 2014.

Item 12: BACK TO SCHOOL RESOURCE FAIR
Motion 1 is to approve the Draft Resolution 14-135 authorizing City of Des Moines co-sponsorship with Highline Schools Foundation of the 2014 Back to School Resource Fair at Steven J. Underwood Memorial Park on August 7, 2014.

Motion 2 is to authorize the City Manager to sign the Agreement with Highline Schools Foundation for the 2014 Back to School Resource Fair specifying the responsibilities assumed by Highline Schools Foundation and identifying the responsibilities assumed by the City of Des Moines, substantially in the form as attached.

Direction/Action

Motion made by Mayor Pro Tem Pina to approve the consent agenda; seconded by Councilmember Nutting.

Mayor Kaplan pulled Item #6 from the Consent Agenda.

The consent agenda, as amended, passed 7-0.

Mayor Kaplan moved New Business Item 1 ahead of Public Hearing Item 1 and Old Business Item 1.

NEW BUSINESS

Item 1: 2013 YEAR-END FINANCIAL REPORT
Staff Presentation: Finance Director Paula Henderson

Finance Director Henderson gave a power point presentation to Council on the 2013 Year-End Financial Report.

No formal action was taken.

PUBLIC HEARING

Item 1: TRANSPORTATION IMPROVEMENT PLAN (2015-2034)
Staff Presentation: Engineering Services Manager Brandon Carver

Mayor Kaplan opened the Public Hearing at 8:07 p.m.

Engineering Services Manager Carver gave a power point presentation to Council.

Mayor Kaplan called for those that signed up to speak.

Mike Brauhn, Wesley Homes; spoke about safety concerns on 11th Avenue S and S 216th Street and is in support of a rapid flashing light system at that intersection. Wesley Homes is offering \$5,000 contribution towards the project.

Shaun Kirkpatrick, Wesley Homes; Supports a rapid flashing light system at 11th Avenue S and S 216th Street.

Mayor Kaplan asked three times if anyone else wished to speak;

Ben Stark, 1310 S 230th Street; supports doing something for the pedestrians on S 216th Street.

Mayor Kaplan asked 3 times if anyone else wished to speak; seeing none, Mayor Kaplan asked Council if they had any questions.

Mayor Kaplan closed at 8:23 p.m.

Direction/Action

Motion made by Mayor Pro Tem Pina to approve Draft Resolution No. 14-138 adopting the 2015-2034 Transportation Improvement Plan for the City of Des Moines; seconded by Councilmember Musser.

Amendment made by Mayor Kaplan to move current item #27 of the Transportation Improvement Plan to #20; to move current item #48 to #21; and to move current item #29 to #22; seconded by Mayor Pro Tem Pina.

The motion, as amended, passed 7-0.

OLD BUSINESS

Item 1:

DRAFT ORDINANCE NO. 14-035 TRANSIT COMMUNITY ZONE
Staff Presentation: Community Development Manager
Denise Lathrop

Community Development Manager Lathrop gave a brief presentation to Council.

Direction/Action

Motion made by Councilmember Sheckler to enact Second Draft Ordinance No. 14-035, adding and codifying a new chapter entitled "T-C Transit Community Zone" to Title 18 DMMC, adding a new section to chapter 18.195, DMMC, adopting a new zoning map that rezones all Highway Commercial-zoned properties south of Kent-Des Moines Road to the new Transit Community Zone, amending DMMC 18.05.080, 18.10.050, 18.52.005, 18.52.010B, 18.210.090, 18.250.060, 18.250.070 and 14.05.130, re-adopting the Findings of Fact in Ordinance No. 1457 establishing the Multifamily Tax Exemption (Exhibit 1 to Attachment 2) and extending the Residential Target Area for the Multifamily Tax Exemption in DMMC 3.96 to the new T-C Zone; seconded by Councilmember Musser.

An amendment was made by Councilmember Burrage to adopt option 3, a 20 foot setback with a 45 foot height limit and then another 20 foot setback with a 75 foot height limit; seconded by Mayor Pro Tem Pina. Agreeable to the maker and the seconder of the original motion.

An amendment was made by Councilmember Pennington to remove Sec. 20 and 21 from Draft Ordinance No. 14-035 as it relates to multi-family tax exemption; seconded by Councilmember Burrage.

The motion passed 5-2.

For: Mayor Kaplan; Mayor Pro Tem Pina; Councilmembers Nutting, Burrage and Pennington.

Against: Councilmembers Musser and Sheckler.

Motion made by Mayor Pro Tem Pina that the properties South of 240th be allowed to remain in conforming use; seconded by Councilmember Nutting. Agreeable to the maker and the seconder of the motion.

The motion, as amended, passed 7-0

Mayor Kaplan read Draft Ordinance No. 14-035, as amended, into the record.

CONSENT AGENDA

Item 6: DRAFT ORDINANCE NO. 14-121 AMENDING DMMC 14.05.130 ENTITLED *FIVE-STORY WOOD FRAME BUILDINGS* AND DMMC 14.05.190 ENTITLED *HEIGHTS*

Direction/Action

Motion made by Mayor Kaplan to suspend Rule 26(a) in order to enact Draft Ordinance No. 14-121 on first reading; seconded by Councilmember Nutting. The motion passed 7-0

Motion made by Mayor Kaplan to enact Draft Ordinance No. 14-121, amending DMMC 14.05.130 entitle *Five-Story Wood Frame Buildings*; and DMMC 14.05.190 entitle *Heights*; seconded by Councilmember Nutting. The motion passed 7-0.

Mayor Kaplan read Draft Ordinance No. 14-035 into the record.

NEXT MEETING DATE

July 24, 2014 Regular City Council Meeting

ADJOURNMENT

Motion made by Councilmember Nutting to adjourn; seconded by Mayor Pro Tem Pina. The motion passed 7-0.

The meeting was adjourned at 9:00 p.m.

Respectfully Submitted,
Bonnie Wilkins
City Clerk

AGENDA ITEM

BUSINESS OF THE CITY COUNCIL City of Des Moines, WA

SUBJECT:
Saltwater State Park Bridge Rehabilitation –
Design Task 01 – Amendment #2

AGENDA OF: July 24, 2014

DEPT. OF ORIGIN: Planning, Building & Public Works

ATTACHMENTS:

1. Task Assignment – Exeltech Amendment #2.
2. WSDOT project funding increase concurrence letter.

DATE SUBMITTED: July 16, 2014

CLEARANCES:

- Legal TG
- Finance ph
- Marina N/A
- Parks, Recreation & Senior Services N/A
- Planning, Building & Public Works DJB
- Police N/A

**APPROVED BY CITY MANAGER
FOR SUBMITTAL:** 

Purpose and Recommendation:

The purpose of this agenda item is to seek City Council approval of the Task Order Assignment Amendment #2 with Exeltech Consulting for the Saltwater State Park Bridge Rehabilitation Final Design approved changes to complete design. This assignment will be administered as a task order amendment (refer to Attachment 1) under the 2012-2013 On-Call Engineering Services Agreement. The following motion will appear on the consent calendar:

Suggested Motion

Motion: “I move to approve Amendment No. 2 to Task Order Assignment 01 with Exeltech Consulting, Inc. for the Saltwater State Park Bridge Rehabilitation Final Design approved changes in the amount of \$50,000.00, bringing the total design authorization to \$593,546.99, and further authorize the City Manager to sign said Task Order Amendment substantially in the form as submitted.”

Background:

On May 1st, 2014 the City's Public Safety and Transportation Committee was informed that the Federal Highway Administration through WSDOT Local Programs Bridge Replacement Advisory Committee (BRAC) approved project scope changes and additional funding in the amount of approximately \$1,500,000 (refer to Attachment 2). The original design focused on the most critical phase of a two phase retrofit approach. With the successful award for increased funds, the City will be able to include the phase two work in a single phase. Additional design work is necessary to incorporate these changes that were not identified in the current approved design scope.

Discussion:

The task order amendment with Exeltech Consulting, Inc. will focus on the finalization of the contract documents (PS&E) based on a single one phase project. All project change decisions and direction have been made with concurrence from WSDOT Local Programs.

In order to determine the task order amendment maximum amount payable, the consultant and staff utilized a mutually agreed upon projected cost-to-complete determination.

Alternatives:

None.

Financial Impact:

WSDOT Local Programs Bridge Replacement Advisory Committee (BRAC) funding for the seismic rehabilitation elements of the project are provided at 100% to include design, construction, and construction management with no City match required. Staff obtained concurrence from BRAC for the requested design funding increase in the amount of \$60,000, which covers the additional design cost request.

The City will not incur the project costs identified in this amendment.

Recommendation/Conclusion:

Staff recommends that Council approve the suggested motion.

Concurrence:

The Planning, Building and Public Works, Finance, and Legal Departments concur.

Formal Task Assignment Document

Task Number 1 (Amendment #2)

The general provisions and clauses of Agreement dated 1/26/2012 shall be in full force and effect for this Task Assignment

Location of Project: Des Moines WA

Project Title: City of Des Moines Saltwater State Park Bridge Rehabilitation

Maximum Amount Payable Per Task Assignment: \$593,546.99

Completion Date: December 31st, 2014

Description of Work:
(Note attachments and give brief description)

Complete Final Design, Contract Documents (PS&E) for the Saltwater State Park Bridge Rehabilitation project approved design changes in concurrence with WSDOT Local Programs. This work includes revisions that accommodate a proposed (2) phase project and engineering services for new items of work to include:

- Wrap the bottom 15 ft. of all columns with steel reinforcing and concrete.
- Wrap Piers 2, 3, 4, 5, & 6 with Carbon Reinforced Fiber layers above and below the middle strut a total of 15' in height and the top strut 5'in height and wrap the middle struts with steel reinforcing and a foot of concrete (same shape as the existing strut).
- Expand the footings 3-5 foot on all sides of all piers, and add micropiles to support the widening of Piers 3 & 4.
- Paint all of the columns with pigmented sealer.

Agency Project Manager Signature: _____ Date: _____

Oral Authorization Date: _____ See Letter Dated: _____

Consultant Signature: _____ Date: _____

Agency Approving Authority: _____ Date: _____

te Park Bridge Seismic Rehabilitation

Budget Status

6/9/2014

Project has reached 90% on Design and Environmental

Work Item	Budget	Total Invoiced	WIP	Remainder	Estimated Cost to Complete
Exeltech Services	\$ 335,999	\$ 360,967	\$ 20,000	\$ (44,968)	\$ 32,170
Exeltech Potential Services - (BA)	\$ 13,685	\$ -	\$ -	\$ 13,685	\$ -
Non Brac Funded	\$ 61,886	\$ 45,488	\$ 300	\$ 16,099	\$ 1,000
Olympic Structural	\$ 58,500	\$ 46,215	\$ 2,000	\$ 10,285	\$ 2,000
Pace Eng	\$ 18,212	\$ 17,989	\$ -	\$ 224	\$ -
Geoengineers	\$ 32,419	\$ 35,111	\$ -	\$ (2,692)	\$ -
UFS	\$ 4,786	\$ -	\$ -	\$ 4,786	\$ 3,000
UFS Potential - Appraisal & Acquisition	\$ 6,271	\$ -	\$ -	\$ 6,271	\$ 2,000
Aqua Terra	\$ 8,593	\$ 6,438	\$ -	\$ 2,155	\$ 500
Aqua Terra Potential - (Historic Bridge Mitigation)	\$ 3,234	\$ -	\$ -	\$ 3,234	\$ 3,234
Totals	\$ 543,587	\$ 512,207	\$ 22,300	\$ 9,080	\$ 43,904

Additional Funds Needed As of June 2014 \$ 34,824.00

Rounding Up \$ 40,000.00

Estimated Funds Needed July 2014 \$ 10,000.00

TOTAL FUNDS NEEDED FOR COMPLETION \$ 50,000.00

	BRAC Application			Ph 1 & 2 Combined	ENG %
	Phase 1	Phase 1 - City	Phase 2		
Design Funds	\$ 460,265	\$ 50,668	\$ 744,608	\$ 1,255,541	\$ 593,546.99
Construction Costs	\$ 1,770,250	\$ 194,875	\$ 2,863,875	\$ 4,829,000	\$ 2,918,899
Construction Engineering	\$ 254,916	\$ 28,062	\$ 412,398	\$ 695,376	\$ 440,000
Inflation	\$ 70,810	\$ 7,795	\$ 114,555	\$ 193,160	\$ -
Total	\$ 2,556,241	\$ 281,400	\$ 4,135,436	\$ 6,973,077	\$ 3,942,486

Exeltech Design Engineering will be 20% vs. 25% and CN Eng will be 15% vs. 18%



**Washington State
Department of Transportation**

Lynn Peterson
Secretary of Transportation

April 21, 2014

Transportation Building
310 Maple Park Avenue S.E.
P.O. Box 47300
Olympia, WA 98504-7300
360-705-7000
TTY: 1-800-833-6388
www.wsdot.wa.gov

RECEIVED

APR 28 2014

Mr. Daniel J. Brewer
Director-Planning, Building and Public Works
City of Des Moines
21650 11th Avenue South
Des Moines, Washington 98198-6317

**City of Des Moines
Saltwater Park Bridge Seismic Retrofit
BHM-1051(007)
Project Funding Increase**

Dear Mr. Brewer:

This letter is in response to your request of additional federal funding from the Bridge Program for the above-mentioned project. After consideration of the additional documentation the city provided and discussions with the Northwest Region Local Programs office, the scope change request is approved and the following increase is granted.

Federal bridge program funds for your project have been increased to **\$4,003,375**. For the preliminary engineering and construction phases these funds are available at 100 percent federal share for all eligible costs.

Please refer to the Local Agency Guidelines manual to update all project documentation as necessary.

If you have any questions, please contact Ed Conyers, your Region Local Programs Engineer, (at 206) 440-4734.

Sincerely,

Stephanie Tax
Manager, Program Management
Local Programs

ST:ac

cc: Ed Conyers, Northwest Region Local Programs Engineer, MS NB82-121

A G E N D A I T E M

BUSINESS OF THE CITY COUNCIL City of Des Moines, WA

SUBJECT: Resolution setting a Public Hearing regarding Marina District Building Heights

FOR AGENDA OF: July 24, 2014

DEPT. OF ORIGIN: Planning, Building and Public Works

ATTACHMENTS:

DATE SUBMITTED: July 15, 2014

1. Draft Resolution No. 14-143
2. Draft Ordinance No. 14-143
3. Downtown Commercial Height Areas
4. Letter - Tryg Fortun

CLEARANCES:

- Legal JK
 Finance N/A
 Marina N/A
 Parks, Recreation & Senior Services N/A
 Planning, Building & Public Works DB
 Police N/A
 Courts N/A
 Economic Development N/A

APPROVED BY CITY MANAGER
FOR SUBMITTAL: AS

Purpose and Recommendation

The purpose of this agenda item is for City Council to consider Draft Resolution No. 14-143 (refer to Attachment 1) that will set a public hearing date for the consideration of Draft Ordinance No. 14-143 (refer to Attachment 2), relating to building heights in the D-C Downtown Commercial zone and amending the boundary of "Area 2 on Figure 1 Downtown Commercial Height Areas" as codified in DMMC 18.115.060(1)(b).

Suggested Motion

Motion 1: "I move to adopt Draft Resolution No. 14-143 setting a public hearing on August 14, 2014 to consider Draft Ordinance No. 14-143 amending the boundary of Area 2 on Figure 1 Downtown Commercial Height Areas codified in DMMC 18.115.060(1)(b)."

Background

Since March 2008, Des Moines City Council has met numerous times to discuss planning for the Marina District Neighborhood. A number of recurring themes related to the Marina District have come up through the many Council discussions, input from property owners and the development community,

UW Storefront Studio project, Mayor's Leadership Summit (2005), and previous studies such as the *City of Des Moines Economic Development Strategy Final Report* (Ravenhurst Development, Inc., 2005) and *Des Moines Revitalization Study* (R.W. Thorpe & Associates, 1982). Recurring themes include:

- Invest City resources and priorities in the Marina District and along the waterfront
- Create and promote a business marketing program and funding strategy, including business attraction/retention/expansion
- Survey businesses and property owners in Marina District and broader community
- Evaluate changes to the zoning and building codes to stimulate development:
 - increase building heights
 - reduce parking requirements
 - update sign code
- Establish Design Guidelines
- Create an integrated transportation system that addresses:
 - parking and circulation
 - access between the business district, the Marina and Beach Park
 - pedestrian and bicycle network
 - gateways, wayfinding and streetscape improvements
- Public outreach – provide improved citywide communication/information sharing

In January 2009, City Council adopted a vision and mission statement for the Marina District that captures the work program elements associated with Council goals and priorities, and provides the context and framework for more specific projects that Council wants to emphasize. The Vision and Mission adopted for the Marina District are intended to:

1. Focus public investments in opportunity areas to stimulate economic development:
 - Central gateway – S 223rd Street & 7th Avenue S
 - North gateway – S 216th & Marine View Drive
 - South gateway – S 227th Street & Marine View Drive
2. Facilitate and/or incentivize development of economically viable mixed-use projects to:
 - Increase the number of people living in and using the area
 - Foster the creation of independent local businesses
 - Increase retail, restaurant and entertainment opportunities
3. Enhance the identity of the area through branding (i.e., “Marina District”)
4. Market existing and future assets – Marina, Historic Beach Park, Des Moines Elementary School, the variety of shops, restaurants, and other businesses, Highline Community College, and interesting views.

To date, Council has implemented a number of amendments to the D-C zone that are aimed at easing development regulation and promoting economic investment in the Marina District:

1. Design Guidelines (Ordinance No. 1486 adopted 7/22/2010)
2. Permitted Uses (Ordinance No. 1493 adopted 10/14/2010)
3. Building Heights and Setbacks (Ordinance No. 1514 adopted 6/30/2011)
4. Traffic and Parking, including alleys and interior parking (Ordinance 1453 adopted 01/08/2009; Ordinance No. 1475 adopted 12/21/2009; Ordinance No. 1514 adopted 6/30/2011, and Ordinance 1592 adopted 3/13/14)

5. D-C Commercial Space Requirements (Ordinance No. 1594 adopted 4/10/2014)
6. Five-story Wood Frame Buildings (Ordinance No. 1602 adopted 6/26/14)

The City has provided many opportunities for citizens to learn about and weigh in on the Marina District planning efforts. These include City Council and Planning Agency meetings, stakeholder group meetings, community workshops and open houses, the City's website, and printed media such as the City Currents newsletter which is published quarterly and distributed to all residents, businesses and post office box holders in the City.

Discussion

In 2011, the dimensional standards in DMMC 18.115.060(1) (formerly DMMC 18.27.040(1)) were amended to raise the building heights in the D-C zone as indicated on Figure 1 Downtown Commercial Height Areas (refer to Attachment 3). Per DMMC 18.115.060(1)(b), Area 2 on Figure 1, the maximum building height is 45 feet as measured from the highest sidewalk grade of the north-south roadway adjacent to the property line; provided, that building heights shall not be measured from the alleys.

On June 12, 2014 the City received a request from the owner of the vacant property located at 22607 Marine View Drive (PIN 2006601040) requesting that the City Council consider allowing a 45 foot building height for their property (refer to Attachment 4). The basis of the request is to enable the property owner to build a better quality building that is also financially viable as there would be more units or space upon which to amortize fixed construction costs, and there would also be other economies of scale. Data provided show that average rents Des Moines are about 30 percent lower than the King County average while the cost of labor and materials associated with construction is typically the same for the region as a whole.

The property located at 703 S 226th Street (PIN 2006600960) is also proposed to be added to create a more contiguous area. Draft Ordinance No. 14-143 proposes to extend Area 2 to include both properties as shown on Figure 1 Downtown Commercial Height Areas of Attachment 2.

Financial Impact

The subject property has been vacant for many years and is partially excavated and fenced from a previous development project that was abandoned. Enabling the property to develop would help to revitalize the Marina District and stimulate economic development in the business core through the creation of new jobs, new housing, a stronger tax base and new tax revenues for the City of Des Moines. This in turn will help to increase tourism and foster more vital shopping and dining experiences and support existing businesses in the Marina District.

Recommendation

Staff recommends Council set the public hearing for consideration of Draft Ordinance No. 14-143.

CITY ATTORNEY'S FIRST DRAFT 07/10/14

DRAFT RESOLUTION NO. 14-143

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF DES MOINES, WASHINGTON, fixing a time for a public hearing to consider Draft Ordinance No. 14-143 which amends the boundary of Area 2 on "*Figure 1 Downtown Commercial Height Areas*" in the Marina District Neighborhood as codified in DMMC 18.115.060(1)(b) to include the property located at 703 S 226th Street (PIN 2006600960) and 22607 Marine View Drive S (PIN 2006601040).

WHEREAS, the City Council is considering amendments to DMMC 18.115.060(1)(b) relating to boundary of Area 2 maximum building height as depicted on Figure 1 Downtown Commercial Height Areas, and

WHEREAS, a public hearing is necessary to receive public comment regarding this proposal, and

WHEREAS, a public hearing is required for adoption of an ordinance which amends a portion of the Title 18 DMMC commonly referred to as the Zoning Code; now therefore,

THE CITY COUNCIL OF THE CITY OF DES MOINES RESOLVES AS FOLLOWS:

The matter of amendments to DMMC 18.115.060(1)(b), "*Area 2 on Figure 1,*" is set for a public hearing before the City Council on Thursday, August 14, 2014, at 7:00 p.m., or as soon thereafter as the matter may be heard, in the City Council Chambers, 21630 11th Avenue South, Suite B, Des Moines, Washington.

ADOPTED BY the City Council of the City of Des Moines, Washington this 24th day of July, 2014 and signed in authentication thereof this ____ day of July, 2014.

M A Y O R

APPROVED AS TO FORM:

City Attorney

ATTEST:

City Clerk

CITY ATTORNEY'S FIRST DRAFT 07/10/14

DRAFT ORDINANCE NO. 14-143

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF DES MOINES, WASHINGTON, amending the boundary of "Area 2 on Figure 1 Downtown Commercial Height Areas" in the Marina District Neighborhood as codified in DMMC 18.115.060(1)(b) to include the properties located at 703 S 226th Street (PIN 2006600960) and 22607 Marine View Drive S (PIN 2006601040).

WHEREAS, approximately 53 acres of land area exists in the City's Marina District adjacent to Marine View Drive, 7th Avenue South, and within the City's Marina that is zoned DC, Downtown Commercial, and

WHEREAS, the Marina District neighborhood serves as the City's downtown core providing for multi-family residential, commercial and mixed use development, and

WHEREAS, the City Council finds that land in the Marina District is highly underutilized and that growth and vitality in the neighborhood is linked to providing for, accommodating, and encouraging property owners to develop to the highest and best use for, and

WHEREAS, the City Council finds that amending DMMC expanding Area 2 on Figure 1 to include the properties located at 703 S 226th Street (PIN 2006600960) and 22607 Marine View Drive S (PIN 2006601040) would help to spur economic investment within the Marina District Neighborhood, and

WHEREAS, Comprehensive Plan Land Use policy 2-03-08 (1) and (2) promote new development and redevelopment in the Marina District to create a vibrant district with a quality mix of businesses that will enhance the waterfront and serve as a destination for local residents and visitors, and

WHEREAS, the Comprehensive Plan Marina District Element vision and goals are aimed at creating a revitalized neighborhood that is inviting to new businesses, development shoppers and residents, and

WHEREAS, Marina District Element policy 10-03-05 states that building height should not adversely impact the adjacent street environment or nearby land uses, and

Ordinance No. ____
Page 2 of ____

WHEREAS, the intent of Marina District Element strategy 10-04-10 is to ensure that new development or redevelopment in the Marina District exhibits design excellence by paying particular attention to site design, building form, architecture and public space as described in the *Marina District Design Guidelines* (2009), and

WHEREAS, the building heights for the subject properties were modeled during the 2009 and 2010 timeframe to demonstrate that adverse impacts to adjacent street environment or nearby land uses are not anticipated, and

WHEREAS, the textual code amendments proposed by this ordinance have been processed in accordance with the requirements of SEPA, and

WHEREAS, the textual code amendments proposed in this ordinance were provided to the Department of Commerce as required by RCW 36.70A.106, and

WHEREAS, pursuant to DMMC 18.20.080 amendment of the zoning code (Title 18 DMMC) is a legislative (Type VI) land use decision, and

WHEREAS, pursuant to DMMC 18.20.210 amendments to the Zoning Code (Title 18 DMMC) require the City Council to conduct a public hearing to receive public comment regarding this proposal, and

WHEREAS, DMMC 18.30.100(3) requires that the date of the public hearing to consider amendments to Title 18 DMMC be set by motion of the City Council, and

WHEREAS, the City Council set the date for the public hearing by Resolution No. 14-143, fixing the public hearing for _____, 2014, and

WHEREAS, notice of the public hearing was issued on _____, 2014 in accordance with the DMMC, and

WHEREAS, a public hearing was held on _____ and all persons wishing to be heard were heard, and

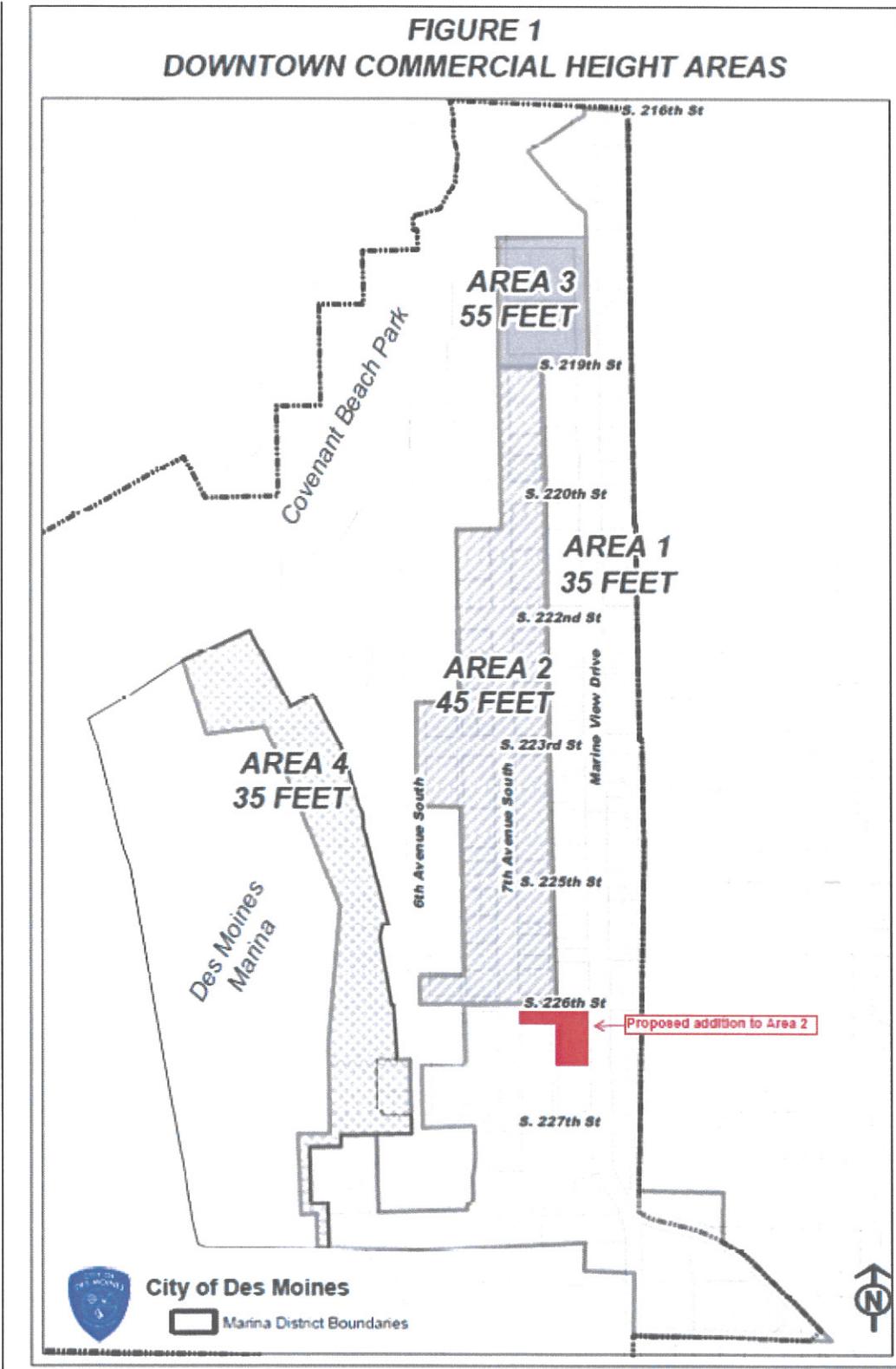
Ordinance No. ____
Page 3 of ____

WHEREAS, the City Council finds that the amendments contained in this Ordinance are appropriate and necessary; now therefore,

THE CITY COUNCIL OF THE CITY OF DES MOINES ORDAINS AS FOLLOWS:

Sec. 1 DMMC 18.115.060(1)(b) Area 2 on Figure 1 and Section 278 of Ordinance No. 1591 are amended as follows:

Ordinance No. ____
Page 4 of ____



Ordinance No. ____
Page 5 of ____

Sec. 2. Severability - Construction.

(1) If a section, subsection, paragraph, sentence, clause, or phrase of this ordinance is declared unconstitutional or invalid for any reason by any court of competent jurisdiction, such decision shall not affect the validity of the remaining portions of this ordinance.

(2) If the provisions of this ordinance are found to be inconsistent with other provisions of the Des Moines Municipal Code, this ordinance is deemed to control.

Sec. 3. Effective date. This ordinance shall take effect and be in full force thirty (30) days after its passage, approval, and publication in accordance with law.

PASSED BY the City Council of the City of Des Moines this ____ day of ____, 2014 and signed in authentication thereof this ____ day of ____, 2014.

M A Y O R

APPROVED AS TO FORM:

Assistant City Attorney

ATTEST:

City Clerk

Published:

FIGURE 1
DOWNTOWN COMMERCIAL HEIGHT AREAS

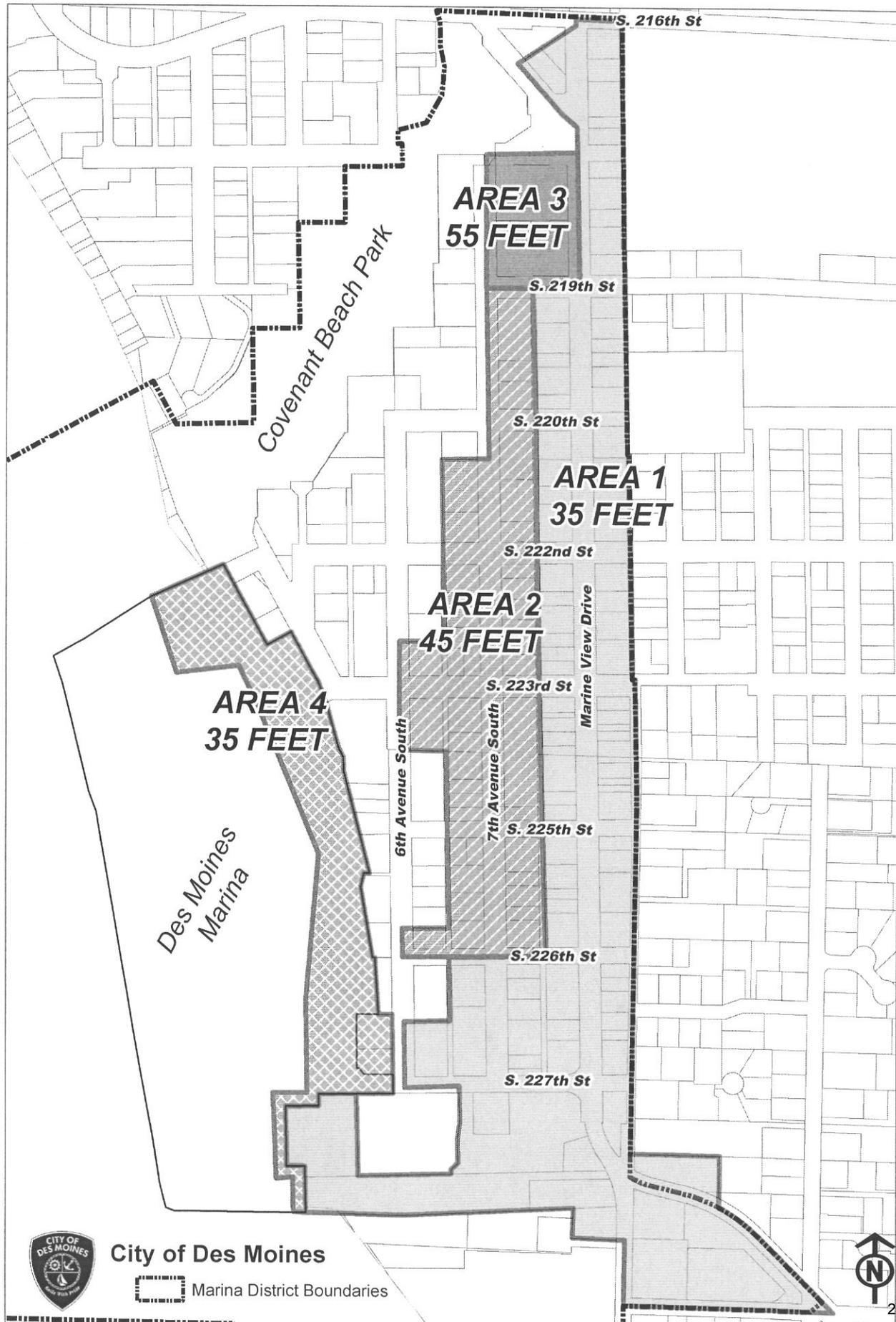
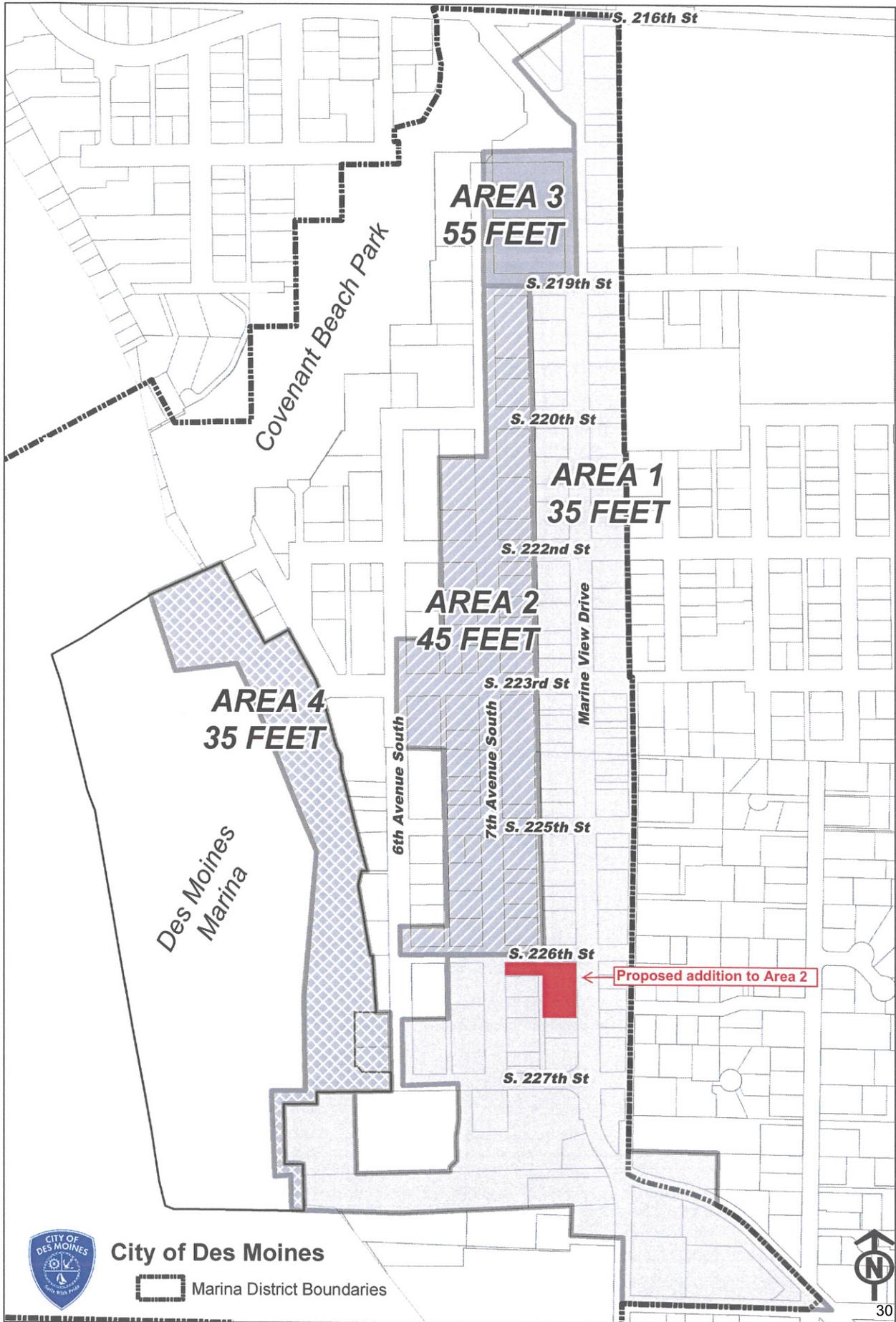


FIGURE 1
DOWNTOWN COMMERCIAL HEIGHT AREAS



TRYG FORTUN

16019 Inglewood Road NE
Kenmore, WA 98028-3905
Home: 425-488-6519
Cell: 206-948-3111
Fax: 425-488-6799
email: brentlate@aol.com

June 12, 2014

Tony Piasecki
Des Moines City Manager
21630 11th Avenue South
Des Moines, WA, 98198

Via email

Dear Mr. Tony Piasecki,

Barb (my wife) and I own the vacant property located at 22607 Marine View Drive. We request that the City Council consider allowing a 45 foot building height for our property.

We have built many apartments in the past, and we continue to own most of them. We investigated constructing a quality mixed-use building with underground parking, commercial space on the main floor, and apartments on the upper floors on our property. Such a structure is not financially viable with a 35' high building. Dupre and Scott, the most highly regarded rent researcher in the Puget Sound area, states in their April 2014 report that King County rents average \$1.55 per foot, and \$1270 per unit. The rents in Des Moines, however, average only \$1.13 per foot and \$897 per unit. If the height limits were raised to 45', the economics would be more favorable, and we would immediately have our architects move as quickly as possible to obtain a permit. When the permit is issued, we would begin building the following spring, hopefully the spring of 2015.

A 45' limit is important to us for several reasons. The main benefit of a 45' building is that we can build a better building for less money per square foot. It costs about the same amount of money to build a foundation, a roof, an elevator, etc. for a 35' building as it does for a 45' building. There are also other economies of scale when building a larger building; for instance, you can buy cabinets for less per unit if you buy more of them. Amenities that we would include in the building, such as stone countertops, wood floors, roof decks, unit decks, awnings, etc. are more difficult to include when building a smaller building. A 45' height limit would allow us to build a better quality building that is

also financially viable as there would be more units or space upon which to amortize fixed construction costs, and there would also be other economies of scale.

A 45' building is also more economical to operate. If constructed in the same manner, a 45' building is inherently more energy efficient than a 35' building as the 45' box has less surface area relative to the space inside the box. This results in less heat loss per unit. This greater efficiency would decrease our tenant's operating costs, so there would be less costly turnover. Also, it costs less per unit to manage a building with more units, as there are substantial benefits of economy of scale.

It should also be noted that a 45' height limit would result in certain benefits to the City such as increased tax revenue, sales tax revenue, etc.

We are hopeful that we will be allowed to build a 45' building on our lot.

Thank you.

Sincerely,

Tryg Fortun

Barb Fortun

A G E N D A I T E M

BUSINESS OF THE CITY COUNCIL City of Des Moines, WA

SUBJECT: Consultant Contract Amendment:
BHC Consultants, LLC

FOR AGENDA OF: July 24, 2014

ATTACHMENTS:

1. Contract Amendment : BHC Consultants (2014)
2. Contract for Building Inspection and Plan Review Services between the City of Des Moines and BHC Consultants, LLC

DEPT. OF ORIGIN: Planning, Building & Public Works

DATE SUBMITTED: July 17, 2014

CLEARANCES:

- Legal TG
 Finance pl
 Marina N/A
 Parks, Recreation & Senior Services N/A
 Planning, Building & Public Works DSB
 Police N/A
 Courts N/A

APPROVED BY CITY MANAGER
FOR SUBMITTAL: AA

Purpose and Recommendation

The purpose of this agenda item is to request Council's approval of a contract amendment (refer to Attachment 1) with BHC Consultants, LLC for continued building inspection and plan review services. The following motion will appear on the consent calendar.

Suggested Motion

Motion: "I move to approve Amendment No. 1 to the Contract with BHC Consultants, continuing professional inspection and plan review services in the amount of \$15,000 (bringing the total contract amount to \$65,000), and authorize the City Manager to sign the contract amendment substantially in the form submitted."

Background

The adopted 2014 Budget provided \$65,000 for use of Consultant Resources to augment peak workload in the Building Division. The budget also included funding to fill the vacant Plans Examiner/Building Inspector Position mid-year, provided that there was a demonstrated need for filling that position.

Essentially the current contract for consultant resources that staff had hoped would last throughout the entire year to manage peak work-loads will be completely expended by the middle of the August, used primarily to cover for absences (vacations, sick leave, and medical leave) and "base" project work-loads.

In order to meet work load demands and expectations during the first half of 2014, the Building Division has used consultant resources resulting in considerable expense. To date, BHC Consultants has billed 392 hours with another 85 expected for June. To date, MSE Electric has billed 46 hours. By the end of June, we will be approaching 525 hours of consultant use, totaling approximately \$44,500 in expenditures. Table 1 provides a monthly breakdown of these expenditures. The effective hourly rate for BHC is about \$84.70 per hour, slightly more than the Building Official himself.

Given current staff levels in the Building Division, at this point it appears that the normal monthly expenditure for consultant resources is just over \$7,000 per month. We did experience a period of higher than normal consultant use in February when a staff member was out on medical leave for six weeks.

Table 1

2014 Building Division Consultant Resource Expenditures								
	BHC Consultants		MSE Electric					
	Invoice	Hours	Invoice	Hours				
January	\$892.50	10.5						
February	\$9,565.00	108.0						
March	\$7,443.66	90.5	\$2,465.00	29.0				
April	\$7,911.00	98.0	\$1,445.00	17.0				
May	\$7,392.68	85.0						
June *	\$7,400.00	87.0						
	\$40,604.84	479.0	\$3,910.00	46.0				
			<table border="1"> <tr> <td>Total Cost:</td> <td>\$44,514.84</td> </tr> <tr> <td>Total Hours:</td> <td>525.0</td> </tr> </table>		Total Cost:	\$44,514.84	Total Hours:	525.0
Total Cost:	\$44,514.84							
Total Hours:	525.0							
* Estimated								

Current Work Load Demands

During the first half of 2014, the Building Division received 659 Permit applications, (194 Building permits, 276 Electrical permits, 101 Plumbing Permits, and 124 Mechanical permits).¹ Of these 659 applications, 133 required plan review; 111 have been approved, 7 have been returned and staff is waiting for corrections to be returned, and 15 are in review process.

So far in 2014, the Building Division and its consultants have performed 1,881 inspections resulting from approved permits. Only 77 of these inspections have been associated with Artemis and SeaMar.

Currently, there are 15 building permit applications that have been submitted, but review has not been started. The currently backlog is approximately 4 weeks. Now that the Des Moines Creek Business Park Building Plans have been submitted, this backlog will easily jump to 5 or even 6 weeks.

¹ If you add up the numbers of each type of permit in parentheses, the total received (659) is because of our "combo" permits which are two or more permits in one.

The impact is delay and potentially higher costs to our customers and ultimately delays in the start up of new construction and delayed City service fee and tax revenues.

Projected Work Load Demands

Base work load is not expected to change in the coming years. There are also a number of significant projects one-time projects that are now upon us.

- Artemis - Phase III is set to start this summer and will last through the summer of 2015. The work will become more complex and require more staff time as multiple subcontractors and trades people work throughout the building and architects bring in more building and tenant improvement plans for review and approval. Plan review and version control coordination, especially with the number of deferred submittals on the project, will add even more work to the Division.
- SeaMar is currently under construction and is anticipated to be completed in the summer of 2015. Finalizing the inspection punch lists and granting a Certificate of Occupancy is also among the most challenging and time consuming aspects of any project.
- The Building Permit application for two of the three buildings in Phase 1 of the Des Moines Creek Business Park was submitted on June 18th. This work is scheduled to get underway later this summer, and work will be ongoing on the site through much of 2015. There are still a number of building permits for structural walls that have yet to be submitted that are associated with the clearing and grading permit activity.
- Phase 2 and Phase 3 of the Business Park are scheduled to follow the completion of Phase 1 and will last through at least 2016 or perhaps 2017.
- Landmarque: Of the 68 residential lots in the sub-division, 36 homes have been completed and 7 homes are currently under construction. There are 25 lots remaining in the subdivision where building permits will be submitted. Work on the sub-division is anticipated to be ongoing throughout all of 2015, and likely into 2016.
- Blueberry Lane (62-lot subdivision) has resubmitted their civil plans, and they intend to break ground this summer. Home construction on the site is anticipated to begin in the spring/summer of 2015, and will continue through at least 2017.
- Woodmont Vista: There are 9 single family homes that Richmond American Homes intends to pull building permits on in the next couple of months. Work on these homes will be occurring through 2015.

Discussion

It has become clear that continuing to use consultant resources at current levels is not cost effective or sustainable. Analysis indicates that base projects alone justify, or at least from a financial perspective would support the need for the vacant Plans Examiner/Building Inspector position to be filled. However, filling this position alone will not be sufficient to service the demands on the Building Division in the coming months and for at least the next several years. There will be a need for continued use of consultant resources, so that there is sufficient support for the significant one-time projects that are now upon us.

There are enough known projects in the pipeline to fully support the Plans Examiner/Building Inspector from both a financial perspective and a work load perspective, through at least 2017.

Other potential projects that are being developed at this time include Andy Langsford's project, Tryg Fortun's mixed use project, Highline Place, Barcelona, Landmark on the Sound, the Marina Development project, among others including the potential for the reconstruction of Des Moines Elementary School if Highline School District's bond measure is passed by voters. While these projects are in various stages of preliminary development, the point is that there should be enough confidence in these projects at this point to further support keeping the position filled well beyond 2017.

Based on these facts and at the recommendation of the Planning, Building, and Public Works Director, the City Manager has authorized filling the vacant Plans Examiner/Building Inspector position, and recruitment is currently under way. Once the position is filled, the use of consultant resources will be scaled back to match work load peaks demands.

At the current monthly consultant expenditure rate of \$7,000, the proposed contract amendment (\$15,000) will provide consultant services through the middle to end of October. At that time staff will evaluate resource demands, and will bring back a second contract amendment if needed.

Alternatives

None. Without additional resources there will be service impacts resulting in significant delays and potentially higher costs to our customers and ultimately delays in the start up of new construction.

Financial Impact

There are sufficient funds authorized in the 2014 Budget to cover this expenditure.

Recommendation

Staff requests that Council approve the proposed motion.

Concurrence

Legal, Finance and Planning, Building and Public Works Departments are in agreement.

AMENDMENT #1 TO THE BHC CONTRACT FOR BUILDING AND PLANS EXAMINATION SERVICES

This is an addendum/amendment to the Contract for Building and Plans Examination Services executed between the CITY OF DES MOINES, hereinafter referred to as the "City" and BHC Consultants, LLC, on January 21, 2014. This addendum/amendment will amend the Compensation for the term of the current phase of the Contract.

Section III of said Contract is amended to add the following:

III. Compensation.

Compensation for extension of this contract shall not exceed \$15,000 (bringing the total contract amount to \$65,000), payable at a rate as prescribed by the "Exhibit "B" Schedule of Rates, Charges, and Fees".

The term of this Contract shall be, and remains, from January 1, 2014 through December 31, 2014.

Except as modified hereby, all terms and conditions of said contract shall remain in full force and effect.

IN WITNESS WHEREOF, four (4) identical counterparts of this Contract Addendum/Amendment, each of which shall be deemed an original, have been executed by the parties this _____ day of _____, 2014.

CITY OF DES MOINES

BHC CONSULTANTS, LLC

By _____
Anthony A. Piasecki, City Manager

By _____

Dated _____

Dated _____

By Direction of the Des Moines City Council in Open Public Meeting on July 24, 2014.

APPROVED AS TO FORM:

City Attorney



CONSULTANT SERVICES CONTRACT between the City of Des Moines and

BHC Consultants, LLC

THIS CONTRACT is made between the City of Des Moines, a Washington municipal corporation (hereinafter the "City"), and BHC Consultants, LLC ("BHC") organized under the laws of the State of Washington, located and doing business at 1601 Fifth Avenue Suite 500, Seattle WA 98101, 206-505-3400 (hereinafter the "Consultant").

I. DESCRIPTION OF WORK.

Consultant shall perform the following services for the City in accordance with the following described plans and/or specifications:

The scope of services to be performed, and the schedule and compensation for performing those services, shall be as described in Exhibit "A" and Exhibit "B", attached, and hereby incorporated into this Contract.

Consultant further represents that the services furnished under this Contract will be performed in accordance with generally accepted professional practices within the Puget Sound region in effect at the time those services are performed.

II. TIME OF COMPLETION. The parties agree that work will begin on the tasks described in Section I above immediately upon the effective date of this Contract. Upon the effective date of this Contract, Consultant shall complete the work described in Section I as assigned by Task Order(s) prior to December 31, 2014.

III. COMPENSATION.

- A. The City shall pay the Consultant, based on time and materials, an amount not to exceed \$50,000 for the services described in this Contract. This is the maximum amount to be paid under this Contract for the work described in Section I above, and shall not be exceeded without the prior written authorization of the City in the form of a negotiated and executed amendment to this Contract. The Consultant agrees that the amount budgeted for as set forth in Exhibit "B" for its services contracted for herein shall remain locked at the negotiated rate(s) for a period of one (1) year from the effective date of this Contract.

- B. The Consultant shall submit monthly payment invoices to the City for work performed, and a final bill upon completion of all services described in this Contract. The City shall provide payment within forty-five (45) days of receipt of an invoice. If the City objects to all or any portion of an invoice, it shall notify the Consultant and reserves the option to only pay that portion of the invoice not in dispute. In that event, the parties will immediately make every effort to settle the disputed portion.

IV. INDEPENDENT CONTRACTOR. The parties intend that an Independent Contractor-Employer Relationship will be created by this Contract and that the Consultant has the ability to control and direct the performance and details of its work; however, the City shall have authority to ensure that the terms of the Contract are performed in the appropriate manner.

V. CHANGES. The City may issue a written change order for any change in the Contract work during the performance of this Contract. If the Consultant determines, for any reason, that a change order is necessary, Consultant must submit a written change order request to the person listed in the notice provision section of this Contract, section XVI(C), within fourteen (14) calendar days of the date Consultant knew or should have known of the facts and events giving rise to the requested change. If the City determines that the change increases or decreases the Consultant's costs or time for performance, the City will make an equitable adjustment. The City will attempt, in good faith, to reach agreement with the Consultant on all equitable adjustments. However, if the parties are unable to agree, the City will determine the equitable adjustment as it deems appropriate. The Consultant shall proceed with the change order work upon receiving either a written change order from the City or an oral order from the City before actually receiving the written change order. If the Consultant fails to require a change order within the time specified in this paragraph, the Consultant waives its right to make any claim or submit subsequent change order requests for that portion of the contract work. If the Consultant disagrees with the equitable adjustment, the Consultant must complete the change order work; however, the Consultant may elect to protest the adjustment as provided in subsections A through E of Section VI, Claims, below.

The Consultant accepts all requirements of a change order by: (1) endorsing it, (2) writing a separate acceptance, or (3) not protesting in the way this section provides. A change order that is accepted by Consultant as provided in this section shall constitute full payment and final settlement of all claims for contract time and for direct, indirect and consequential costs, including costs of delays related to any work, either covered or affected by the change.

VI. CLAIMS. If the Consultant disagrees with anything required by a change order, another written order, or an oral order from the City, including any direction, instruction, interpretation, or determination by the City, the Consultant may file a claim as provided in this section. The Consultant shall give written notice to the City of all claims within fourteen (14) calendar days of the occurrence of the events giving rise to the claims, or within fourteen (14) calendar days of the date the Consultant knew or should have known of the facts or events giving rise to the claim, whichever occurs first. Any claim for damages, additional payment for any reason, or extension of time, whether under this Contract or otherwise, shall be conclusively deemed to have been waived by

the Consultant unless a timely written claim is made in strict accordance with the applicable provisions of this Contract.

At a minimum, a Consultant's written claim shall include the information set forth in subsections A, items 1 through 5 below.

FAILURE TO PROVIDE A COMPLETE, WRITTEN NOTIFICATION OF CLAIM WITHIN THE TIME ALLOWED SHALL BE AN ABSOLUTE WAIVER OF ANY CLAIMS ARISING IN ANY WAY FROM THE FACTS OR EVENTS SURROUNDING THAT CLAIM OR CAUSED BY THAT DELAY.

- A. Notice of Claim. Provide a signed written notice of claim that provides the following information:
1. The date of the Consultant's claim;
 2. The nature and circumstances that caused the claim;
 3. The provisions in this Contract that support the claim;
 4. The estimated dollar cost, if any, of the claimed work and how that estimate was determined; and
 5. An analysis of the progress schedule showing the schedule change or disruption if the Consultant is asserting a schedule change or disruption.
- B. Records. The Consultant shall keep complete records of extra costs and time incurred as a result of the asserted events giving rise to the claim. The City shall have access to any of the Consultant's records needed for evaluating the protest.

The City will evaluate all claims, provided the procedures in this section are followed. If the City determines that a claim is valid, the City will adjust payment for work or time by an equitable adjustment. No adjustment will be made for an invalid protest.

- C. Consultant's Duty to Complete Protested Work. In spite of any claim, the Contractor shall proceed promptly to provide the goods, materials and services required by the City under this Contract.
- D. Failure to Protest Constitutes Waiver. By not protesting as this section provides, the Consultant also waives any additional entitlement and accepts from the City any written or oral order (including directions, instructions, interpretations, and determination).
- E. Failure to Follow Procedures Constitutes Waiver. By failing to follow the procedures of this section, the Consultant completely waives any claims for protested work and accepts from the City any written or oral order (including directions, instructions, interpretations, and determination).

VII. LIMITATION OF ACTIONS. CONSULTANT MUST, IN ANY EVENT, FILE ANY LAWSUIT ARISING FROM OR CONNECTED WITH THIS CONTRACT WITHIN 120 CALENDAR DAYS FROM THE DATE THE CONTRACT WORK IS COMPLETE OR CONSULTANT'S ABILITY

TO FILE THAT CLAIM OR SUIT SHALL BE FOREVER BARRED. THIS SECTION FURTHER LIMITS ANY APPLICABLE STATUTORY LIMITATIONS PERIOD.

VIII. TERMINATION. Either party may terminate this Contract, with or without cause, upon providing the other party thirty (30) days written notice at its address set forth on the signature block of this Contract. After termination, the City may take possession of all records and data within the Consultant's possession pertaining to this project, which may be used by the City without restriction. If the City's use of Consultant's records or data is not related to this project, it shall be without liability or legal exposure to the Consultant.

IX. DISCRIMINATION. In the hiring of employees for the performance of work under this Contract or any subcontract, the Consultant, its subcontractors, or any person acting on behalf of the Consultant or subcontractor shall not, by reason of race, religion, color, sex, age, sexual orientation, national origin, or the presence of any sensory, mental, or physical disability, discriminate against any person who is qualified and available to perform the work to which the employment relates.

X. INDEMNIFICATION. Consultant shall defend, indemnify and hold the City, its officers, officials, employees and volunteers harmless from any and all claims, injuries, damages, losses or suits including attorney fees, arising out of or resulting from the acts, errors or omissions of the Consultant in performance of this Agreement, except for injuries and damages caused by the sole negligence of the City.

The City's inspection or acceptance of any of Consultant's work when completed shall not be grounds to avoid any of these covenants of indemnification.

Should a court of competent jurisdiction determine that this Contract is subject to RCW 4.24.115, then, in the event of liability for damages arising out of bodily injury to persons or damages to property caused by or resulting from the concurrent negligence of the Consultant and the City, its officers, officials, employees, and volunteers, the Consultant's liability, including the duty and cost to defend, hereunder shall be only to the extent of the Consultant's negligence.

IT IS FURTHER SPECIFICALLY AND EXPRESSLY UNDERSTOOD THAT THE INDEMNIFICATION PROVIDED HEREIN CONSTITUTES THE CONSULTANT'S WAIVER OF IMMUNITY UNDER INDUSTRIAL INSURANCE, TITLE 51 RCW, SOLELY FOR THE PURPOSES OF THIS INDEMNIFICATION. THE PARTIES FURTHER ACKNOWLEDGE THAT THEY HAVE MUTUALLY NEGOTIATED THIS WAIVER.

The provisions of this section shall survive the expiration or termination of this Contract.

XI. INSURANCE. The Consultant shall procure and maintain for the duration of the Contract, insurance against claims for injuries to persons or damage to property which may arise from or in connection with the performance of the work hereunder by the Consultant, its agents, representatives, or employees.

No Limitation. Consultant's maintenance of insurance as required by the Contract shall not be construed to limit the liability of the Consultant to the coverage

BHC SERVICES CONTRACT

January 1, 2014

provided by such insurance, or otherwise limit the City's recourse to any remedy available at law or in equity.

A. Minimum Scope of Insurance. Consultant shall obtain insurance of the types described below:

1. Automobile Liability insurance covering all owned, non-owned, hired and leased vehicles. Coverage shall be written on Insurance Services Office (ISO) form CA 00 01 or a substitute form providing equivalent liability coverage. If necessary, the policy shall be endorsed to provide contractual liability coverage.
2. Commercial General Liability insurance shall be written on ISO occurrence form CG 00 01 and shall cover liability arising from premises, operations, independent contractors and personal injury and advertising injury. The City shall be named as an additional insured under the Consultant's Commercial General Liability insurance policy with respect to the work performed for the City.
3. Workers' Compensation coverage as required by the Industrial Insurance laws of the State of Washington.
4. Professional Liability insurance appropriate to the Consultant's profession.

Minimum Amounts of Insurance: Consultant shall maintain the following insurance limits:

1. Automobile Liability insurance with a minimum combined single limit for bodily injury and property damage of \$1,000,000 per accident.
2. Commercial General Liability insurance shall be written with limits no less than \$1,000,000 each occurrence, \$2,000,000 general aggregate.
3. Professional Liability insurance shall be written with limits no less than \$1,000,000 per claim and \$1,000,000 policy aggregate limit.

B. Other Insurance Provisions. The insurance policies are to contain, or be endorsed to contain, the following provisions for Automobile Liability, Professional Liability and Commercial General Liability insurance:

1. The Consultant's insurance coverage shall be primary insurance as respect to the City. Any insurance, self-insurance, or insurance pool coverage maintained by the City shall be excess of the Consultant's insurance and shall not contribute with it.
2. The Consultant's insurance shall be endorsed to state that coverage shall not be cancelled by either party, except after thirty (30) days prior written notice by certified mail, return receipt requested, has been given to the City.

C. Acceptability of Insurers. Insurance is to be placed with insurers with a current A.M. Best rating of not less than A: VII.

D. Verification of Coverage Consultant shall furnish the City with original certificates and a copy of the amendatory endorsements, including but not necessarily limited to the additional insured endorsement, evidencing the insurance requirements of the Consultant before commencement of the work.

XII. EXCHANGE OF INFORMATION. The City will provide its best efforts to provide reasonable accuracy of any information supplied by it to Consultant for the purpose of completion of the work under this Contract.

XIII. OWNERSHIP AND USE OF RECORDS AND DOCUMENTS. Original documents, drawings, designs, reports, or any other records developed or created under this Contract shall belong to and become the property of the City. All records submitted by the City to the Consultant will be safeguarded by the Consultant. Consultant shall make such data, documents, and files available to the City upon the City's request. The City's use or reuse of any of the documents, data and files created by Consultant for this project by anyone other than Consultant on any other project shall be without liability or legal exposure to Consultant.

XIV. CITY'S RIGHT OF INSPECTION. Even though Consultant is an independent contractor with the authority to control and direct the performance and details of the work authorized under this Contract, the work must meet the approval of the City and shall be subject to the City's general right of inspection to secure satisfactory completion.

XV. WORK PERFORMED AT CONSULTANT'S RISK. Consultant shall take all necessary precautions and shall be responsible for the safety of its employees, agents, and subcontractors in the performance of the contract work and shall utilize all protection necessary for that purpose. All work shall be done at Consultant's own risk, and Consultant shall be responsible for any loss of or damage to materials, tools, or other articles used or held for use in connection with the work.

XVI. MISCELLANEOUS PROVISIONS.

A. Non-Waiver of Breach. The failure of the City to insist upon strict performance of any of the covenants and agreements contained in this Contract, or to exercise any option conferred by this Contract in one or more instances shall not be construed to be a waiver or relinquishment of those covenants, agreements or options, and the same shall be and remain in full force and effect.

B. Resolution of Disputes and Governing Law.

1. **Alternative Dispute Resolution.** If a dispute arises from or relates to this Contract or the breach thereof and if the dispute cannot be resolved through direct discussions, the parties agree to endeavor first to settle the dispute in an amicable manner by mediation administered by a mediator under JAMS Alternative Dispute Resolution service rules or policies before resorting to arbitration. The mediator may be selected by agreement of the parties or through JAMS. Following mediation, or upon written agreement of the parties to waive mediation, any unresolved controversy or claim

arising from or relating to this Contract or breach thereof shall be settled through arbitration which shall be conducted under JAMS rules or policies. The arbitrator may be selected by agreement of the parties or through JAMS. All fees and expenses for mediation or arbitration shall be borne by the parties equally. However, each party shall bear the expense of its own counsel, experts, witnesses, and preparation and presentation of evidence.

2. Applicable Law and Jurisdiction. This Contract shall be governed by the laws of the State of Washington. Although the agreed to and designated primary dispute resolution method as set forth above, in the event any claim, dispute or action arising from or relating to this Contract cannot be submitted to arbitration, then it shall be commenced exclusively in the King County Superior Court or the United States District Court, Western District of Washington as appropriate. In any claim or lawsuit for damages arising from the parties' performance of this Agreement, each party shall pay all its legal costs and attorney's fees incurred in defending or bringing such claim or lawsuit, in addition to any other recovery or award provided by law; provided, however, nothing in this paragraph shall be construed to limit the City's right to indemnification under Section X of this Contract.

C. Written Notice. All communications regarding this Contract shall be sent to the parties at the addresses listed on the signature page of this Contract, unless notified to the contrary. Any written notice hereunder shall become effective three (3) business days after the date of mailing by registered or certified mail, and shall be deemed sufficiently given if sent to the addressee at the address stated in this Contract or such other address as may be hereafter specified in writing.

D. Assignment. Any assignment of this Contract by either party without the written consent of the non-assigning party shall be void. If the non-assigning party gives its consent to any assignment, the terms of this Contract shall continue in full force and effect and no further assignment shall be made without additional written consent.

E. Modification. No waiver, alteration, or modification of any of the provisions of this Contract shall be binding unless in writing and signed by a duly authorized representative of the City and Consultant.

F. Entire Contract. The written provisions and terms of this Contract, together with any Exhibits attached hereto, shall supersede all prior verbal statements of any officer or other representative of the City, and such statements shall not be effective or be construed as entering into or forming a part of or altering in any manner this Contract. All of the above documents are hereby made a part of this Contract. However, should any language in any of the Exhibits to this Contract conflict with any language contained in this Contract, the terms of this Contract shall prevail.

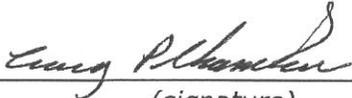
G. Compliance with Laws. The Consultant agrees to comply with all federal, state, and municipal laws, rules, and regulations that are now effective or in the future become applicable to Consultant's business, equipment, and personnel engaged in operations covered by this Contract or accruing out of the performance of those operations.

H. Business License. Contractor shall comply with the provisions of Title 5 Chapter 5.04 of the Des Moines Municipal Code.

I. Counterparts. This Contract may be executed in any number of counterparts, each of which shall constitute an original, and all of which will together constitute this one Contract.

J. Records Retention and Audit. During the progress of the Work and for a period not less than three (3) years from the date of completion of the Work or for the retention period required by law, whichever is greater, records and accounts pertaining to the Work and accounting therefore are to be kept available by the Parties for inspection and audit by representatives of the Parties and copies of all records, accounts, documents, or other data pertaining to the Work shall be furnished upon request. Records and accounts shall be maintained in accordance with applicable state law and regulations.

IN WITNESS, the parties below execute this Contract, which shall become effective on the last date entered below.

<p>CONSULTANT:</p> <p>By: <u></u> (signature)</p> <p>Print Name: <u>Craig P. Chambers</u></p> <p>Its <u>President</u> (Title)</p> <p>DATE: <u>1/16/2014</u></p>	<p>CITY OF DES MOINES:</p> <p>By: <u></u> (signature)</p> <p>Print Name: <u>Anthony A. Piasecki</u></p> <p>Its <u>City Manager</u> (Title)</p> <p>DATE: <u>1/21/14</u></p> <p>Approved as to form: <u></u> City Attorney</p> <p>DATE: <u>1/21/14</u></p>
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NOTICES TO BE SENT TO:**CONSULTANT:**

Craig Chambers, President
BHC Consultants
601 Fifth Avenue, Suite 500
Seattle WA 98101
206-505-3400 (telephone)
206-505-3406 (facsimile)

NOTICES TO BE SENT TO:**CITY OF DES MOINES:**

Denise Lathrop, Community Development
Manager
City of Des Moines
21630 11th Avenue S., Suite A
Des Moines, WA 98198
206-870-6563 (telephone)
206-870-6544 (facsimile)

EXHIBIT "A"**SCOPE OF SERVICES**

2014 Community Development On-Call Services Contract

GENERAL

The City of Des Moines (City) has selected BHC, LLC (Consultant) to provide on-call Services for various Community Development projects and tasks. BHC agrees to perform on-call Services, and will be available on an as-needed called upon basis through December 31, 2014. BHC will serve as a partner to the City in order to expand the capability of City staff.

The time for completion of all work under this Agreement shall be no later than December 31, 2014, provided that any work authorized before that date may continue until the completion date set for such work authorization, but in no event shall continue beyond December 31, 2014. No new work shall be authorized after December 31, 2014 unless this Agreement is amended by the City to extend these termination dates.

The Consultant is expected to respond on short notice to requests from the City that are deemed to be an emergency and require urgent work orders to be resolved immediately. The Consultant should be capable of performing urgent task order assignments while working on several other task orders simultaneously.

Any services provided under this Agreement shall be performed pursuant to individual and specific task orders issued to the Consultant by the City. Each task order will have a specific scope of work, budget, and schedule. Work on scoping and/or preparation of the individual task order agreements are not reimbursable. Individual task order budgets will be based on time and materials and will be charged at the hourly rate shown in Exhibit B, as determined by the City. The amount for each task order assignment will be the maximum amount payable for that assignment unless modified in writing by the City.

PROJECT DESCRIPTION

Task order assignments may include but are not limited to the following types of work/services:

- Plan Reviews, including but not limited to Building, Fire, Electrical, Mechanical, and Plumbing.
- Building Inspections, including but not limited to non-structural fire and life safety inspections, structural inspections, energy code inspections, barrier free inspections, mechanical, plumbing and electrical inspections.
- Building Official and Administrative Services, including but not limited to Code Interpretations and administrative needs such as ordinance review and update, staffing needs and department budget development and review.
- Land Use Planning, including but not limited to review of development applications for subdivisions, planned developments, binding site plans, variances, conditional uses, sign permits, critical area permits, GMA concurrency, SEPA compliance, comprehensive planning and GIS.
- Civil and Site Plan Review
- Attendance at meetings.
- Other related work as requested by the City.

TASK ORDER PROCESS

Task orders made by the City shall be issued in writing by a Task Order Assignment Document, provided in Exhibit A-1. In response to a Task Order Assignment Document, the Consultant shall prepare a detailed Scope of Work, professional service budget, project schedule, and identify key staff assignments. The scope of work will be thorough and sufficiently detailed to match the complexity of the project. The Consultant's project manager will also develop a Quality Assurance review schedule which shall be included in the scope of work. The City's Project Manager will review and comment on the scope, schedule, and budget. An Assignment shall become effective when a Task Order Assignment Document is signed by the Consultant and the City and the City issues it back to the Consultant with a Notice to Proceed. The exception is that emergency actions requiring an immediate response (less than 24 hour) can be handled by oral authorization. Such oral authorization shall be followed up with a Task Order Assignment Document within four working days, and any billing rates agreed to orally (for individual, subcontractors, or organizations whose rates were not previously established in this Agreement) shall be provisional and subject to final negotiation and acceptance by the City.

In case of projects covering two or more direct phases, when the cost for the second phase depends on decisions reached during the first phase, the work order agreement should cover only the first phase.

Once a Task Order Assignment Document is issued by the City, whether formal or informal, the consultants designated project manager will meet with the City personnel as needed to discuss project specifics, including a site visit to fully understand the desired project outcome. The Consultant will then assemble a project team, including sub-consultants if necessary, possessing the specific skills necessary to perform the required work. Roles and responsibilities will be well defined within the project team to provide clear communication and establish accountability. When forming a project team the consultant will:

- Be as accurate as possible when identifying key staff that will be assigned project work.
- Achieve concurrence in staffing assignments from the appropriate discipline team leaders and principle in charge.
- Identify appropriate sub-consultants and similarly obtain Principal in Charge concurrence.

CONTRACT VALUE

The City estimates that the potential value of the contract will not exceed \$50,000. The City is not obligated to assign any specific number of tasks, volume of work, or a specific contract value to the Consultant under this Agreement. At any time during the funding year, all projects and subsequent Task Order Assignments may be subject to change including funding levels and project priorities. The City reserves the right to add and or delete Task Assignments to meet other priorities.

PLAN REVIEW TASK ORDERS

BHC will review plans submitted with building permit applications for structural and nonstructural code compliance in accordance with the currently adopted construction codes as adopted and amended by the State of Washington and City of Des Moines (CITY), except that BHC will confer with the Building Official and his/her agent on any portion of the review that specifically requires the approval of the Building Official as specified in the code(s).

- A. The BHC will not provide design assistance or advice to the applicant, make any structural changes on the plans, or make any changes that directly contradict other information on the plans. Significant changes must be made by or under the direction of the applicant or design

professional.

- B. Reviews shall be done by BHC, an approved representative, or an outside sub-consultant. The name of the reviewer or outside consultant shall be submitted to the CITY.
- C. If corrections or additions are required, the Consultant will write a draft review letter addressed to the applicant. This draft review letter will be sent to the CITY's agent. The CITY will then send the draft review letter, along with any additional CITY requirements to the applicant. The correction letter will indicate to the applicant that they are required to submit the revisions/additions to the CITY per the submittal requirements for the permit type under review.
- D. BHC will indicate that the drawings and other review materials have been reviewed and found to be in substantial compliance with applicable construction codes and ordinances. The reviewer's name and date of compliance will be affixed to each sheet in up to two sets of drawings including the cover sheet.
- E. Complete reviews will include structural, nonstructural, accessibility, energy, and ventilation requirements. Partial reviews will be indicated as either structural or nonstructural or as mutually agreed upon in the Task Assignment.
- F. The CITY will intake, track, and process the permit applications and all revisions per current building and permit administration procedures.
- G. BHC will be responsible for the transportation and cost of returning permit review documents back to the CITY. The CITY will be responsible for the transportation and cost of delivering permit review documents to BHC.
- H. Unless specifically noted otherwise in the Task Order Assignment, the Consultant will complete the initial review and will have either approved the application and notified the CITY of approval or contacted the applicant and the CITY with corrections within the time frames listed below:

Project Type	Initial Review	Re-Review
Single-Family	10 days (2 weeks)	5 days (1 week)
Multi-Family	15 days (3 weeks)	10 days (2 weeks)
Commercial	20 days (4 weeks)	15 days (3 weeks)

- I. The Consultant will review any revisions or additional information and will either indicate compliance with the code(s) against which it was checked and notify the CITY of compliance, or if the drawings are still not complete, contact the applicant and the CITY with additional revision requests within the time frames specified above.
- J. The review time may be negotiated based on the number and complexity of projects to be reviewed. The Consultant will not be held responsible for delays beyond the Consultant's control. During heavy workloads or schedule delays, the Consultant shall notify the CITY of revisions to estimated target dates.

BUILDING INSPECTION TASK ORDERS

BHC will provide certified building inspectors that will provide building inspections in accordance with the currently adopted International Codes, Washington State Building Code (WAC 51-50 and 51-51), and Energy Code (WAC 51-11), and the applicable CITY Building Codes, except that inspectors will confer

with the Building Official or his/her agent on any portion of the review that specifically requires an approval of the Building Official under the applicable Code(s), or that involves an unusual interpretation.

Inspections will be done in accordance with CITY codes, ordinances and regulations in effect and will be performed in a courteous and professional manner. Up-to-date records of inspection status will be maintained on the job card in the field and on the office copy of the permit.

EXHIBIT "A-1"

Formal Task Assignment Document

Task Number _____

The general provisions and clauses of the Consultant On-Call Services Contract dated _____ shall be in full force and effect for this Task Assignment.

Location of Project: _____

Project Title: _____

Maximum Amount Payable Per Task Assignment: _____

Completion Date: _____

Description of Work:
(Note attachments and give brief description)

Agency Project Manager Signature: _____ Date: _____

Oral Authorization Date: _____ See Letter Dated: _____

Consultant Signature: _____ Date: _____

Agency Approving Authority: _____ Date: _____

EXHIBIT "B"
SCHEDULE OF RATES, CHARGES AND FEES

Task Order Assignments will be based on the hourly rates indicated below:

<u>Classification</u>	<u>Hourly Rate</u>
Building Inspector	\$75
Electrical	\$85
Plan Reviewer - nonstructural	\$130
Structural P.E.	\$170
Civil/site plan review (P.E.)	\$130
Principal Consultant (Building Official)	\$150
Planning Director	\$130
Planning Manager (Land Use/Environmental)	\$100
Planner (Land Use/Environmental)	\$95
GIS Technician	\$90
Administration Assistance	\$75

- A. Each billing statement will include the permit application number and owner or project name of the plans reviewed with the fee.
- B. Billing statements will be issued for reviews that receive a complete initial review in the preceding month or other acceptable time period.
- C. The CITY shall have the right to withhold payment to the Consultant for any work not completed in a satisfactory manner until such time that the consultant modifies such work to the satisfaction of the CITY.
- D. The cost of delivering plans for review to BHC will be incurred by the CITY. The cost of delivering reviewed plans back to city will be incurred by BHC.
- E. Hourly rates shown are portal to portal from inspector's residence or the Seattle office, whichever is less for on-call services.
- F. All mileage included by BHC inspector will be reimbursed at the most current IRS rate, currently .56 cents per mile. Mileage will not be assessed on travel using client supplied vehicle.
- G. Consultant staff's normal work days are Monday through Friday (8am~5pm). Office work on Saturdays, Sundays, or CITY Holidays will be performed only at specific request of the CITY. Billing for work performed outside normal work hours are on Saturdays, Sundays, or CITY Holidays shall be at 150% of the rates shown above.
- H. This Schedule of Hourly Rates is effective as of January 1, 2013. Rates are subject to annual review.

AGENDA ITEM

BUSINESS OF THE CITY COUNCIL City of Des Moines, WA

SUBJECT: Public Hearing on Draft Ordinance
No. 14-114 Sign Code

FOR AGENDA OF: July 24, 2014

DEPT. OF ORIGIN: Legal

ATTACHMENTS:

DATE SUBMITTED: July 15, 2014

- 1. Draft Ordinance No. 14-114

CLEARANCES:

- Legal TG
- Finance N/A
- Marina N/A
- Parks, Recreation & Senior Services N/A
- Planning, Building & Public Works DJB
- Police N/A
- Courts N/A
- Economic Development N/A

APPROVED BY CITY MANAGER
FOR SUBMITTAL: [Signature]

Purpose and Recommendation

The purpose of this agenda item is for City Council to conduct a public hearing to consider Draft Ordinance No. 14-114 (refer to Attachment 1), relating to the City of Des Moines Sign Code, amending DMMC 18.200.160(7) and 18.200.300(1)(c)(i) as housekeeping measures to incorporate inadvertently omitted language into the Sign Code as enacted by the City Council in Ordinance No. 1572.

Suggested Motions:

Motion 1: "I move to suspend Rule 26(a) in order to enact Draft Ordinance No. 14-114 on first reading."

Motion 2: "I move to enact Draft Ordinance No. 14-114 amending DMMC 18.200.160(7) and 18.200.300(1)(c)(i) as housekeeping measures to incorporate inadvertently omitted language into the Sign Code as enacted by the City Council in Ordinance No. 1572."

Background

The City Council passed Ordinance 1572 on August 8th, 2013 which included Council amendments to DMMC 18.42.150(7) [currently DMMC 18.200.160(7)], “Prohibited Signs”. And DMMC 18.42.310(1) (c) (i) [currently DMMC 18.200.300(1) (c) (i)], “Commercial Zones”.

As part of the reorganization of the DMMC, the Sign Code was repealed and replaced by Ordinance No. 1591 on January 30, 2014. When this occurred, the amendments made by Council on August 8, 2013 were inadvertently eliminated by enactment of Ordinance No. 1591.

Discussion

None

Alternatives

The City Council may:

1. Enact the proposed Draft Ordinance.
2. Enact the proposed Draft Ordinance with changes.
3. Decline to enact the Draft Ordinance as this time.

Financial Impact

None

Recommendation

Staff recommends that the Council enact Draft Ordinance No 14-114 on first reading.

CITY ATTORNEY'S FIRST DRAFT 06/03/2014

DRAFT ORDINANCE NO. 14-114

AN ORDINANCE OF THE CITY OF DES MOINES, WASHINGTON relating to the City of Des Moines Sign Code, amending DMMC 18.200.160(7) and 18.200.300(1)(c)(i) as housekeeping measures to incorporate inadvertently omitted language into the Sign Code as enacted by the City Council in Ordinance No. 1572.

WHEREAS, the City Council passed Ordinance No. 1572 on August 8, 2013, which included Council amendments to DMMC 18.42.150(7) [currently DMMC 18.200.160(7)], "*Prohibited signs*", and DMMC 18.42.310(1)(c)(i) [currently 18.200.300(1)(c)(i)], "*Commercial Zones*", and

WHEREAS, on January 30, 2014 the City Council passed Ordinance No. 1591 repealing and replacing Title 18, "*Zoning*", and

WHEREAS, during the repeal and replacement of Title 18 DMMC, Council's amendments to the Sign Code made on August 8, 2013 were inadvertently omitted from Ordinance No. 1591, and

WHEREAS, pursuant to DMMC 18.20.080A, amendment of the Zoning Code (Title 18 DMMC) is a legislative (Type VI) land use decision, and

WHEREAS, pursuant to DMMC 18.20.210 amendments to the Zoning Code (Title 18 DMMC) require the City Council to conduct a public hearing to receive public comment regarding this proposal, and

WHEREAS, DMMC 18.30.100(3) requires that the date of the public hearing to consider amendments to Title 18 DMMC be set by motion of the City Council, and

WHEREAS, the City Council set the date for the public hearing by Resolution No. 1267, fixing the public hearing for July 24, 2014 as required, and

Ordinance No. ____
Page 2 of 7

WHEREAS, the textual code amendments proposed in this Draft Ordinance were provided to the Washington State Department of Commerce as required by RCW 36.70A.106, and a 15-day expedited review was granted, and

WHEREAS, notice of the public hearing was given to the public in accordance with the law and a public hearing was held on the 24th day of July, 2014 and all persons wishing to be heard were heard, and

WHEREAS, the City Council finds that this Ordinance is a housekeeping measure and incorporates language previously enacted by City Council in Ordinance No. 1572 that was inadvertently omitted in the Title 18 DMMC re-write (Ordinance No. 1591); now therefore,

THE CITY COUNCIL OF THE CITY OF DES MOINES ORDAINS AS FOLLOWS:

Sec. 1. DMMC 18.200.160 and section 476 of Ordinance No. 1591 are amended to read as follows:

Prohibited signs. The following signs are prohibited:

- (1) Abandoned signs;
- (2) Signs or sign structures, which by coloring, shape, wording, or location resemble or conflict with official traffic control signs or devices;
- (3) Signs that create a safety hazard for pedestrian, wheelchair, bicycle, or vehicular traffic;
- (4) All flashing signs;
- (5) Signs attached to or placed on a vehicle or trailer parked on public or private property or public right-of-way; provided, however, that this provision shall not be construed as prohibiting the identification of a firm or its

Ordinance No. ____
Page 3 of 7

products on a vehicle operating during the normal course of business or political signs exempted under DMMC 18.200.070(6). Public transit vehicles and taxis are exempt from this provision;

(6) Off-premises signs, except as provided in DMMC 18.200.260; or any one sign for a Des Moines business that is 12 square feet or under;

(7) Any sign affixed to or painted on trees, rocks, or other natural features, or utility poles and the like including advertising signs affixed to or painted on fences; except as provided by DMMC 18.200.110;

(8) Roof signs, except in Pacific Ridge; provided, that signs do not exceed the allowable building height or freestanding signs standards in DMMC 18.200.300(1);

(9) All portable reader board signs;

(10) Strings of pennants, banners, posters, ribbons, streamers, balloons, spinners, searchlights, or other devices of a carnival nature, except as provided in DMMC 18.200.110;

(11) Home occupation signs;

(12) Any sign that is not specifically permitted by this chapter.

Sec. 2. DMMC 18.200.300 and section 490 of Ordinance No. 1591 are amended to read as follows:

Commercial zones. The following signs are permitted in the Pacific Ridge Commercial Zone, Business Park Zone, and all Commercial Zones abutting Pacific Highway South that are not within the Pacific Ridge neighborhood:

(1) Freestanding Signs. For single business properties, multiple-tenant buildings, multiple-

Ordinance No. ____
Page 4 of 7

building complexes, and shopping centers, freestanding signs are allowed as follows:

(a) Number of Freestanding Signs.

(i) For building sites with up to 300 feet of street frontage, one sign is allowed.

(ii) For building sites with more than 300 feet of street frontage and having more than one vehicular access, two signs are allowed; provided, that the total allowable sign area is not exceeded and the signs are more than 100 feet apart.

(b) Freestanding Sign Size.

(i) Each sign allowed shall not exceed 100 square feet in area.

(ii) For properties with less than 80 feet of street frontage, sign area shall not exceed one square foot of sign area for each lineal foot of street frontage.

(c) Freestanding Sign Height.

(i) For single business properties and multiple business properties, freestanding signs shall not exceed 20 feet in height as measured from median sidewalk grade. The City Manager is authorized to formally waive the maximum sign height when signs must be set back from the arterial because of sloping site conditions provided the City Manager determines that the intent of this section is otherwise met.

(ii) For shopping centers and multi-building complexes freestanding signs shall not exceed 20 feet in height as measured from median sidewalk grade.

Ordinance No. ____
 Page 5 of 7

(d) Allowed signs, sign area, or sign height may not be transferred from one street frontage to another.

(e) The City Manager or the City Manager's designee may approve monument signs located on a separate parcel of property within a multiple-building complex or shopping center when the following conditions exist.

(i) The multiple-building complex or shopping center appears and functions as one building site; and

(ii) The monument sign appears and functions as an on-premises sign; and

(iii) The approval would not result in additional signs or sign area for the multiple-building complex or shopping center than would otherwise be allowed; and

(iv) All monument and wall signs within the multiple-building complex or shopping center conform to the provisions of this chapter.

(f) Freestanding signs shall not be located on, above, nor project over the public right-of-way.

(2) Wall Signs.

(a) Each single business property is permitted a total sign area not to exceed two square feet per lineal foot of street frontage, up to a maximum of 200 square feet or no more than 10 percent of the front wall size, whichever is larger.

(b) Each multiple business property is permitted a total sign area not to exceed 20 square feet plus 40 square feet per licensed business; provided, however, that each business

Ordinance No. ____
Page 6 of 7

must be guaranteed a minimum of at least 25 square feet signage.

(c) Each multi-building complex and shopping center is permitted a total sign area not to exceed 150 square feet plus 40 square feet per licensed business; provided, however, that each business must be guaranteed a minimum of at least 35 square feet signage.

(d) Except for buildings containing multiple businesses, wall signage shall not extend horizontally a distance greater than 50 percent of the width of the building wall on which it is displayed.

(e) Allowed wall signage is not transferable from one property to another; except within a shopping center or multi-building complex.

(f) Wall signs shall not be placed higher than 35 feet above median sidewalk grade.

(g) Projecting signs may not project further than six feet from the surface of the building. A right-of-way use permit shall be required for signs projecting over the public right-of-way.

(3) Reader board signs and changeable message center signs are permitted as per the requirements established in DMMC 18.200.230.

(4) Gasoline price signs shall not be located in, nor project over, the public right-of-way and shall not be portable. Such signs may be freestanding or attached to canopy columns. The area of the price sign shall not count towards the allowed total wall or freestanding signage.

(5) Temporary signs shall be permitted as provided in DMMC 18.200.110.

Ordinance No. ____
Page 7 of 7

NEW SECTION. Sec. 3. Severability - Construction.

(1) If a section, subsection, paragraph, sentence, clause, or phrase of this ordinance is declared unconstitutional or invalid for any reason by any court of competent jurisdiction, such decision shall not affect the validity of the remaining portions of this ordinance.

(2) If the provisions of this ordinance are found to be inconsistent with other provisions of the Des Moines Municipal Code, this ordinance is deemed to control.

NEW SECTION. Sec. 4. Effective date. This ordinance shall take effect and be in full force thirty (30) days after its passage and approval in accordance with law.

PASSED BY the City Council of the City of Des Moines this ____ day of _____, 2014 and signed in authentication thereof this ____ day of _____, 2014.

M A Y O R

APPROVED AS TO FORM:

City Attorney

ATTEST:

City Clerk

Published: _____

Effective Date: _____

AGENDA ITEM

SUBJECT: Federal Way Link Extension
(FWLE) DEIS and Sound Transit
Long Range Plan DSEIS Updates

AGENDA OF: July 24, 2014
DEPT. OF ORIGIN: Planning, Building &
Public Works

ATTACHMENTS:

1. Sound Transit FWLE DEIS Update,
Summer 2014
2. Updating Sound Transit's Long Range Plan
Presentation with DSEIS Draft Potential
Plan Modifications
3. Regional Transit Long-Range Plan Update
Draft Supplemental Environmental Impact
Statement (DSEIS), June 2014,
Introduction and Executive Summary

DATE SUBMITTED: July 15, 2014

CLEARANCES:

- Legal N/A
- Finance N/A
- Marina N/A
- Parks, Recreation & Senior Services N/A
- Planning, Building & Public Works **DB**
- Police N/A

APPROVED BY CITY MANAGER
FOR SUBMITTAL: 

Purpose and Recommendation:

The purpose of this item is for Sound Transit staff to update the City Council on (1) planning in conjunction with the Federal Way Link Extension (FWLE) Draft Environmental Impact Statement (DEIS) and (2) the Draft Supplemental Environmental Impact Statement (DSEIS) for Sound Transit's Regional Transit Long-Range Plan Update.

Suggested Motion

None

Background and Discussion:

FWLE DEIS

Sound Transit staff and their planning and engineering consultants, assisted by an Interagency Working Group (IWG) consisting of planners, engineers and senior staff from the cities of Des Moines, SeaTac, Kent and Federal Way, Highline Community College, King County, PSRC and WSDOT, are now finalizing the conceptual engineering and FWLE DEIS with the goal of publishing the DEIS for public comment by the end of the year.

Over the past year, Sound Transit staff and their consultants evaluated a range of alternative alignments on SR 99, I-5, 30th Avenue South and 24th Avenue South including elevated, at grade, trenched and mixed alignment profiles, and a number of possible station locations at South 216th Street, Kent-Des Moines Road in the vicinity of Highline Community College, a 260th Street Station alternative, and two Redondo options (Star Lake and Redondo park-and-rides). Attachment 1 is an overview of what Sound Transit staff will present during the Council meeting.

The IWG will soon begin what Sound Transit (ST) refers to as “Cooperating Agency Review of Administrative Draft EIS” that is scheduled to be done over the next three months. Sound Transit is continuing to evaluate station layouts, alignment configurations, cost and performance, environmental effects, assess parking needs and transit oriented development opportunities, and brief the public in numerous community meetings between SeaTac and Federal Way to include a number of neighborhood meetings in Des Moines.

In August and September, ST will review agency review comments, and in October and November preview DEIS findings, brief City Councils and do public outreach to prepare for the publication of the Draft EIS hopefully in December. The current schedule anticipates public comment in January and February 2015 with the ST Board identifying a Preferred Alternative in early 2015 followed by the Final EIS with its publication in early 2016. The ST Board would select the project to build in mid 2016, construction would begin in 2019 and service would begin to the Highline Community College station in 2023.

Anticipating the arrival of Link Light Rail by 2023, the cities of Kent and Des Moines, supported by a \$125,000 State grant, completed a collaborative planning project called “Envision Midway”. In December 2011, the City of Kent, after further planning and analysis, adopted a subarea plan, zoning and design guidelines for Midway that sets the table for the extension of Link Light Rail and associated transit-oriented development in Midway. The City of Des Moines adopted its own development regulations when it created a new Transit Community Zone in the Midway area in Ordinance No. 1601 adopted on June 26, 2014 and is currently evaluating land uses for transit oriented development potential west of Pacific Highway South.

The full City Council received its last Sound Transit staff update on October 24, 2013. Individual Council members were provided individual briefings over the winter and spring at their request.

Regional Long-Range Plan DSEIS Update

Sound Transit is updating the Long-Range Plan for regional transit to decide how the system should grow through 2040 after current voter-approved projects are complete in 2023. The LRP is *not* resource constrained. Public input on the DSEIS by the July 28, 2014 deadline will help guide the Sound Transit Board’s decision when the Long-Range Plan is updated this December on how best to respond to a projected 30% growth in the region’s population. Once updated, the Plan will shape potential future ballot measures for consideration by voters across the region in deciding how, when and where mass transit should continue to grow.

Over 12,000 people shared their ideas during the fall 2013 DSEIS scoping process. Here’s what they said:

1. Keep expanding high capacity transit, especially light rail.
2. Build the system faster than currently planned.
3. The system should be easy to use.
4. Transit should be fast, reliable and frequent – by separating it from vehicle traffic.

Attachment 2 is an overview of what Sound Transit staff will present on Sound Transit’s Long-Range Plan (LRP) during the Council meeting. Note that South King County suggestions possible in the existing LRP include the following: improved Sounder station access, including parking; increased frequency and span of Sounder service; new direct access for ST Express at Tacoma, Kent and Lakewood; extended and

expanded ST Express routes; improved signal priority at key intersections; extended light rail between Burien and Renton; and extended light rail to Tacoma.

A number of potential plan modifications affect South King County bus corridors including regional express bus extensions from Renton to Downtown Seattle and Renton to Eastgate via Factoria, and regional express/BRT extensions from Tacoma to Bellevue, Kent to Sea-Tac Airport and Puyallup to Rainier Valley. No potential bus corridor plan modifications that directly affect the City of Des Moines are included in the DSEIS.

There are also some potential plan modifications affecting South King County rail corridors including light rail extensions from Downtown Seattle to West Seattle/Burien and Puyallup/Sumner to Renton, and high capacity transit extensions from the Tukwila Sounder station to Downtown Seattle via Sea-Tac Airport, Burien and West Seattle. Again, no potential rail corridor plan modifications that directly affect the City of Des Moines are included in the DSEIS.

The DSEIS Introduction and Executive Summary are included as Attachment 3. The full DSEIS can be found on the Sound Transit website at: <http://www.soundtransit.org/Projects-and-Plans/Long-range-Plan-update/Long-Range-Plan-document-archive/Long-Range-Plan-Draft-Supplemental-Environmental-Impact-Statement>.

The City Council may recall some controversy about possibly locating a new Sound Transit Express Bus Maintenance Base in South King County near the Des Moines Creek Business Park. That potential site was removed from consideration. At its July 10, 2014 Sound Transit Capital Committee meeting, Committee members decided to continue looking into ways to improve the three potential sites in Bellevue and one in Lynnwood, leaving it up to the full Sound Transit Board to name a preferred site.

City staff have not identified any substantive policy issues in the DSEIS and will prepare a brief “no comment” memo for the City Manager’s signature responding by the July 28th deadline unless the City Council identifies substantive policy issues during the July 24th briefing which they’d like staff to include in this DSEIS comment letter.

Recommendation/Conclusion:

None

Federal Way Link Extension

Draft EIS Update



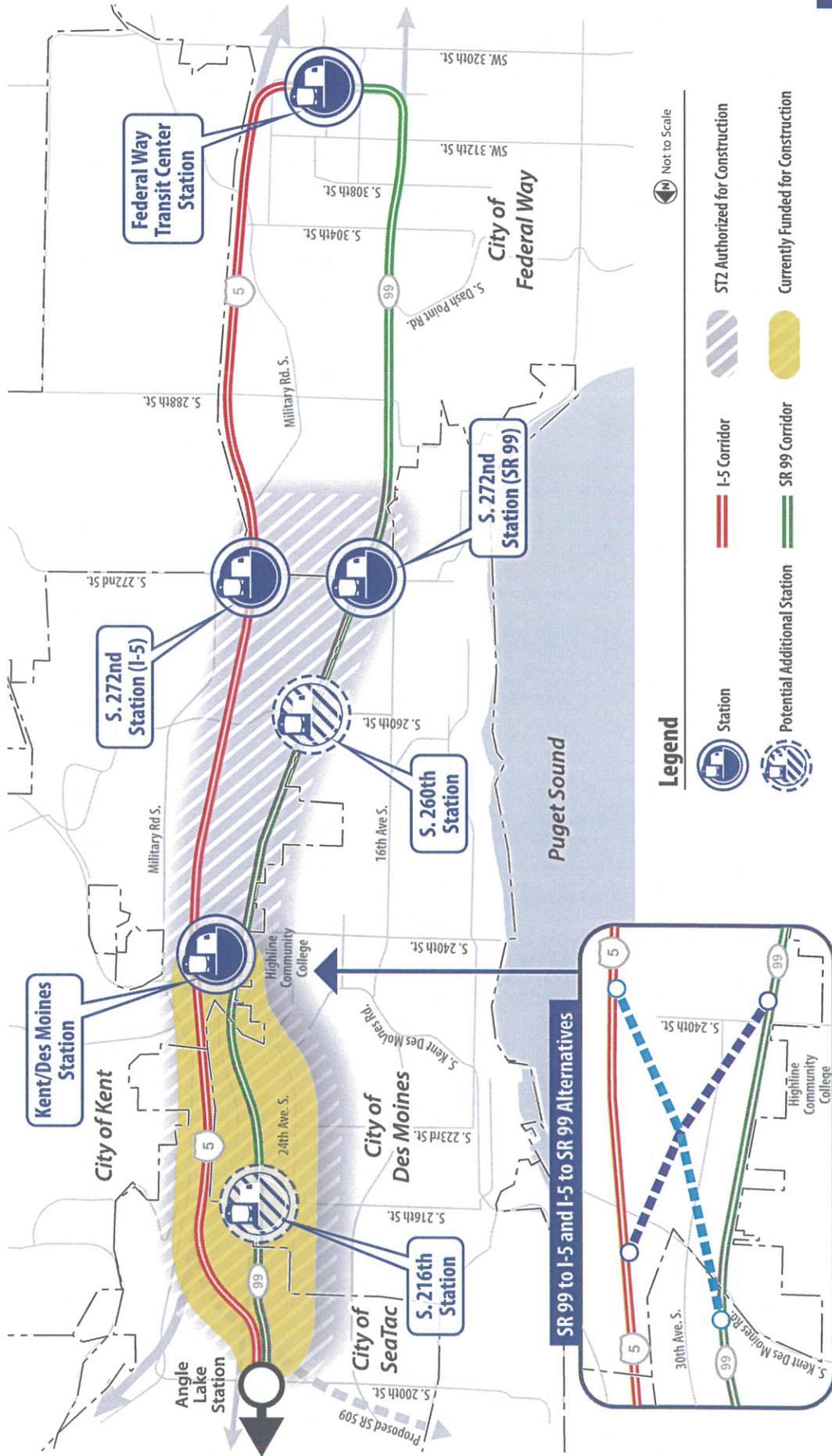
Summer 2014



Federal Way Link Extension

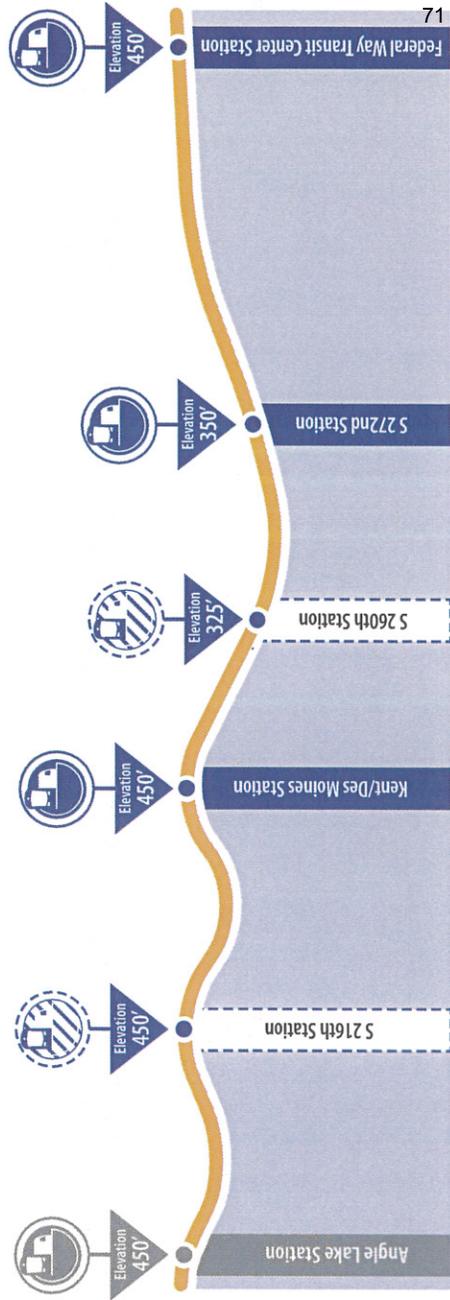
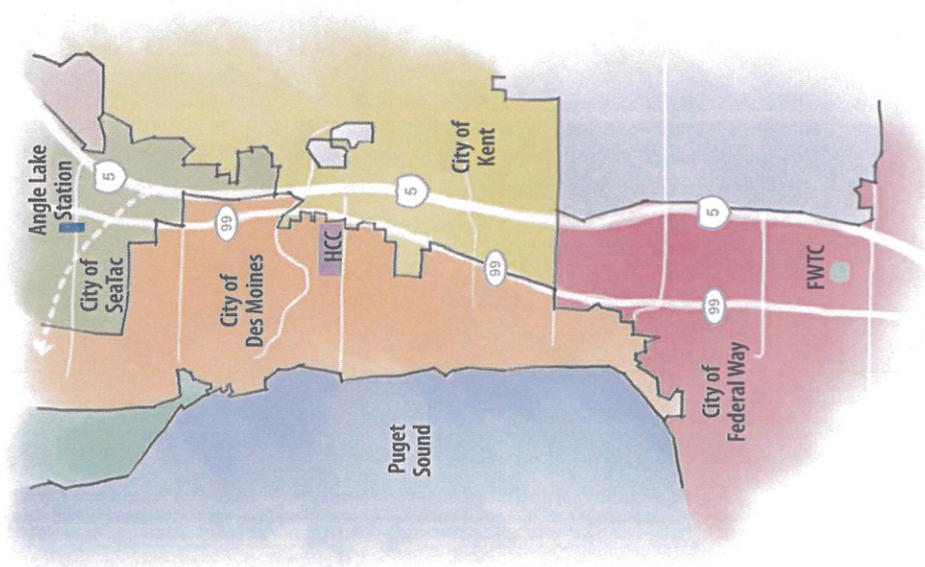
Draft EIS Update

Project Overview

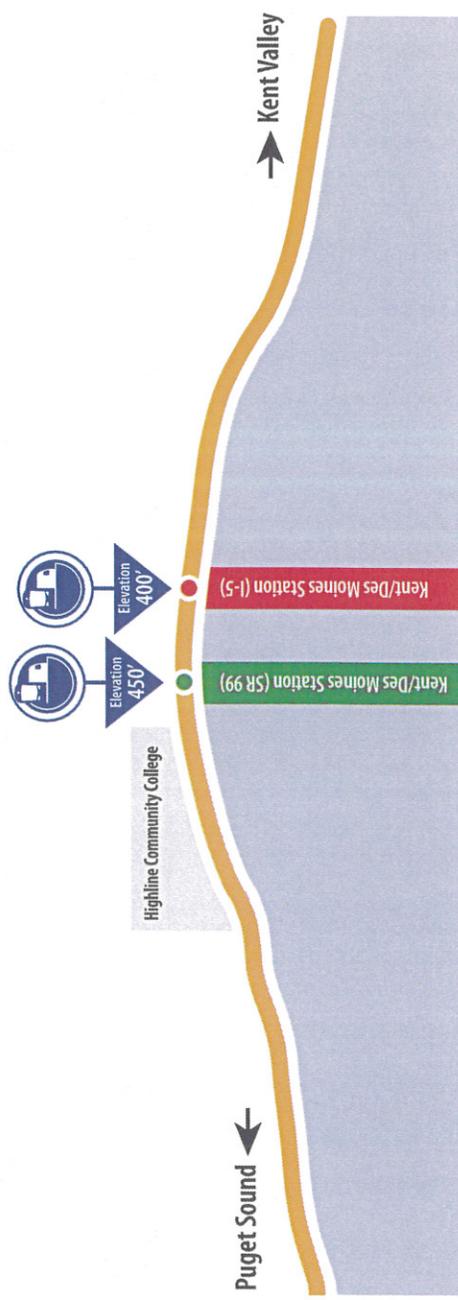


Federal Way Link Extension Draft EIS Update

Project Context



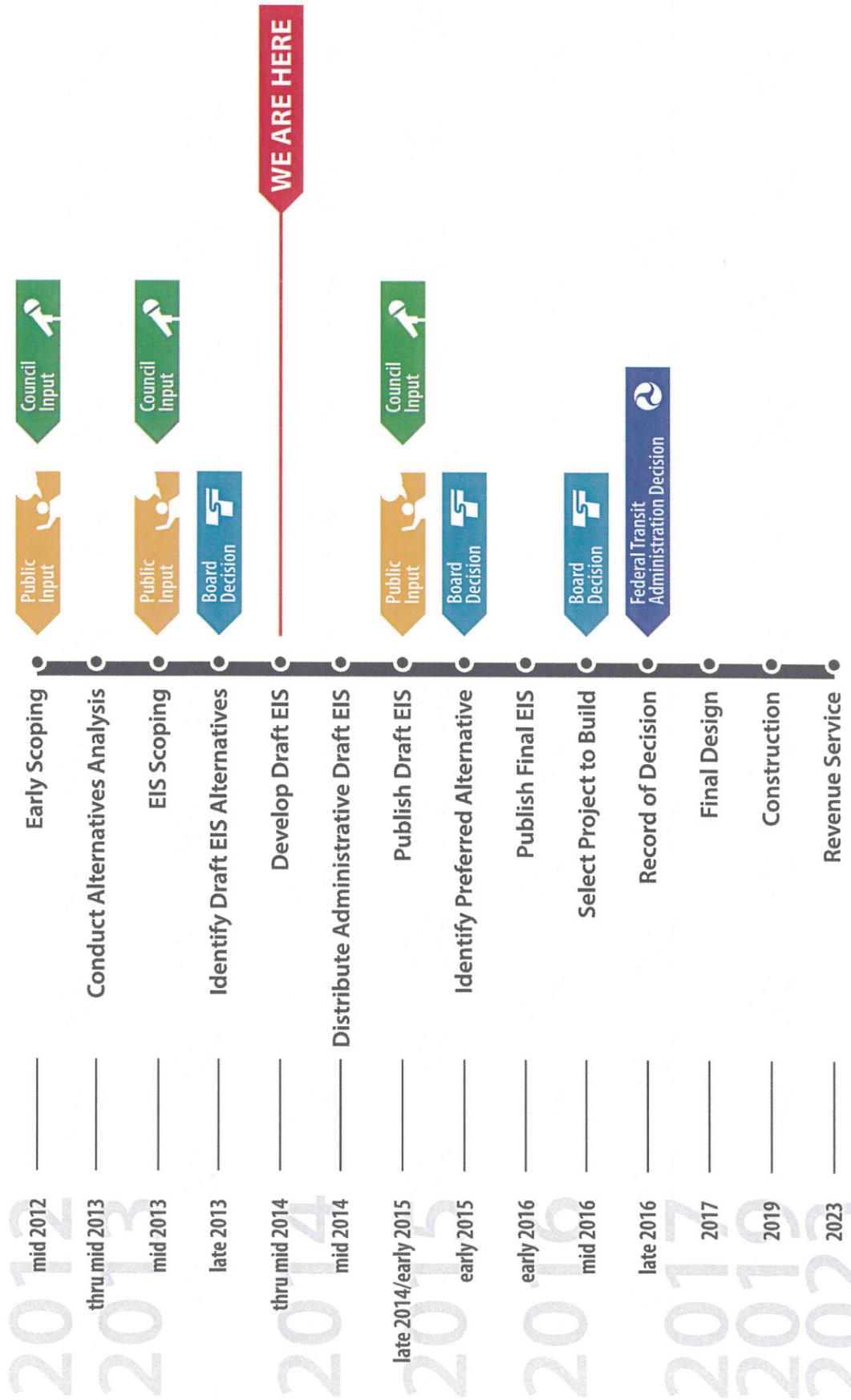
Longitudinal section of FWLE corridor



Cross section at Kent-Des Moines Station

Federal Way Link Extension Draft EIS Update

Timeline/Process



Federal Way Link Extension Draft EIS Update

Alternatives

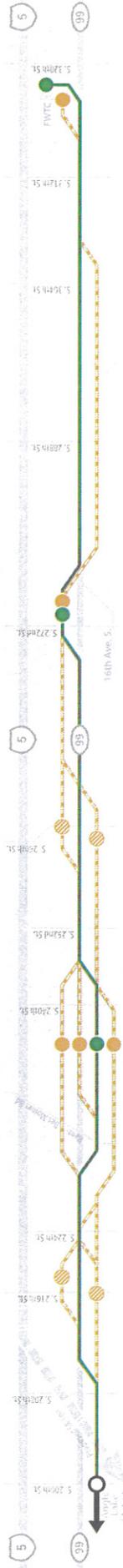
SR 99 Alternative

Kent-Des Moines Station

272nd Station

FWTC Station

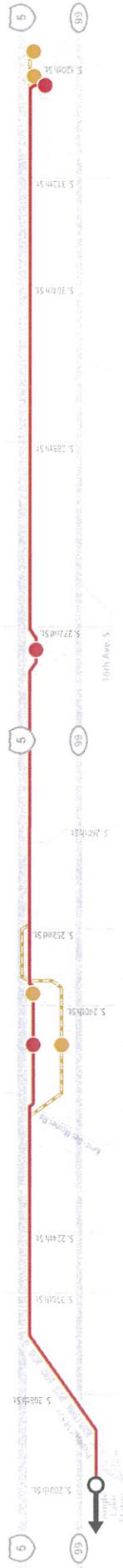
- LEGEND**
- SR 99 Station
 - SR 99 Alignment
 - Alignment option (SR 99 or I-5)
 - Station option (SR 99 or I-5)
 - Potential Additional Station



I-5 Alternative

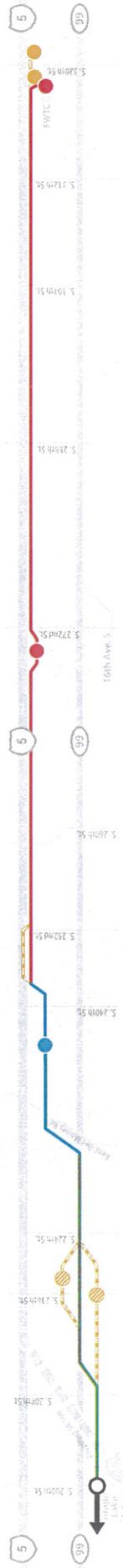
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- LEGEND**
- I-5 Station
 - I-5 Alignment
 - Alignment option (SR 99 or I-5)
 - Station option (SR 99 or I-5)
 - Potential Additional Station



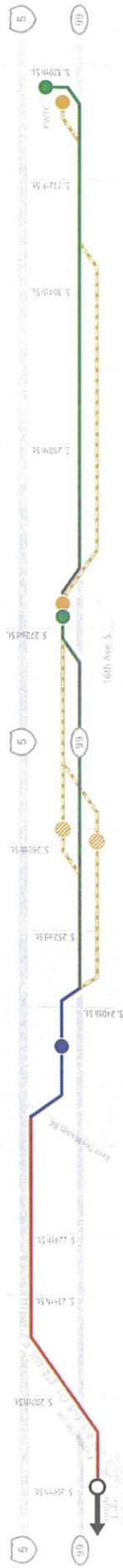
SR 99 to I-5 Alternative

- LEGEND**
- SR 99 to I-5 Station
 - SR 99 to I-5 Alignment
 - Alignment option (SR 99 or I-5)
 - Station option (SR 99 or I-5)
 - Potential Additional Station



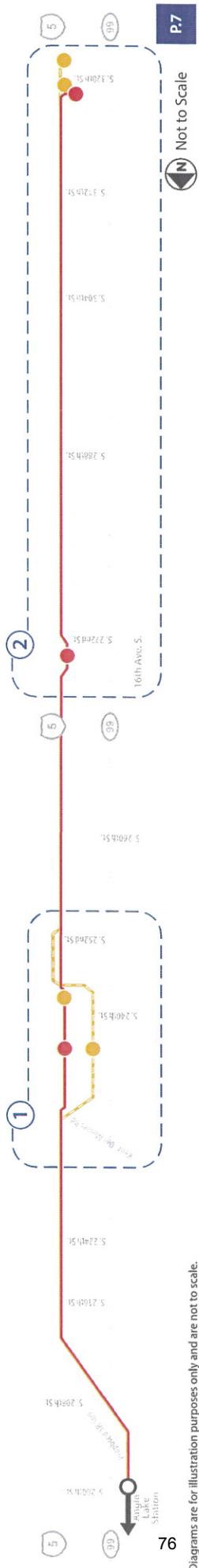
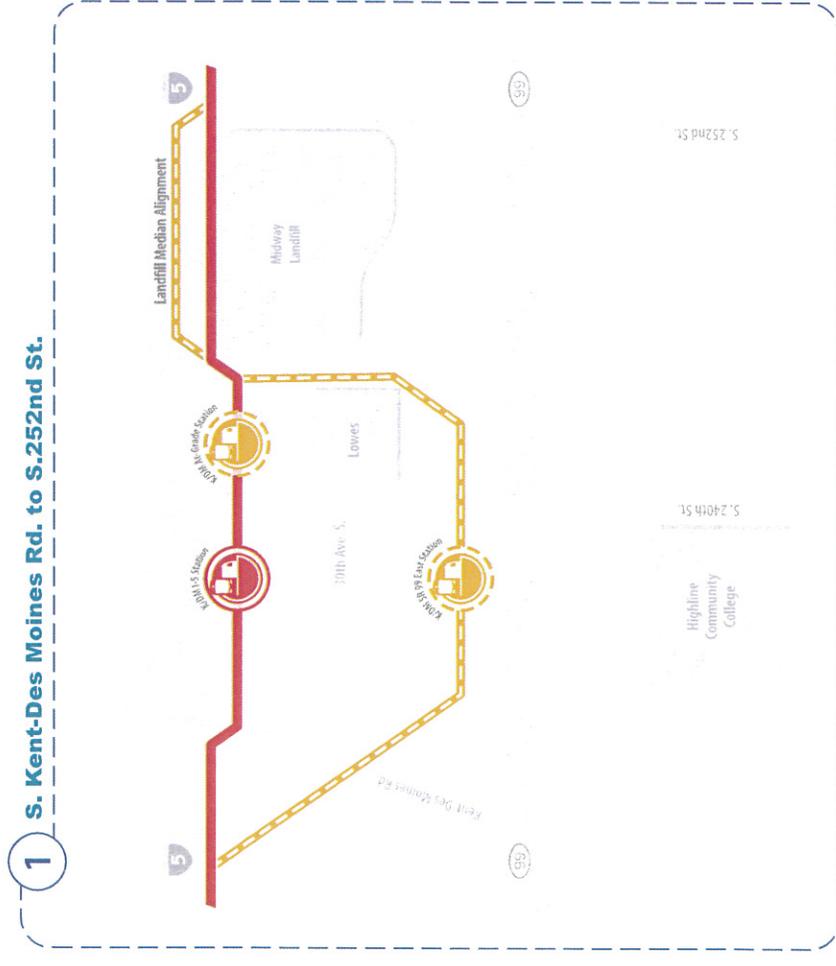
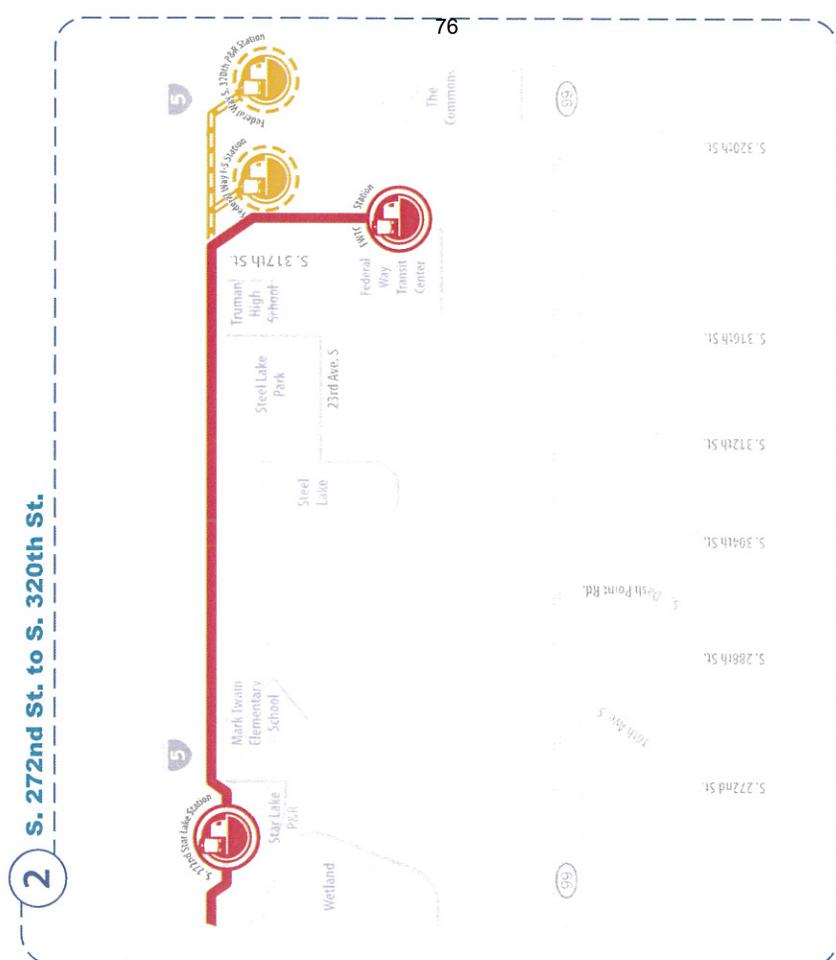
I-5 to SR 99 Alternative

- LEGEND**
- SR 99 to I-5 Station
 - SR 99 to I-5 Alignment
 - Alignment option (SR 99 or I-5)
 - Station option (SR 99 or I-5)
 - Potential Additional Station



Federal Way Link Extension Draft EIS Update

I-5 Alternative

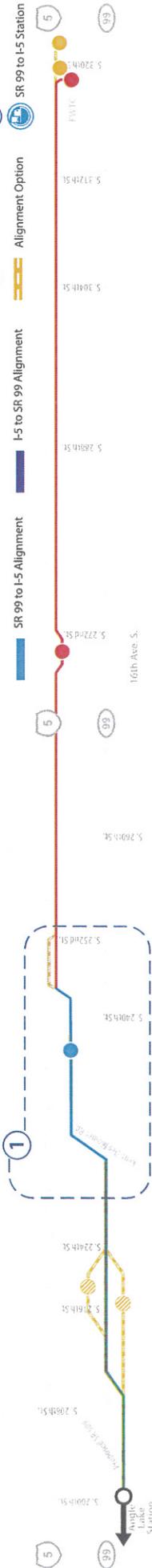


Federal Way Link Extension Draft EIS Update

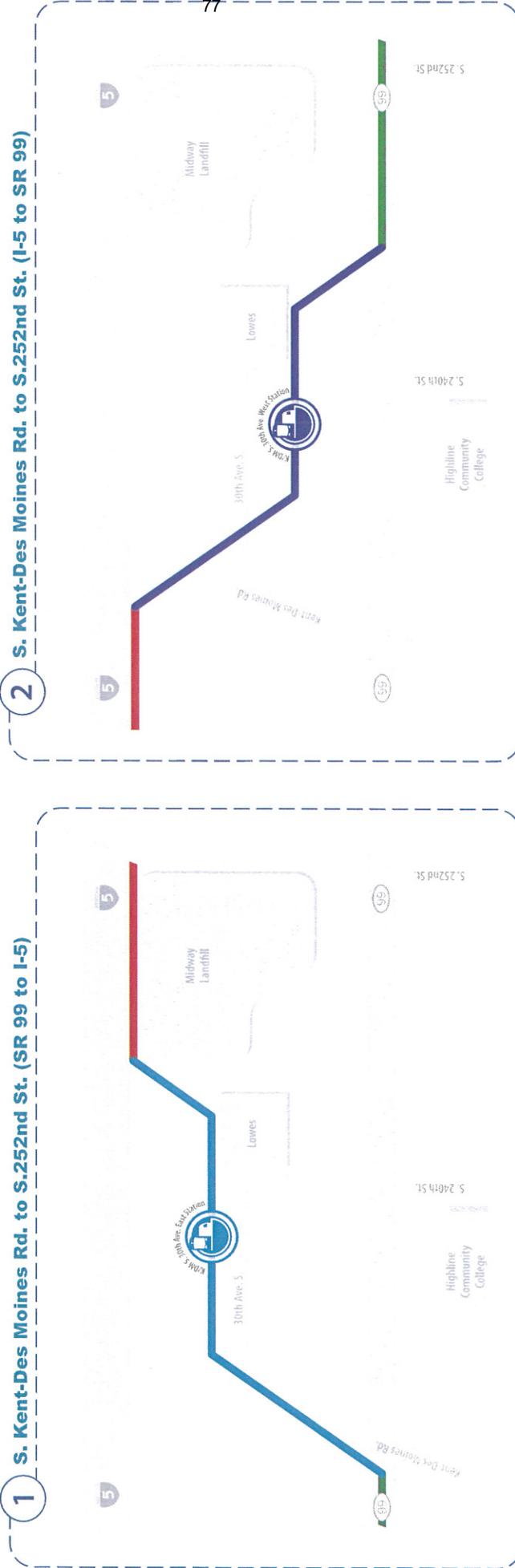


Summer 2014

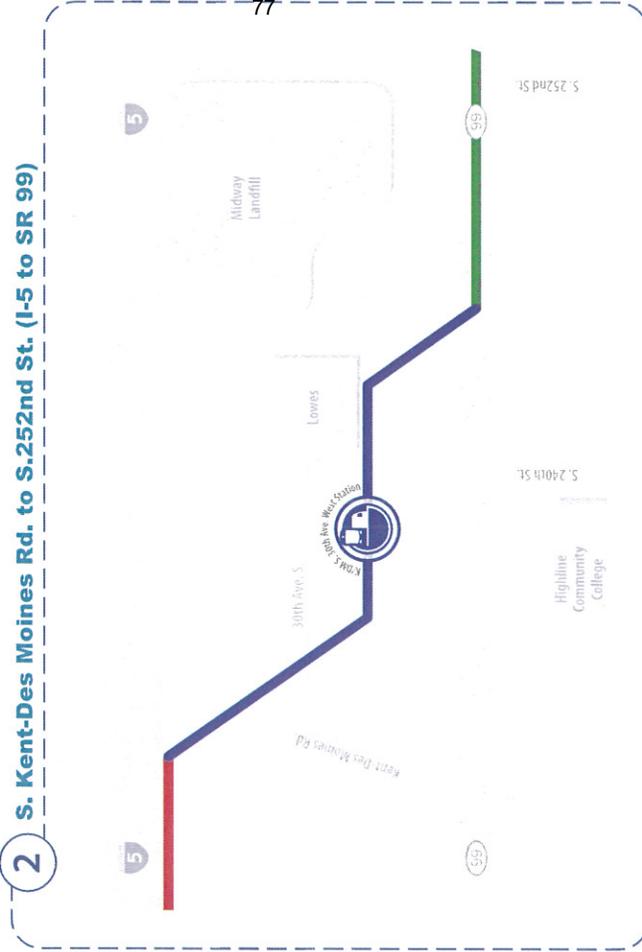
SR 99 to I-5 Alternative and I-5 to SR 99 Alternative



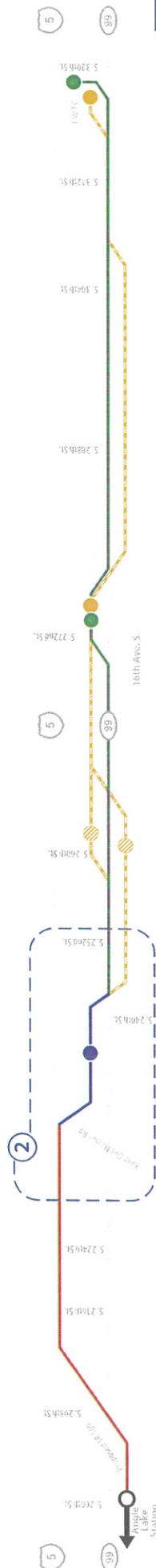
1 S. Kent-Des Moines Rd. to S.252nd St. (SR 99 to I-5)



2 S. Kent-Des Moines Rd. to S.252nd St. (I-5 to SR 99)



2 S. Kent-Des Moines Rd. to S.252nd St. (I-5 to SR 99)



Diagrams are for illustration purposes only and are not to scale.

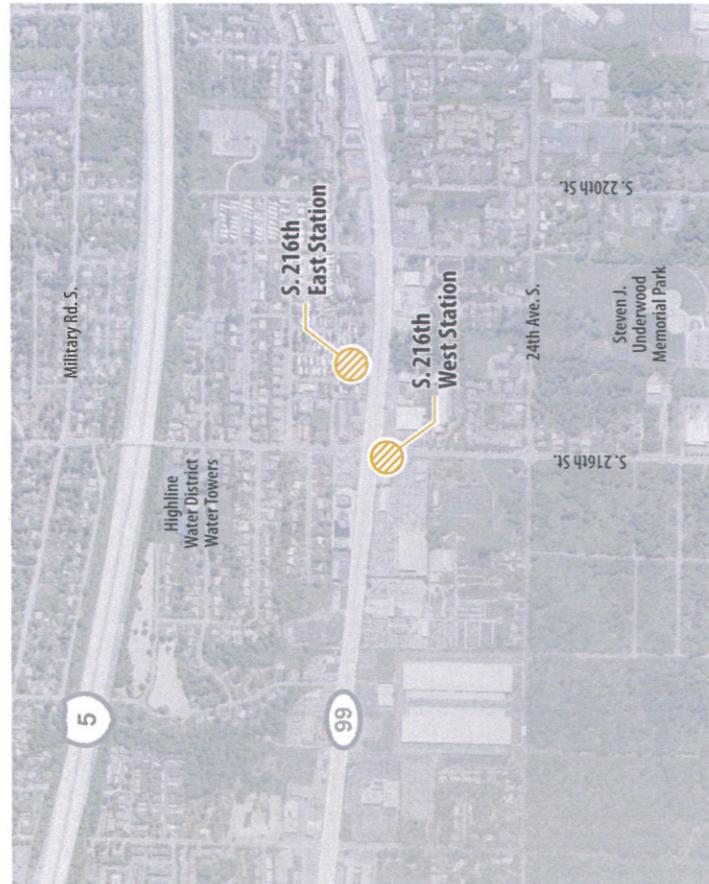
Not to Scale

Federal Way Link Extension Draft EIS Update

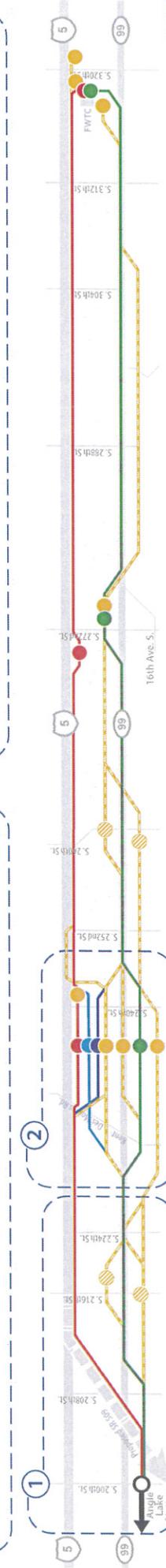
Station Alternatives

- I-5 Station
- SR 99 Station
- SR 99 to I-5 K/DM Station
- I-5 to SR 99 K/DM Station
- Station Option
- Potential Additional Station

1 216th Station Options



2 Kent/Des Moines Station Options

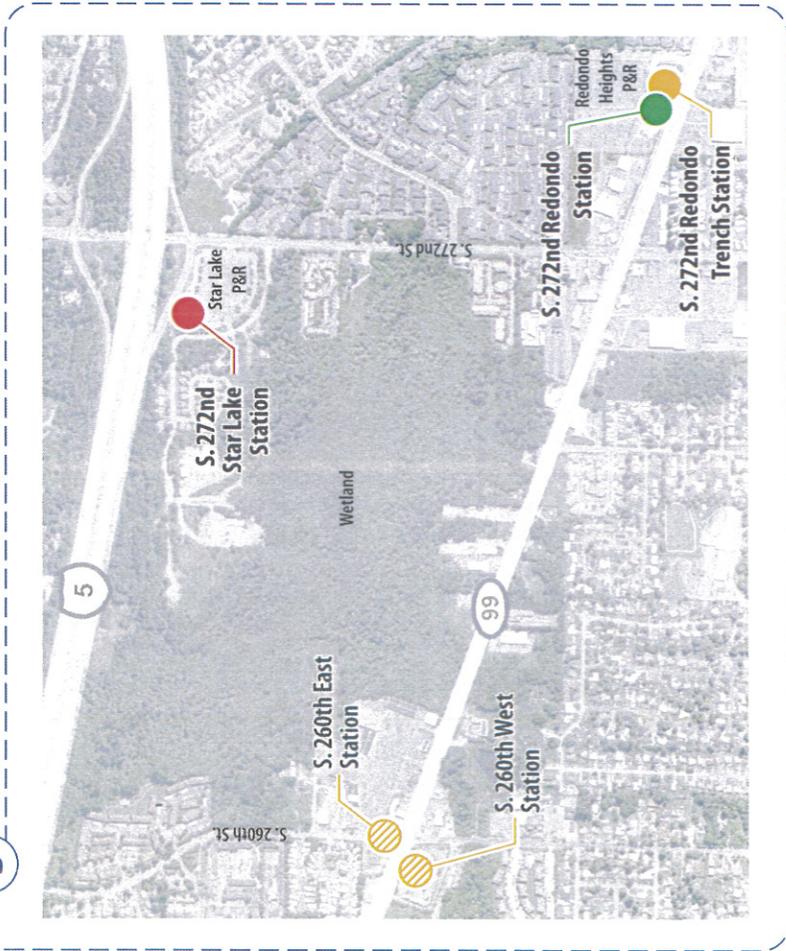


Federal Way Link Extension Draft EIS Update

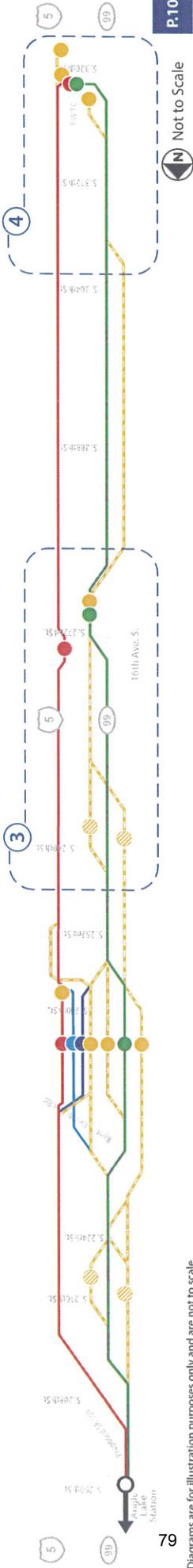
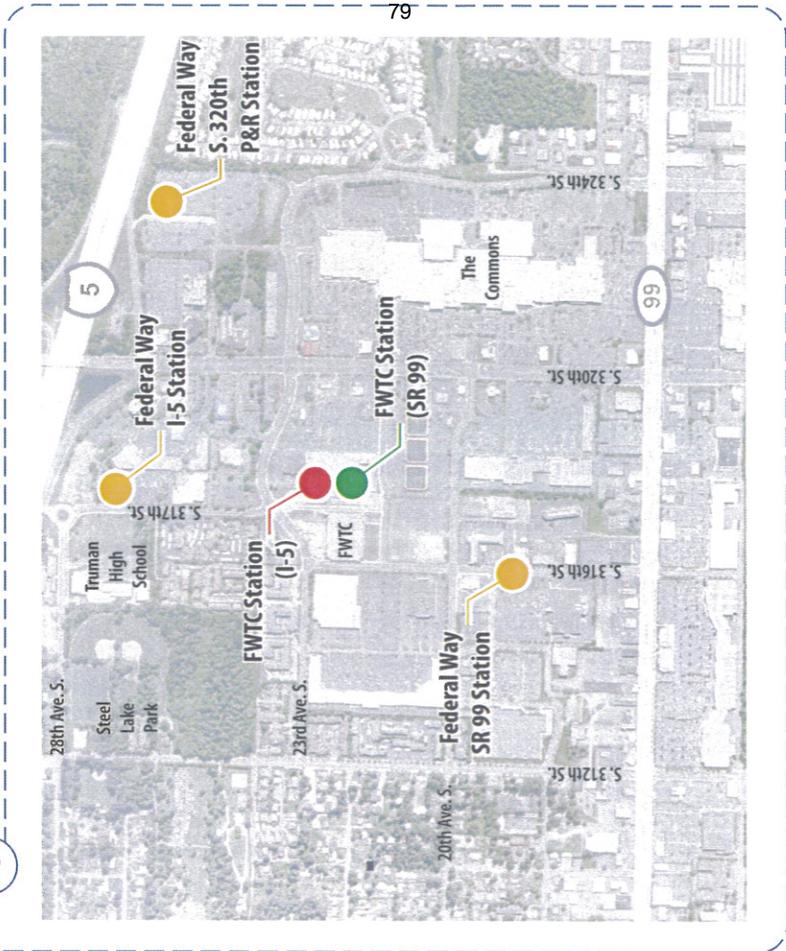
Station Alternatives

- I-5 Station
- SR 99 Station
- SR 99 to I-5 K-DM Station
- SR 99 to SR 99 K-DM Station
- Station Option
- Potential Additional Station

3 260th and 272nd Station Options



4 Federal Way Transit Center Station Options



Diagrams are for illustration purposes only and are not to scale.

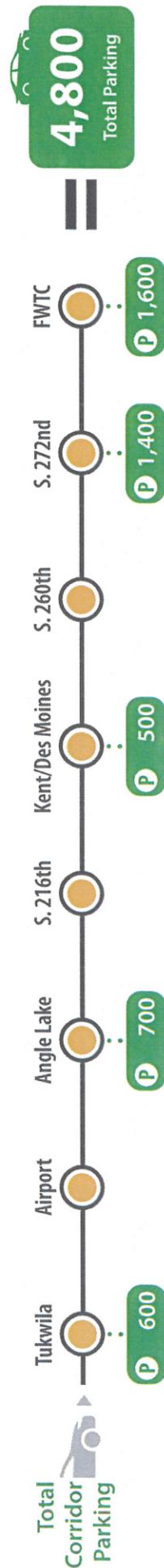
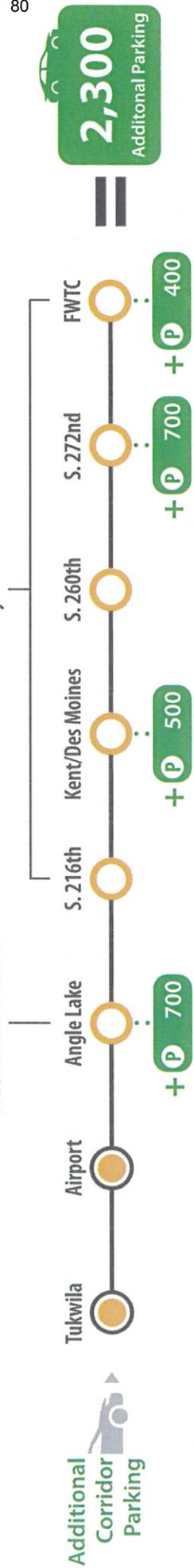
Federal Way Link Extension Draft EIS Update

Parking Along the Corridor

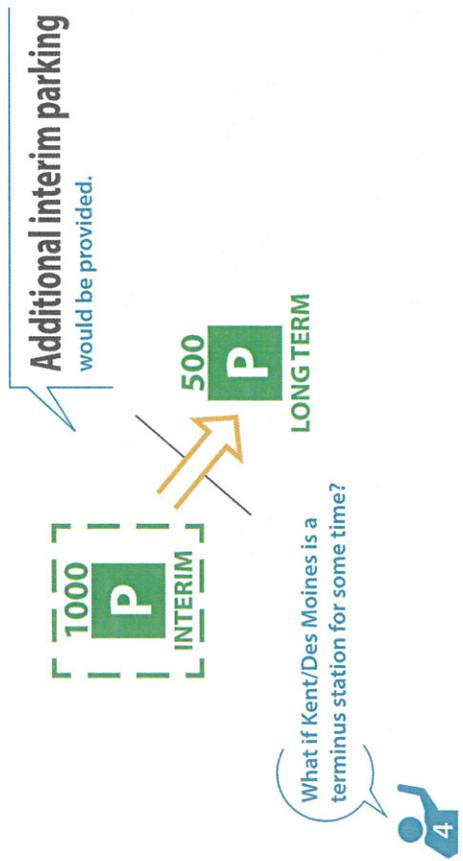
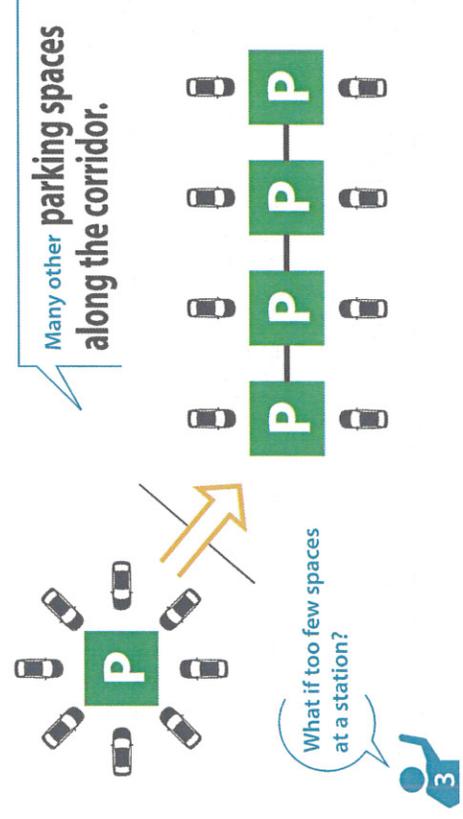
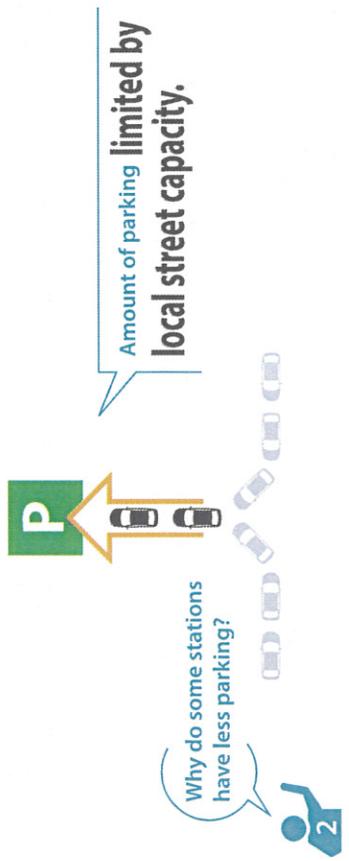
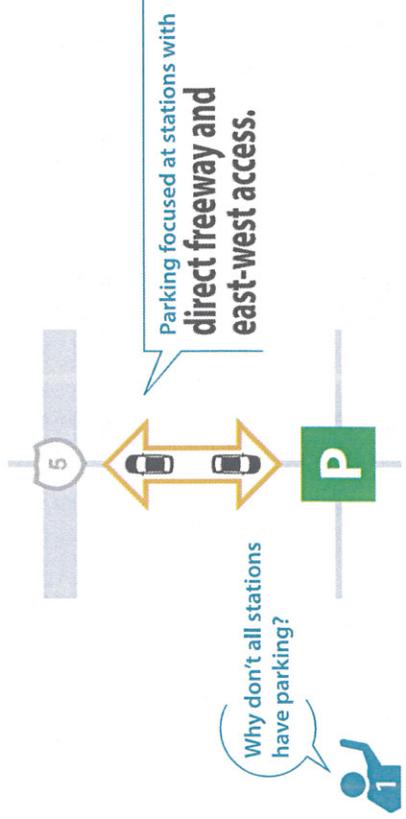


Federal Way Link Extension

S. 200th Link Extension



Key Parking Considerations



Federal Way Link Extension Draft EIS Update

Information that will be available

Conceptual Design

Alignments

Stations

Parking

Cost & Performance

Cost

Ridership

Travel Time

Environmental Effects

Visual

Noise

Right of Way

Traffic

Environmental Justice

Economic Activity

Transit Oriented Development Potential

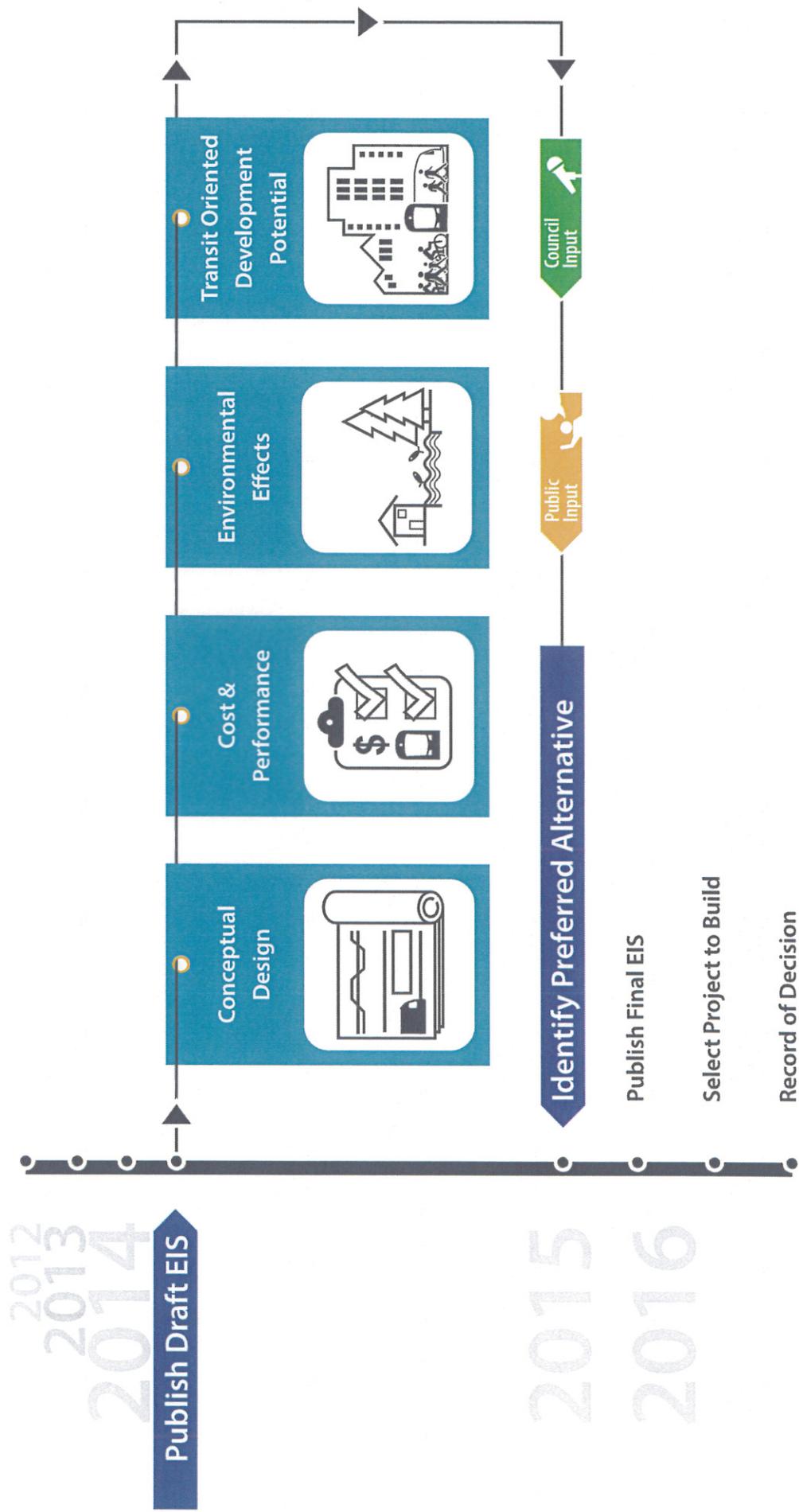
Access

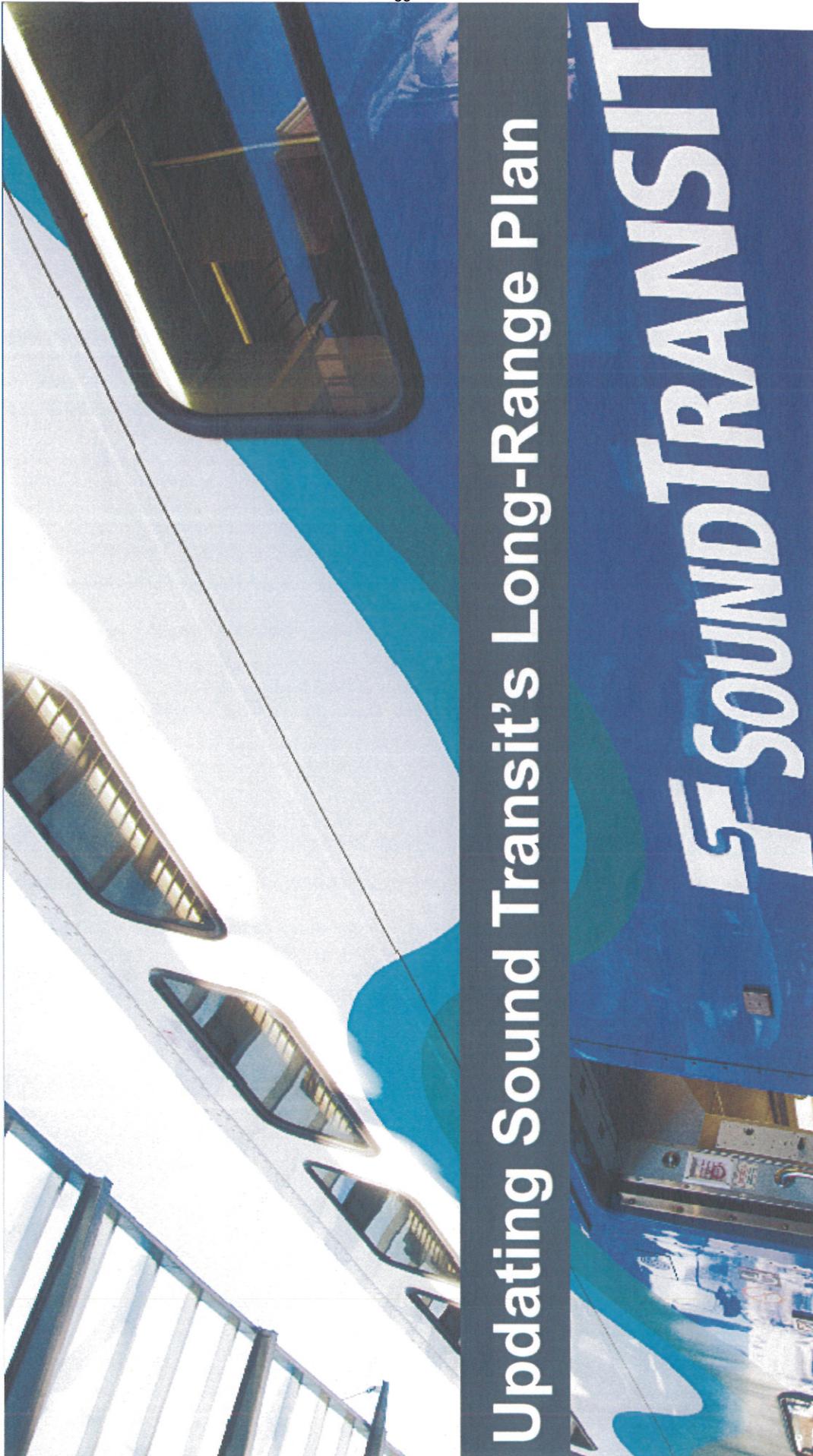
Development Readiness

Redevelopment Potential

Federal Way Link Extension Draft EIS Update

Next Steps



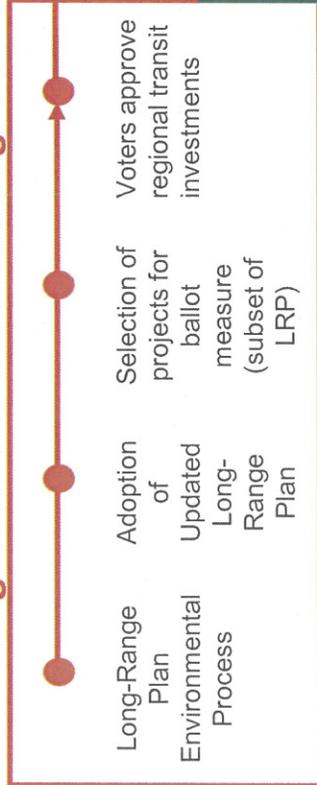


Updating Sound Transit's Long-Range Plan

SOUND TRANSIT

Lifetime of a Sound Transit project

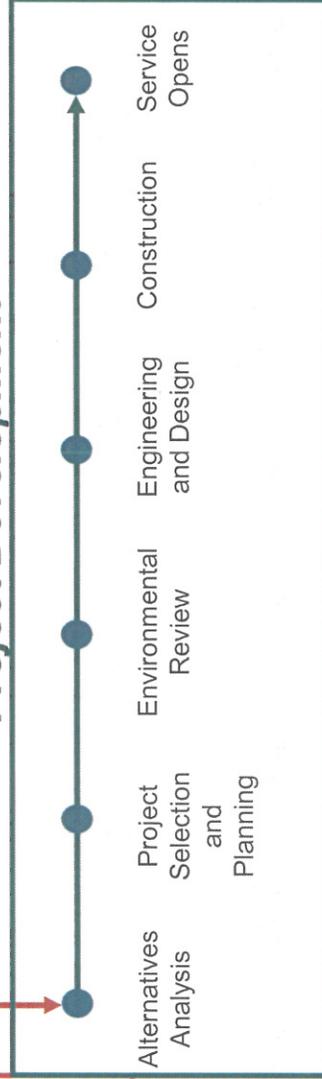
Regional Transit Planning



Example: 2005 LRP update, followed by 2008 Sound Transit 2 approval

Current work: 2014 Long-Range Plan update, potential future ballot measure development

Project Development



Example: Federal Way Link Extension, Tacoma Link Expansion, Sounder Access Projects, S. 200th Link Extension

Future projects would be determined in ballot measure

DRAFT

Process to update the plan



We are here

Draft Supplemental EIS released June 13th:

- DSEIS available online and in all major libraries
- SEPA Notification: Agencies, jurisdictions, tribes, elected officials, and other stakeholders

Public Comment Period from June 13-July 28

Elements examined in the DSEIS

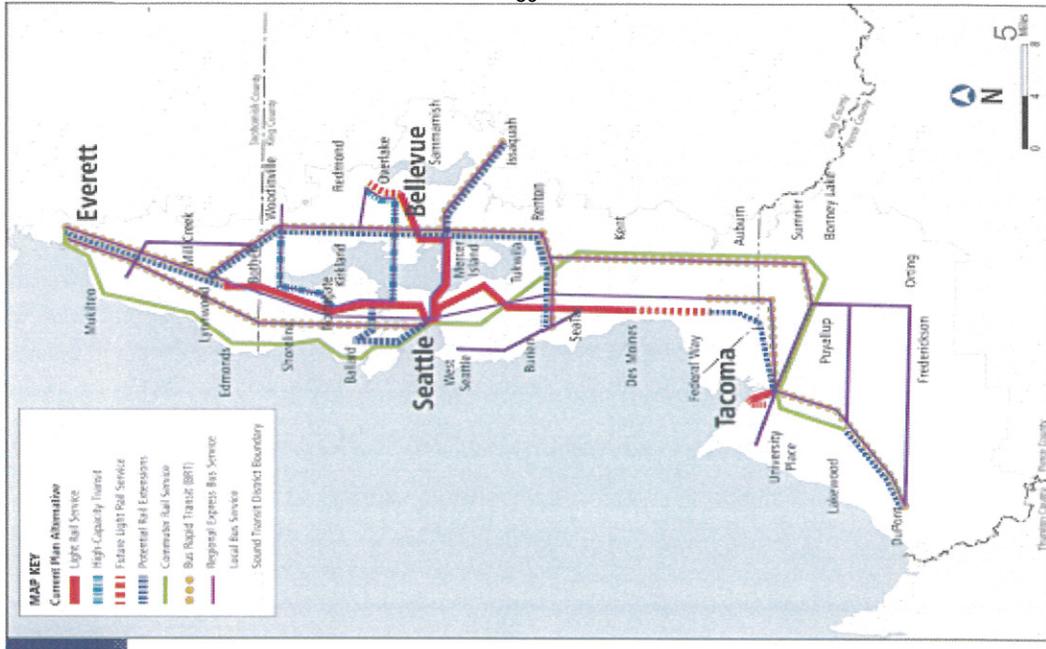
- Transportation/Transit
- Air quality/greenhouse gases
- Ecosystems
- Water quality
- Geology and Earth
- Noise and vibration
- Visual quality
- Land use
- Energy
- Environmental health
- Public services and utilities
- Environmental justice
- Historic and cultural
- Parks and recreation
- Cumulative impacts

2005 LRP with ST2 Updates

- 2005 LRP already includes BRT in Interstate and State Highway Corridors
- ST2 Plan extends light rail to Lynnwood, Kent-Des Moines, and Redmond

South King County suggestions possible in existing LRP:

- Improve Sounder station access, including parking
- Increase frequency and span of Sounder service
- Construct direct access for ST Express at Tacoma, Kent and Lakewood
- Extend and expand ST Express routes & invest in signal priority at key intersections
- Extend light rail between Burien and Renton
- Extend light rail to Tacoma



South King Co. – Potential Plan Modifications: Bus Corridors

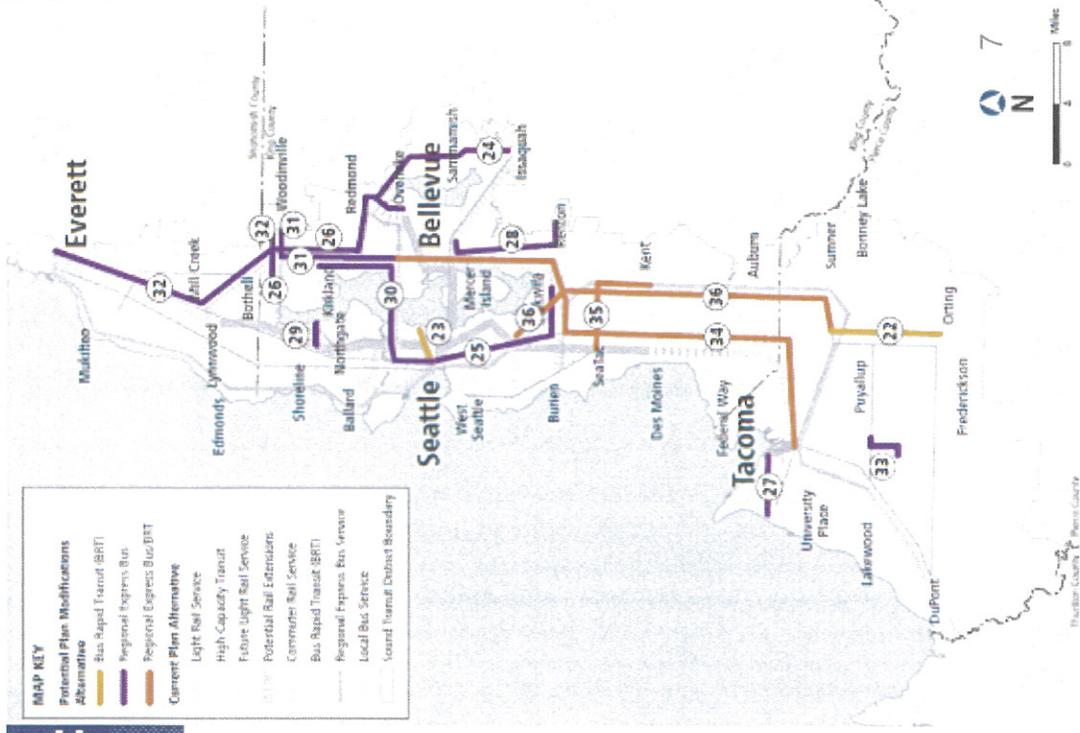
Suggestions from scoping & ST analysis:

Regional Express Bus extension

- Renton > downtown Seattle (corridor 25)
- Renton > Eastgate via Factoria (corridor 28)

Regional Express/ BRT extensions

- Tacoma > Bellevue (corridor 34)
- Kent > Sea-Tac Airport (corridor 35)
- Puyallup > Rainier Valley (corridor 36)



South King Co. - Potential Plan Modifications: Rail Corridors

Suggestions from scoping & ST analysis:

Light rail extensions

- Downtown Seattle > West Seattle/Burien (corridor 2)
- Puyallup/Sumner > Renton via SR 167 (corridor 7)

High Capacity Transit extension (mode not specified)

- Tukwila Sounder station > downtown Seattle via Sea-Tac Airport, Burien, and West Seattle (corridor 19)



Public Outreach

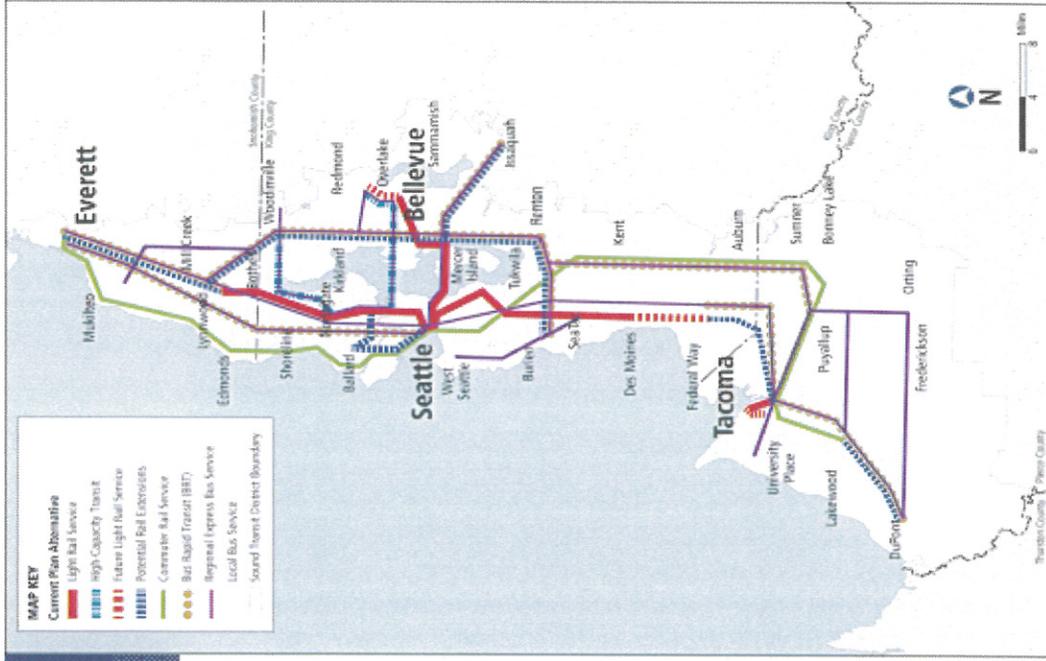
- Emails to individuals who sign up for:
 - Weekly CEO reports, ST rider alerts and ST project updates
- Website announcements
- Press releases and legal notice
- Mailers to all registered voters in ST district
- Posters, print, and web ads
- Translated materials
- Presentations to jurisdictions/agencies

Public Feedback

- Interagency Coordination Group (agency staff): June 25
- Public Open House/Public Hearings (5.30-7.30 PM; Public hearing 6 PM)
 - July 8 - Redmond Marriott
 - July 10 – Seattle Union Station (daytime)
 - July 10 - Tacoma Convention Center
 - July 15 - Seattle - Museum of History and Industry
 - July 16 - Federal Way - Truman High School
 - July 17 - Everett Station
- Written comments
- Email comments
- Online survey

Next Steps

- **June 13 - July 28:** Draft SEIS public comment period
- **June 26:** ST Board briefing
- **July 8- 17:** Open house/public hearings
- **July 31, 2014:** ST Board workshop
- **August - November 2014:** Complete Final SEIS
- **December 2014:** Board considers changes to LRP and possible adoption by resolution
- **2015:** After LRP updated, ST Board considers whether to begin ST3 planning





Sound Transit Long Range Plan Update
Draft Supplement Environmental Impact Statement (DSEIS)
DRAFT Potential Plan Modifications

Potential light rail corridors in the Potential Plan Modifications Alternative

ID	Corridor location
Potential rail extensions, assumed light rail	
1	Downtown Seattle to Magnolia/Ballard to Shoreline Community College
2	Downtown Seattle to West Seattle/Burien, potentially including a new tunnel ¹ under downtown Seattle
3	Ballard to Everett Station via Aurora Village, Lynnwood
4	Everett to North Everett
5	Lakewood to Spanaway to Frederickson to South Hill to Puyallup
6	DuPont to downtown Tacoma via Lakewood, Steilacoom, and Ruston
7	Puyallup/Sumner to Renton via SR 167
8	Downtown Seattle along Madison Street or to Madrona
9	Tukwila to SODO via Duwamish industrial area
10	North Kirkland or University of Washington Bothell to Northgate via SR 522
11	Ballard to Bothell via Northgate
12	Mill Creek, connecting to Eastside Rail Corridor
13	Tacoma to Ruston Ferry Terminal
14	Tacoma to Parkland via SR 7
15	Lynnwood to Everett, serving Southwest Everett Industrial Center (Paine Field and Boeing)

¹ A potential new tunnel under downtown Seattle could also or alternatively support a Ballard-to-Seattle light rail line, which is included in the Current Plan Alternative.

Potential commuter rail corridors in the Potential Plan Modifications Alternative

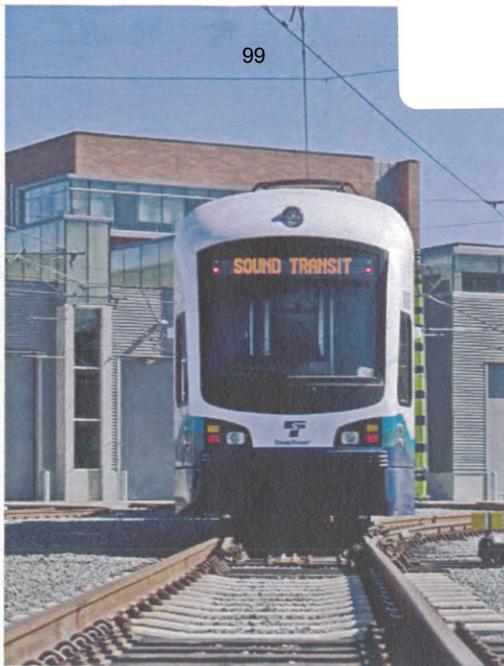
ID	Corridor location
Potential rail extension, assumed commuter rail	
16	Puyallup/Sumner to Orting
17	Lakewood to Parkland
18	Tacoma to Frederickson

HCT corridors in the Potential Plan Modifications Alternative

ID	Corridor location
HCT (mode not specified)	
19	Tukwila Sounder station to downtown Seattle via Sea-Tac Airport, Burien, and West Seattle
20	Downtown Seattle to Edmonds via Ballard and Shoreline Community College
21	West Seattle to Ballard via Central District and Queen Anne

Regional express bus/BRT corridors in the Potential Plan Modifications Alternative

ID	Corridor location
Bus rapid transit (BRT)	
22	Puyallup vicinity, notably along Meridian Avenue
23	Madison Street in Seattle
Regional express bus	
24	Issaquah to Overlake via Sammamish and Redmond
25	Renton to downtown Seattle
26	University of Washington Bothell to Sammamish via Redmond
27	Titlow Beach to downtown Tacoma
28	Renton (Fairwood) to Eastgate via Factoria
29	145th Street from I-5 to SR 522
30	North Kirkland to downtown Seattle
31	Woodinville to Bellevue
32	Woodinville to Everett
33	Connection to Joint Base Lewis-McChord
Regional express bus/BRT (mode not specified)	
34	Tacoma to Bellevue
35	Kent to Sea-Tac Airport
36	Puyallup to Rainier Valley



Regional Transit Long-Range Plan Update

Draft Supplemental Environmental Impact Statement

June 2014





June 13, 2014

Dear Recipient:

Sound Transit (the Central Puget Sound Regional Transit Authority) has prepared this Draft Supplemental Environmental Impact Statement (Draft SEIS) on the Regional Transit Long-Range Plan Update. The Draft SEIS supplements and builds on the 1993 *Regional Transit System Plan Final EIS*, and the 2005 *Regional Transit System Long-Range Plan Final SEIS*.

The Long-Range Plan outlines the agency's vision for high-capacity transit in the urban areas of Snohomish, King, and Pierce Counties. As these areas continue to grow, Sound Transit is looking at regional transit needs well into the future.

This Draft SEIS has been prepared pursuant to the State Environmental Policy Act (Ch. 43.21C RCW), and it supports Sound Transit's current planning and decision-making efforts for an updated Regional Transit Long-Range Plan and a future system plan. A future system plan would build on investments included in the existing system plan known as Sound Transit 2 (ST2). As part of a "phased" environmental review process, this Draft SEIS is a plan-level (rather than a project-level) EIS. Accordingly, alternatives are defined and environmental impacts are evaluated broadly. More detailed project-specific environmental review would occur in the future for those projects that are implemented as part of a future system plan.

The Draft SEIS evaluates two alternatives: the "Current Plan Alternative" and the "Potential Plan Modifications Alternative." The Current Plan Alternative consists of the current 2005 Long-Range Plan plus subsequent Sound Transit Board actions implementing the plan as part of ST2. The Potential Plan Modifications Alternative includes a wide range of options for modifying the plan (including new transit corridors and services) based on the input provided during the scoping process for this Draft SEIS. The Draft SEIS evaluates the potential environmental effects of implementing the alternatives and discusses potential measures for mitigating impacts.

After a 45-day comment period on this Draft SEIS, Sound Transit will prepare a Final SEIS that responds to comments. After the Final SEIS is issued, the Sound Transit Board may adopt an updated Regional Transit Long-Range Plan and begin discussing the next phase of projects for the regional transit system plan.

Enclosed on the inside back cover is a CD that contains the Draft SEIS and all appendices, including the *Transportation Technical Report*. Please see the Draft SEIS Fact Sheet regarding document availability and whom to contact for further information.

Sincerely,

Karin Ertl
Environmental Affairs and Sustainability

Central Puget Sound Regional Transit Authority • Union Station
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www.soundtransit.org

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King County Executive

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Paul Roberts
Everett Councilmember

Marilyn Strickland
Tacoma Mayor

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Bellevue Mayor

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Dave Earling
Edmonds Mayor

Dave Enslow
Sumner Mayor

John Lovick
Snohomish County Executive

John Marchione
Redmond Mayor

Pat McCarthy
Pierce County Executive

Joe McDermott
King County Council Vice Chair

Mary Moss
Lakewood Councilmember

Ed Murray
Seattle Mayor

Mike O'Brien
Seattle Councilmember

Lynn Peterson
Washington State Secretary of Transportation

Larry Phillips
King County Council Chair

Dave Upthegrove
King County Councilmember

Peter von Reichbauer
King County Councilmember

CHIEF EXECUTIVE OFFICER

Joni Earl



FACT SHEET

Project Title

Regional Transit Long-Range Plan Update

Proposed Action

Sound Transit is updating its Regional Transit Long-Range Plan which outlines the agency's vision for a high-capacity transit (HCT) system serving the urban areas of Snohomish, King, and Pierce Counties. The current plan includes corridors for light rail, commuter rail, and regional express bus/bus rapid transit. The plan's focus is on the functional elements of the system—how HCT and supporting services will continue to help meet the transportation needs created by future population and employment growth in the region. Sound Transit is in the process of completing the second phase of its investments, known as Sound Transit 2 (ST2), consistent with the current 2005 Long-Range Plan. An updated Long-Range Plan will look further ahead by addressing regional transit needs that remain after the ST2 System Plan is fully implemented.

Sound Transit is updating its Regional Transit Long-Range Plan to confirm and clarify the long-term vision, make the plan consistent with updated local and regional plans, identify potential modifications to the current plan, and establish Sound Transit's priorities for a future system plan and the next phase of HCT improvements beyond ST2. The updated Regional Transit Long-Range Plan will serve as a basis for future planning and investment decisions.

This Draft Supplemental Environmental Impact Statement (SEIS) supplements and builds on the 1993 *Regional Transit System Plan Final EIS* and the 2005 *Regional Transit Long-Range Plan Final SEIS*. This Draft SEIS evaluates a No Action Alternative, referred to as the Current Plan Alternative, and an Action Alternative, referred to as the Potential Plan Modifications Alternative. The Current Plan Alternative consists of the current 2005 Long-Range Plan plus subsequent Sound Transit Board actions implementing the plan as part of ST2. The Potential Plan Modifications Alternative includes a wide range of options for potentially modifying the 2005 Long-Range Plan (such as adding new transit corridors and services) based on input provided by agencies, jurisdictions, tribes, the public, and other stakeholders during the Draft SEIS scoping process. The SEIS evaluates the potential transportation and environmental effects of implementing the alternatives using a 2040

planning horizon. This planning horizon is consistent with the horizon used in the Puget Sound Regional Council's adopted Metropolitan Transportation Plan known as *Transportation 2040*.

As part of a phased environmental review process, this Draft SEIS is a plan-level (rather than a project-level) EIS. Accordingly, alternatives are defined and environmental impacts are evaluated at a broad level. More detailed project-specific environmental review will be completed in the future, as appropriate, for projects that are advanced by the Sound Transit Board as part of a future system plan.

Date of Implementation

The Sound Transit Board is expected to update the Long-Range Plan in late 2014.

Proponent and State Environmental Policy Act Lead Agency

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Licenses and Approvals

No licenses or approvals are required before Sound Transit updates its Regional Transit Long-Range Plan. Any licenses or approvals required to implement specific project components included in the updated Regional Transit Long-Range Plan will be identified in subsequent project-level environmental reviews or Sound Transit planning documents. After the Sound Transit Board adopts an updated Long-Range Plan' Sound Transit may prepare a fiscally constrained system plan that presents projects or groups of projects from the Long-Range Plan to voters for financing approval.

Principal Contributors

This Draft SEIS was prepared by Parsons Brinckerhoff, Parametrix, Sound Transit, and other consultants. The List of Preparers section in this Draft SEIS provides a detailed list of preparers and the nature of their contributions.

Date of Issue of the Draft SEIS

June 13, 2014

Commenting on the Draft SEIS

The Draft SEIS will be available for an extended public comment period of 45 days (30 days are required). Public comments on the Draft SEIS will be accepted until close of business July 28, 2014. Comments on the Draft SEIS can be made in writing, by email, or at the public hearings. Send written comments to the following address:

Sound Transit
Attention: Karin Ertl, Long-Range Plan Draft SEIS
Union Station
401 S. Jackson Street
Seattle, WA 98104

Email comments should be sent to LongRangePlan@soundtransit.org. Both written and email comments should include an addressee and return address.



During the public review period, Sound Transit will hold six open houses/public hearings at the following locations throughout the Sound Transit district:

July 8, 2014, Tuesday

5:30 to 7:30 p.m. Open House, 6:00 p.m. Public Hearing
Redmond Marriott
7401 164th Avenue NE, Redmond, WA 98052

July 10, 2014, Thursday

12:00 to 2:00 p.m. Open House, 12:30 p.m. Public Hearing
Union Station
401 S Jackson Street, Seattle, WA 98104

July 10, 2014, Thursday

5:30 to 7:30 p.m. Open House, 6:00 p.m. Public Hearing
Greater Tacoma Convention Center
1500 Broadway, Tacoma, WA 98402

July 15, 2014, Tuesday

5:30 to 7:30 p.m. Open House, 6:00 p.m. Public Hearing
Museum of History and Industry (MOHAI)
860 Terry Avenue N, Seattle, WA 98109

July 16, 2014, Wednesday

5:30 to 7:30 p.m. Open House, 6:00 p.m. Public Hearing
Truman High School
31455 28th Avenue S, Federal Way, WA 98003

July 17, 2014, Thursday

5:30 to 7:30 p.m. Open House, 6:00 p.m. Public Hearing
Everett Station
3201 Smith Avenue, Everett, WA 98203

Next Steps

Following the Draft SEIS comment period, a Final SEIS will be prepared. Comments received at the public hearings and through emails and letters written prior to the close of the comment period will be included and responded to in the Final SEIS. The Final SEIS is expected to be published in late 2014. Following publication of the Final SEIS, Sound Transit's Regional Transit Long-Range Plan will be updated and adopted by the Sound Transit Board by the end of 2014 or early 2015. The updated Long-Range Plan can then be used as a guide for developing the next system-level plan. Funding to implement such a system plan would need to be approved by voters.

Related Documents

Copies of the 1996 *Regional Transit Long-Range Vision*,

2005 *Regional Transit Long-Range Plan*, *Sound Move*, *Sound Transit 2 (ST2)*, and the documents listed below are available for review at the offices of Sound Transit, Union Station, 401 S. Jackson Street, Seattle. Many of these documents are also available on the Sound Transit website (www.soundtransit.org).

Documents Being Supplemented

- *Final Environmental Impact Statement Regional Transit System Plan* (JRPC 1993)
- *Final Supplemental Environmental Impact Statement on the Regional Transit Long-Range Plan* (Sound Transit 2005b)

System-level Background Documents

- *VISION 2040 Final Environmental Impact Statement* (PSRC 2008). Available online at: www.psrc.org
- *Final Environmental Impact Statement for Transportation 2040* (PSRC 2010a). Available online at: www.psrc.org
- *Transportation 2040* (PSRC 2010b). Available online at: www.psrc.org

Project-level Background Documents

Various project-level environmental documents have been completed, or are currently underway, to implement *Sound Move* and ST2. The background environmental documents referenced in this SEIS are listed in the References section. These project-level background documents are available for review at Sound Transit or online as described above.

Cost and Availability of Draft SEIS

This Draft SEIS is available for public review in a variety of formats and locations. It is available online at www.soundtransit.org/LongRangePlan and on compact disc at no cost. Paper copies are available for the cost listed below:

- Executive Summary—FREE
- Draft SEIS—\$20
- Transportation Technical Report—\$15

Paper copies of these documents are available for review or purchase at the offices of Sound Transit, Union Station, 401 S. Jackson Street, Seattle, WA 98104. To request any of these documents, please contact Karin Ertl (contact information above). To arrange an appointment to view documents at Sound Transit offices, please call 206-903-7000 weekdays between 8 a.m. and 5 p.m.

EXECUTIVE SUMMARY

INTRODUCTION

Sound Transit is updating its Regional Transit Long-Range Plan, which outlines the agency's vision for a high-capacity transit (HCT) system serving the urban areas of Snohomish, King, and Pierce Counties. The plan includes corridors for light rail, commuter rail, and regional express bus/bus rapid transit. The plan focuses on the functional elements of the system—how HCT and supporting services will continue to help meet the transportation needs created by future population and employment growth in the region. Sound Transit is in the process of completing the second phase of its investments, known as Sound Transit 2 (ST2), consistent with the current 2005 Long-Range Plan. An updated Long-Range Plan will look further ahead by addressing regional transit needs that remain after the ST2 system plan is fully implemented.



As required by the Washington State Environmental Policy Act, this Draft Supplemental Environmental Impact Statement (SEIS) supports Sound Transit's current planning and decision-making efforts for an

updated Long-Range Plan and future transit system plan. This Draft SEIS presents a plan-level environmental review of two Long-Range Plan Update alternatives, the Current Plan Alternative (the No Action Alternative) and the Potential Plan Modifications Alternative (the Action Alternative). Each alternative considers broad actions throughout the region—transit modes, corridors, types of supporting facilities, programs, and policies. Upon completion of the environmental review process, the Sound Transit Board will decide whether to revise the Long-Range Plan.

History and Background of the Regional Transit Long-Range Plan

In 1996, Sound Transit developed and adopted its first *Regional Transit Long-Range Vision*, which later evolved into the agency's Long-Range Plan. At the same time, Sound Transit adopted *The Ten-Year Regional Transit System Plan*, which became known as *Sound Move*. *Sound Move* was the first phase of investments for implementing the Long-Range Vision. The current Long-Range Plan was adopted in 2005 as an update to the original Long-Range Vision. The second phase of investments, the ST2 System Plan, was subsequently adopted in 2008 and is in the process of being implemented.

Sound Transit's Long-Range Plan is a fiscally unconstrained plan that includes services and facilities to connect the region's growth centers with high-capacity transit. The regional transit system currently includes light rail, commuter rail, bus rapid transit (BRT), and regional express bus services and facilities. It also includes programs and policies that support these services. Sound Transit's services are integrated with local transit service, providing a "coordinated system of services" to make it easy to move around the region. The envisioned network of transit services described in the Long-Range

The purpose of the Long-Range Plan Update is to define a regional HCT system that could effectively and sustainably serve the mobility needs of the central Puget Sound region through 2040 and beyond.

Plan is at a corridor-wide level; specific routes or alignments are not defined. The Long-Range Plan has been implemented in phases through voter-approved funding programs, first through *Sound Move* and then ST2, which were both fiscally constrained. That is, they were limited by the funds projected to be available.

Environmental Review Process

This Draft SEIS is part of a phased environmental review process. It supplements and builds on the *Regional Transit System Plan Final EIS* of 1993 (JRPC 1993) and the *Final Supplemental Environmental Impact Statement on the Regional Transit Long-Range Plan* of 2005 (Sound Transit 2005), which were prepared to

support Sound Transit's previous long-range planning efforts. This SEIS process precedes any future project-level environmental review for individual projects. They may be implemented under future funding programs once ST2 is completed.

This Draft SEIS evaluates the potential transportation and environmental effects of implementing the Current Plan Alternative and the Potential Plan Modifications Alternative using a 2040 planning horizon. Corridors in the Potential Plan Modifications Alternative could be selected in whole, or in part, by the Board when updating the plan.

Along with other information developed through the update process (e.g., the high-capacity transit corridor studies—see page 12), this SEIS will support the decisions of the Sound Transit Board to:

- Ensure that the Long-Range Plan continues to meet Sound Transit's goals
- Make revisions to update the Long-Range Plan

Purpose and Need

Purpose

The purpose of the Long-Range Plan Update is to define a regional HCT system that could effectively and sustainably serve the mobility needs of the central Puget Sound region through 2040 and beyond, providing an alternative to travel by automobile and the congested freeway network. The Long-Range Plan Update will consider the projected regional population, employment, and transportation growth. This will be done in coordination with, and with the support of, the growth management strategies established in regional land use, transportation, and economic development plans.

Need

An update to Sound Transit's Long-Range Plan is needed to achieve the following:

- **Make it consistent with updated local and regional plans**

Sound Transit's Long-Range Plan is a part of the larger regional transportation picture and feeds into *Transportation 2040*, the Puget Sound Region's Transportation Plan. Since the 2005 Long-Range Plan was adopted, *Transportation 2040*, *Vision 2040*, and other local plans have been updated by the Puget Sound Regional Council, the region's federally



recognized metropolitan planning organization. County and city comprehensive plans throughout the region reinforce the need for HCT investments to support new and continued population and employment growth, as well as to provide for vibrant urban communities that offer alternatives to travel via the automobile. Sound Transit's Long-Range Plan Update will help support these plans.

- **Incorporate current population and employment forecasts**

From a base of more than 2.8 million today, the region's population is expected to grow by over 30 percent to more than 3.7 million in 2040. During the same period, employment is expected to grow even faster, from approximately 1.5 million jobs to over 2.5 million, an increase of 62 percent. The projected increases in population and jobs in the Plan area will result in more congestion. The Long-Range Plan update will address appropriate HCT service to support the anticipated growth.

- **Identify potential modifications to the plan that could serve as a basis for the next phase of HCT improvements to continue to address long-term mobility needs**

It has been almost 10 years since the Long-Range Plan was last updated. During that time, several Sound Transit projects have been in varying stages of planning, design, and construction. Sound Transit's system ridership has grown almost 155 percent and is expected to continue to increase. An update to the Long-Range Plan may identify potential new

or modified HCT corridors and services. It may also clarify modal choices and services for HCT corridors in the current plan.

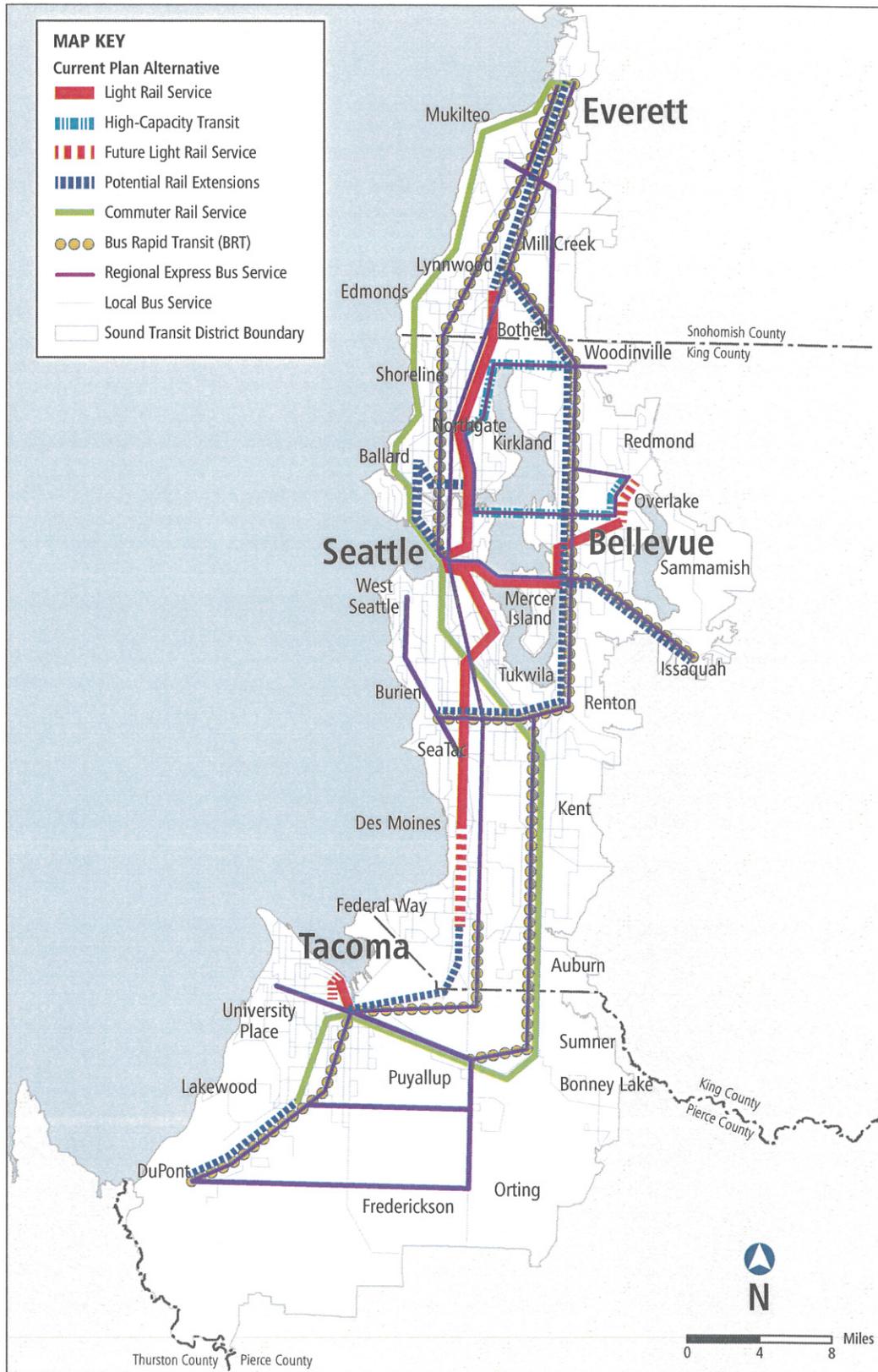
Goals

The goals of the current Long-Range Plan were re-fined for the Long-Range Plan Update and include the following:

- Provide a public high-capacity transportation system that helps ensure long-term mobility, connectivity, and convenience for residents of the central Puget Sound region for generations to come
- Strengthen communities' use of the regional transit network
- Create a financially feasible system
- Improve the economic vitality of the region
- Preserve and promote a healthy and sustainable environment

Alternatives Considered in the SEIS

Two alternatives have been developed for evaluation in this Draft SEIS: the Current Plan Alternative (the No Action Alternative) and the Potential Plan Modifications Alternative (the Action Alternative). These alternatives include a wide range of high-capacity corridors and modes for purposes of updating the fiscally unconstrained Long-Range Plan.



Source: Sound Transit 2014

Figure S-1 Current Plan Alternative



Development of alternatives

Three primary HCT transit technologies and supporting services were studied in this Draft SEIS—light rail, commuter rail, and regional express bus/BRT. In addition, the Draft SEIS also looked at streetcar services. Each of these modes is further defined in Chapter 2 of the Draft SEIS.

Sound Transit conducted a scoping process for the Long-Range Plan Update SEIS in fall 2013. The more than 5,000 comments received helped Sound Transit determine which alternatives and environmental issues would be studied in the Draft SEIS. The *Scoping Summary Report* for the 2014 Long-Range Plan Update presents more detailed information about the comments received.

Many suggestions made during scoping were related to corridors and specific services or facilities within HCT corridors already in the Current Plan Alternative. These corridors and “representative projects” (see page S-8) were presumed to be developable under the Current Plan Alternative. Suggestions for new transit corridors were put through a screening process in order to develop the Potential Plan Modifications Alternative. The screening criteria used during this process were based on the purpose and need for the Long-Range Plan Update and the goals and objectives described in Chapter 1 of the Draft SEIS.

Current Plan Alternative (No Action Alternative)

The No Action Alternative, referred to in the Draft SEIS as the *Current Plan Alternative*, consists of the current 2005 Long-Range Plan plus the Sound Transit Board actions taken as part of the development and implementation of the ST2 program. Key Board decisions that affected corridors in the Long-Range Plan are listed in Chapter 2 of the Draft SEIS.

Figure S-1 shows the general corridors that would be served as part of the Current Plan Alternative. For purposes of analyzing potential impacts on the transportation system and on transit ridership, all of the corridors shown in Figure S-1 were included as part of the Current Plan Alternative. When analyzing potential environmental impacts for this alternative, the Draft SEIS focuses primarily (but not exclusively) on those corridor sections that do not yet have service in operation, are not yet under construction, or have otherwise not begun project-level environmental reviews. Those corridors are shown in Figure 2.

On Figure S-2, the light rail, commuter rail, and bus corridors in operation, under construction, or in project-level environmental review are screened back because they have already been, or are currently, subject to project-level environmental review.

Light rail

Some corridors previously designated in the 1996 and 2005 Long-Range Plans as potential rail extensions were subsequently funded through *Sound Move* and ST2. Light rail elements of the Current Plan Alternative that were funded through *Sound Move* and ST2 and are in operation, under construction, or in project-level environmental review include the following:

- Central Link from Sea-Tac Airport to Downtown Seattle
- S. 200th Link Extension from Sea-Tac Airport south to S. 200th Street
- University Link Extension from Downtown Seattle to the University of Washington
- Northgate Link Extension from Husky Stadium to Northgate
- Lynnwood Link Extension from Northgate to Lynnwood
- East Link light rail from Seattle to Downtown Redmond
- Federal Way Link Extension from South 200th Street to the Federal Way Transit Center
- Tacoma Link light rail from Tacoma Station to Downtown Tacoma and an extension to the west
- Operations and maintenance facilities in Seattle and Tacoma and a satellite facility in either Lynnwood or Bellevue

Some of the remaining corridors in the Current Plan Alternative were identified as “Potential Rail Extensions” in the 2005 Long-Range Plan but have not yet been included in a system plan for project development or construction. Therefore, decisions on mode in those corridors have not yet been made but could be light rail. For purposes of analyzing potential impacts associated with the Current Plan Alternative, corridors A through H reflect potential rail extensions that were analyzed as light rail corridors (see the Current Plan Alternative list on page S-6 and Figure S-2). Some of these corridors were also evaluated for commuter rail and/or BRT (see the “Commuter Rail” and “Regional Express Bus/BRT” sections below).

Light rail corridors would have similar service characteristics as the Link light rail system implemented as

part of *Sound Move* and ST2 and would operate primarily on exclusive rights-of-way or on surface streets with protected rights-of-way.

Commuter rail

Sound Transit currently operates Sounder commuter rail service from Everett to Lakewood.

Some of the corridors in the Current Plan Alternative identified as “Potential Rail Extensions” in the 2005 Long-Range Plan have not yet been included in a system plan for construction (or the project development phase). These corridors, I and J, are shown in Figure S-2 and the Current Plan Alternative list on this page. Since they could be implemented as commuter rail, they were evaluated as such for purposes of analyzing potential impacts associated with the Current Plan Alternative.

Regional express bus/bus rapid transit

Numerous corridors are identified for regional express bus, BRT, or—in most cases—both under the Current Plan Alternative. Sound Transit currently operates 26 regional express bus (ST Express) routes, many of which operate in high-occupancy vehicle (HOV) lanes.

For purposes of analyzing potential environmental impacts for the Current Plan Alternative, this Draft SEIS focuses on the regional express bus and BRT corridors not yet implemented and includes corridors M through Y.

For BRT corridors M through S, ST Express bus service currently operates in all of these corridors except corridor P, which is the Eastside Rail Corridor east of Seattle. Each of these corridors is also shown as a BRT corridor in the 2005 Long-Range Plan and therefore could also be considered for higher performing BRT operating within exclusive rights-of-way where feasible.

Corridors T through Y of the Current Plan Alternative are identified exclusively for regional express bus service (no BRT) in the 2005 Long-Range Plan but are not yet in service.

High-capacity transit

The Current Plan Alternative includes two corridors identified in the 2005 Long-Range Plan as “HCT” without specifying a particular mode. These corridors could be implemented as light rail or as BRT. For purposes of analyzing potential impacts associated with the Current Plan Alternative, this Draft SEIS evaluates

Current Plan Alternative

LIGHT RAIL

Potential light rail corridors in the Current Plan Alternative. Potential rail extensions, assumed light rail.

- A Tacoma to Federal Way
- B Burien to Renton
- C Bellevue to Issaquah along I-90¹
- D Renton to Lynnwood along I-405
- E Renton to Woodinville along Eastside Rail Corridor
- F Downtown Seattle to Ballard¹
- G Ballard to University of Washington¹
- H Lynnwood to Everett

COMMUTER RAIL

Potential commuter rail corridor in the Current Plan Alternative. Potential rail extension, assumed commuter rail.

- I DuPont to Lakewood
- J Renton to Woodinville along Eastside Rail Corridor

REGIONAL EXPRESS BUS/BUS RAPID TRANSIT

Bus rapid transit (BRT)

- M Federal Way to DuPont along I-5
- N Renton to Puyallup along SR 167
- O Bellevue to Issaquah along I-90
- P Renton to Woodinville along Eastside Rail Corridor
- Q Renton to Lynnwood along I-405
- R Seattle to Everett along SR 99
- S Lynnwood to Everett along I-5

Regional express bus

- T Puyallup to DuPont via Cross Base Highway
- U Puyallup to Lakewood
- V Puyallup to Tacoma
- W SeaTac to West Seattle
- X Redmond to Kirkland
- Y North Bothell to Mill Creek to Mukilteo

HCT (mode not specified)

- K University of Washington to Redmond via SR 520¹
- L Northgate to Bothell on SR 522

¹ Portions of these corridors could be constructed in tunnels.



Source: Sound Transit 2014

Figure S-2 Current Plan Alternative—corridors analyzed in this Draft SEIS



these two HCT corridors shown on the Current Plan Alternative list on page S-6 and Figure S-2, as both light rail and BRT.

Similar to the current Sound Transit system operating today, regional express bus/BRT service could be implemented as an interim HCT mode for all or portions of potential light rail corridors until funding becomes available.

Representative projects, programs, and policies

Stations, park and rides, operations and maintenance facilities, access improvements, and other supporting transit facilities may be implemented along any of the Current Plan Alternative corridors, whether or not they have been implemented as part of *Sound Move* or ST2. This includes new track infill stations or other infrastructure that may be needed along routes already in service. The 2005 SEIS referred to these as “representative projects” since they represent the types of projects that could be built along any existing or future corridor. Building from the list in the 2005 Long-Range Plan SEIS, an updated list of representative projects for the Current Plan Alternative can be found in Appendix A of the Draft SEIS. These types of projects and their potential environmental impacts are broadly discussed in the Draft SEIS.

The types of representative projects are as follows, listed below by mode:

- **Light rail**—Service expansion, transit stations and park-and-ride facilities, pedestrian and bicycle

access and safety, and operations and maintenance facilities

- **Commuter rail**—Service expansion, new track, transit stations and park-and-ride facilities, pedestrian and bicycle access and safety, and operations and maintenance facilities
- **Regional express bus/bus rapid transit**—Service expansion or revised bus routes, transit stations and park-and-ride facilities, HOV direct access, transit priority improvements, rider amenities, grade or barrier separation, and operations and maintenance facilities

The following programs and policies have been adopted by the Sound Transit Board and would continue to remain in effect as part of the Current Plan Alternative:

- Transit-Oriented Development Policy (December 2012)
- Sustainability Initiative (June 2007)
- System Access Policy (March 2013)
- Updated Bicycle Policy (April 2009)
- Environmental Policy (April 2004)

Potential Plan Modifications Alternative (Action Alternative)

The Potential Plan Modifications Alternative assumes implementation of all the elements of the Current Plan and adds HCT corridors and services that are potential modifications to the Current Plan. These corridors, shown in Figures S-3 and S-4, represent a menu of options that the Sound Transit Board could choose from when updating the Long-Range Plan.



Light rail

New light rail corridors considered under the Potential Plan Modifications Alternative would have the same characteristics as light rail corridors under the Current Plan Alternative.

Commuter rail

The additional commuter rail segments would have similar physical and operating characteristics to the existing Sounder line. There are existing rail lines along Corridors 16 and 18, while there are none along Corridor 17.

Regional express bus/bus rapid transit

The Potential Plan Modifications Alternative includes many new regional express and/or BRT corridors.

High-capacity transit corridors

Some suggestions for new HCT corridors or service did not specify a mode and are numbered as corridors 19, 20, and 21 on Figure S-3.

Similar to HCT corridors in the Current Plan Alternative, these new HCT corridors were evaluated as both BRT and light rail corridors.

Potential Plan Modifications Alternative

LIGHT RAIL

- 1 Downtown Seattle to Magnolia/Ballard to Shoreline Community College
- 2 Downtown Seattle to West Seattle/Burien
- 3 Ballard to Everett Station via Aurora Village, Lynnwood
- 4 Everett to North Everett
- 5 Lakewood to Spanaway to Frederickson to South Hill to Puyallup
- 6 DuPont to Downtown Tacoma via Lakewood, Steilacoom, and Ruston
- 7 Puyallup/Sumner to Renton via SR 167
- 8 Downtown Seattle along Madison Street or to Madrona
- 9 Tukwila to SODO via Duwamish industrial area
- 10 North Kirkland or University of Washington Bothell to Northgate via SR 522
- 11 Ballard to Bothell via Northgate
- 12 Mill Creek, connecting to Eastside Rail Corridor
- 13 Tacoma to Ruston Ferry Terminal
- 14 Tacoma to Parkland via SR 7
- 15 Lynnwood to Everett, serving Southwest Everett Industrial Center (Paine Field and Boeing)

COMMUTER RAIL

- 16 Puyallup/Sumner to Orting
- 17 Lakewood to Parkland
- 18 Tacoma to Frederickson

REGIONAL EXPRESS BUS/BUS RAPID TRANSIT

Bus rapid transit (BRT)

- 22 Puyallup vicinity, notably along Meridian Avenue
- 23 Madison Street in Seattle

Regional express bus

- 24 Issaquah to Overlake via Sammamish and Redmond
- 25 Renton to Downtown Seattle
- 26 UW Bothell to Sammamish via Redmond
- 27 Titlow Beach to Downtown Tacoma
- 28 Renton (Fairwood) to Eastgate via Factoria
- 29 145th Street from I-5 to SR 522
- 30 North Kirkland to Downtown Seattle
- 31 Woodinville to Bellevue
- 32 Woodinville to Everett
- 33 Connection to Joint Base Lewis-McChord

Regional express bus/BRT (mode not specified)

- 34 Tacoma to Bellevue
- 35 Kent to Sea-Tac Airport
- 36 Puyallup to Rainier Valley

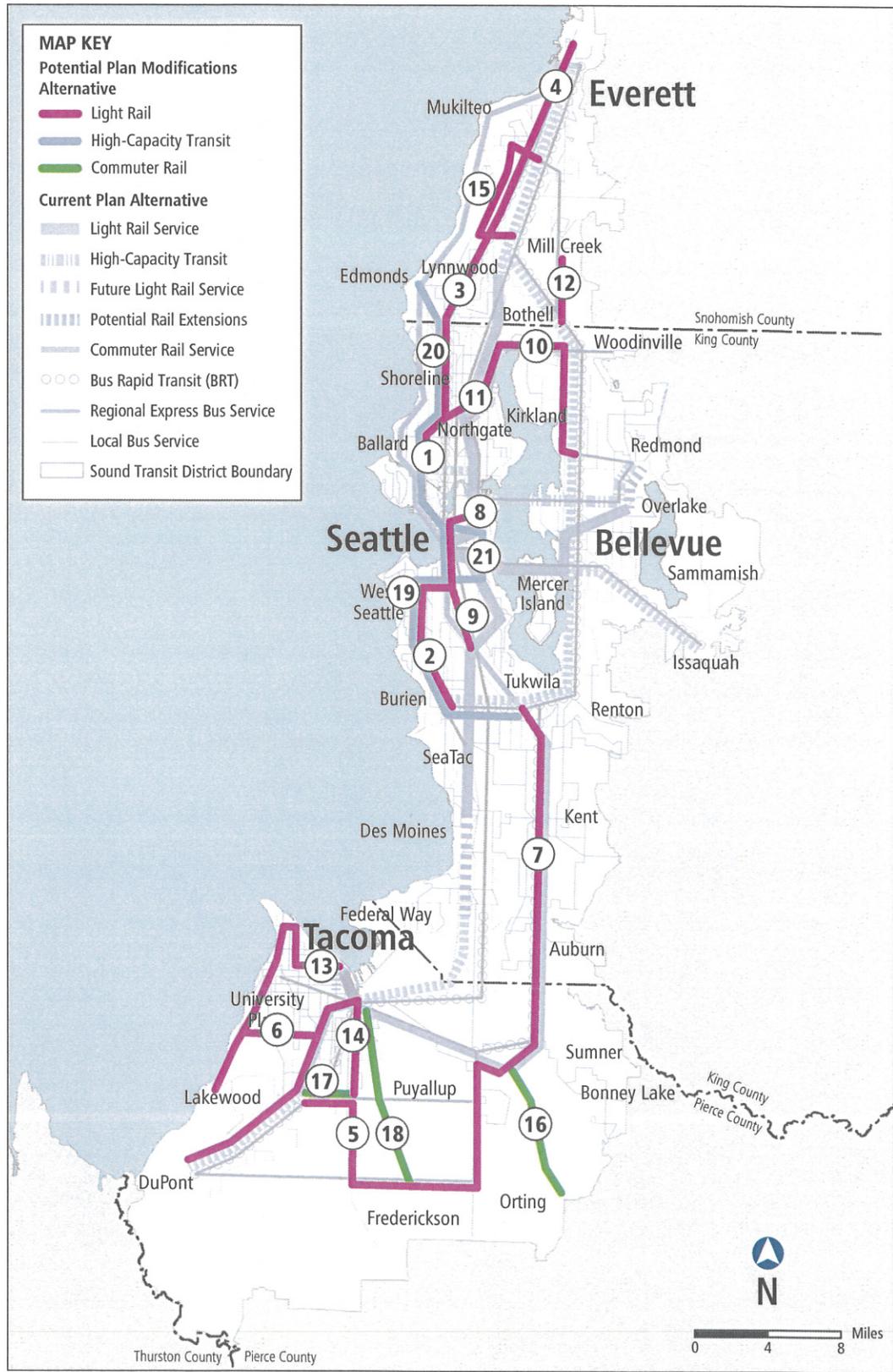
HCT (mode not specified)

- 19 Tukwila Sounder Station to Downtown Seattle via Sea-Tac Airport, Burien, and West Seattle
- 20 Downtown Seattle to Edmonds via Ballard, Shoreline Community College
- 21 West Seattle to Ballard via Central District, Queen Anne

STREETCAR

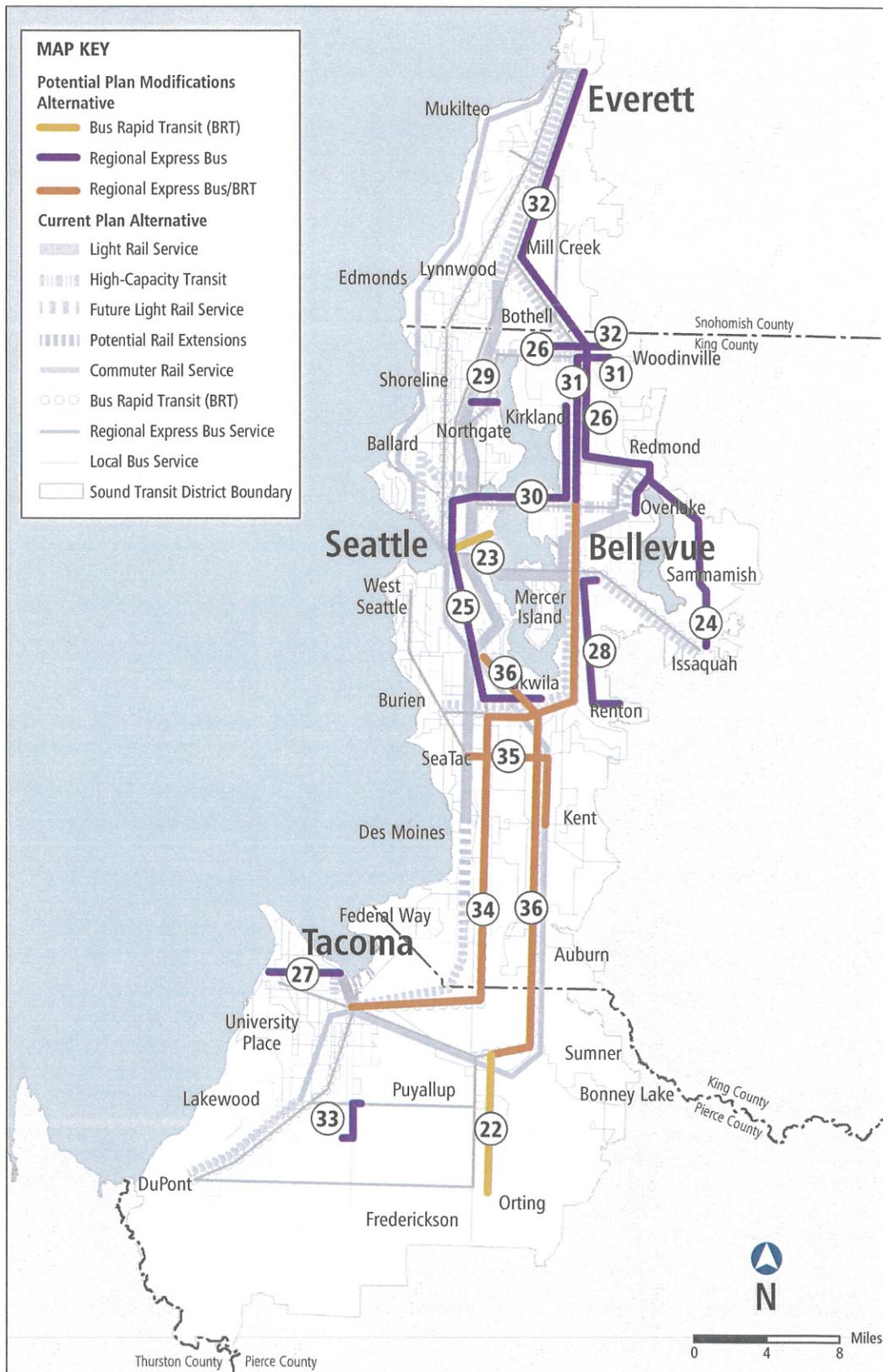
Streetcar corridors were identified in the Potential Plan Modifications Alternative, typically as options to connect areas to regional transit hubs.

¹ A potential new tunnel under Downtown Seattle could also or alternatively support a Ballard-to-Seattle light rail line, which is included in the Current Plan Alternative.



Source: Sound Transit 2014

Figure S-3 Potential Plan Modifications Alternative—light rail, commuter rail, and high-capacity transit



Source: Sound Transit 2014

Figure S-4 Potential Plan Modifications Alternative—regional express bus and bus rapid transit



Streetcar

Streetcar services were identified in the Potential Plan Modifications Alternative, typically as options to connect areas to regional transit hubs.

Representative projects, programs, and policies

The types of representative projects or support facilities described by mode for the Current Plan Alternative could similarly be implemented along any of the Potential Plan Modifications Alternative corridors. A list of representative projects for the Potential Plan Modifications Alternative can be found in Appendix A of the Draft SEIS.

The Potential Plan Modifications Alternative could include new programs and policies or it could build upon existing programs and policies. For example, it could include new initiatives related to:

- System access
- Demand management
- Research and technology

Key Transportation Impacts

Impacts of plan alternatives on total transit ridership

This section describes the impacts on total transit ridership of two scenarios: 1) the Current Plan Alternative as compared to the Sound Transit system implemented through completion of ST2, and 2) the Potential Plan

High-capacity transit corridor studies

ST2 directed Sound Transit to conduct the following high-capacity transit corridor studies:

- Ballard to Downtown Seattle HCT Corridor Study
- Central to East HCT Corridor Study
 - Ballard to University District
 - Redmond to Kirkland to University District
 - Kirkland-to Bellevue to Issaquah
 - I-405 BRT
 - Eastside Rail Corridor
- Federal Way to Tacoma HCT Corridor Study
- Lynnwood to Everett HCT Corridor Study
- South King County HCT Corridor Study
 - Downtown Seattle to West Seattle to Burien
 - Renton to Tukwila, SeaTac, and on to Burien

All of the corridors listed above are also evaluated in the Draft SEIS as part of the Current Plan Alternative (except Downtown Seattle to West Seattle, which is evaluated as part of the Potential Plan Modifications Alternative). However, the HCT corridor studies and the Long-Range Plan Update SEIS are evaluating potential transit improvements in these corridors at a different scale. The HCT corridor studies are evaluating options within a more localized area and in greater detail, while the Draft SEIS generally identifies plan-level alternatives and evaluates their impacts at a broader regional level. To the extent possible, the Draft SEIS incorporates information available from these HCT corridor studies.



Modifications Alternative compared to the Current Plan Alternative. The description of impacts focuses on how corridors included in the alternatives affect transit ridership at selected screenlines shown on Figure S-5.

Current Plan Alternative

When compared to completion of ST2, the corridors included in the Current Plan Alternative would expand HCT service to communities throughout the Plan area (Sound Transit's service area).

The changes in ridership resulting from the Current Plan Alternative when compared to completion of ST2 reflect the relative effectiveness of Plan corridors in attracting riders.

One major change under the Current Plan Alternative is reduced transit travel times as compared to ST2. These changes in transit travel times result from exclusive right-of-way for transit as compared to mixed operations in ST2. The reduced travel times could also result from more direct transit connections under the Current Plan Alternative as compared to connections in ST2. Examples of reduced transit travel times include:

- Tukwila to Bellevue central business district (CBD)
- SeaTac to Tacoma CBD
- Ballard to Everett CBD
- Kirkland to Kent CBD
- Paine Field to Seattle CBD

The reduced transit travel times would result in transit ridership increases. The extent of ridership changes in the year 2040 from new corridors would vary substantially, ranging from approximately 15,000 additional transit riders per day to less than 3,000 additional transit riders per day at selected screenlines.

The effectiveness of a corridor in terms of increasing ridership could be particularly high if it has one or more of the following characteristics:

- It is resulting in a major increase in daily transit ridership (5,000 or greater) at one or more screenlines
- It is resulting in transit ridership increases at more than one screenline
- It is the only corridor affecting ridership changes at a screenline; at most screenlines, multiple corridors are affecting transit ridership changes

The following information summarizes the relative effectiveness of the corridors in the Current Plan

Alternative in influencing transit ridership changes. The corridors, shown on Figure S-2, are in order of daily transit ridership increases.

Corridor A—Light rail between Tacoma and Federal Way:

Corridor A would contribute to a major increase in daily transit ridership (15,000) at King County/Pierce County Line West (screenline 6). Corridor A also would increase ridership (5,000) at North of Spokane Street (screenline 2), as riders continue from Tacoma to Seattle.

Corridor B—Light rail between Burien and Renton:

On its own, this corridor would result in a major increase in daily transit ridership (10,000) at West of SR 167/Rainier Avenue (screenline 14).

Screenlines represent a method to measure and show changes in ridership for multiple routes within a corridor. The screenlines discussed in this Executive Summary are intended to capture the potential effects on transit volumes of HCT elements included in the Current Plan Alternative and the Potential Plan Modifications Alternative.

Corridor F—Light rail between Downtown Seattle and Ballard:

Corridor F would contribute to the major increase in daily transit ridership of 10,000 at Ship Canal (screenline 1).

Corridor G—Light rail between Ballard and University of Washington:

Corridor G would result in a major increase (15,000) in daily transit ridership at Wallingford (screenline 20).

Corridor H—Light rail transit extension from Lynnwood Transit Center to Everett:

Corridor H would contribute to a major increase in transit ridership (10,000) at the Ship Canal (screenline 1). Corridor H would also contribute to a major transit ridership increase (10,000) at the King County/Snohomish County Line West (screenline 6), as well as a ridership increase (5,000) at North of SR 526 South of Everett (screenline 5).



Figure S-5 Selected Screenlines



Corridor D—Light rail from Renton to Lynnwood along I-405: Corridor D would contribute to transit ridership increases (5,000) at King County/Snohomish County Line East (screenline 4). In addition, corridor D would contribute to transit ridership increases (5,000) at North of Totem Lake (screenline 10) and North of Renton (screenline 12).

The remaining transit corridors in the Current Plan Alternative would result in relatively low transit ridership increases at the selected screenlines.

Potential Plan Modifications Alternative

When compared to the Current Plan Alternative, the elements included in the Potential Plan Modifications Alternative would result in further expansion of HCT service throughout the Plan area. It should be noted that the Potential Plan Modifications Alternative does not represent an integrated HCT system but is instead a menu of potential additions to the Current Plan Alternative. Accordingly, there are corridors that may duplicate other corridors in serving the same travel market.

One major change under the Potential Plan Modifications Alternative is reduced transit travel times to many locations as compared to the Current Plan Alternative. In some cases, operating characteristics for the corridors would involve exclusive right-of-way for transit as compared to mixed operations in the Current Plan Alternative. In other cases, the reduced transit travel time would result from more direct connections under the Potential Plan Modifications Alternative as compared to transit service connections in the Current Plan Alternative.

Examples of reduced transit travel times include:

- West Seattle to Seattle CBD
- Bellevue CBD to Kent CBD
- Paine Field to Everett CBD
- U-District to Kent CBD
- Seattle CBD to Tacoma CBD

These reduced transit travel times would result in transit ridership increases. The extent of ridership changes in the year 2040 from new corridors would vary substantially, ranging from approximately 20,000 additional transit riders per day to less than 3,000 additional transit riders per day at selected screenlines.

The following information summarizes the relative effectiveness of corridors in the Potential Plan Modifications Alternative in increasing transit ridership. These corridors are shown on Figures S-3 and S-4. As is the case with corridors in the Current Plan Alternative, the effectiveness of any corridor in the Potential Plan Modifications Alternative would be particularly high if it has one or more of the following characteristics:

- It is resulting in a major increase in daily transit ridership (5,000 or greater) at one or more screenlines
- It is resulting in transit ridership increases at more than one screenline
- It is the only corridor affecting ridership changes at a screenline; at most screenlines, multiple corridors are affecting transit ridership changes

Corridor 2—Light rail between Downtown Seattle, West Seattle, and Burien: This corridor is affecting transit ridership at four locations, North of Spokane Street (screenline 2), West Seattle Bridge (screenline 3), North of SR 518 (screenline 13), and West of SR 167/Rainier Avenue (screenline 14). The extent of ridership changes is major—between 10,000 and 20,000 per location. At three locations, other corridors contribute to the ridership increases. However, at West of SR 167/Rainier Avenue (screenline 14), corridor 2 would be the only one contributing to the ridership increases.

Corridor 19—HCT line from Tukwila Sounder Station to Sea-Tac Airport to Burien to Downtown Seattle via West Seattle: This corridor is resulting in major transit ridership increases (20,000) at North of Spokane Street (screenline 2) and West Seattle Bridge (screenline 3). Corridor 19 is also contributing to ridership increases (10,000) North of SR 518 (screenline 13).

Corridor 7—Light rail from Puyallup/Sumner to Renton via SR 167: This corridor contributes to ridership increases at North of SR 518 (screenline 13). Corridor 7 is also resulting in transit ridership increases at two other locations: South of Renton (screenline 15) and King County/Pierce County Line East (screenline 17). At all locations, the added daily transit ridership is 10,000 at each screenline.

Corridor 10—Light rail from North Kirkland to UW Bothell to Northgate via SR 522: This corridor is increasing transit ridership at SR 522 (screenline 7) and at North of Totem Lake (screenline 10). Daily transit

ridership increases at each screenline would be approximately 5,000.

Corridor 11—Light rail from Ballard to Bothell via Northgate: This corridor is contributing to transit ridership increases at two locations, Ship Canal (screenline 1) and SR 522 (screenline 7). Daily transit ridership increases at each screenline would be approximately 5,000.

Corridor 20—HCT line from Downtown Seattle to Edmonds via Ballard and Shoreline Community College. This corridor is contributing to transit ridership increases (5,000) at the Ship Canal (screenline 1).

Several corridors would be affecting one location. These are corridors:

- 1—Light rail north/south—Downtown Seattle to Magnolia/Ballard to Shoreline Community College
- 5—Light rail from Lakewood to Spanaway to Frederickson to South Hill to Puyallup
- 6—Light rail from DuPont to Downtown Tacoma via Lakewood, Steilacoom, and Ruston
- 9—Light rail from Tukwila to SODO via Duwamish industrial area
- 12—Light rail to Mill Creek, connecting to Eastside Rail Corridor

The remaining transit corridors in the Potential Plan Modifications Alternative would result in relatively low transit ridership increases at the selected screenlines.

Impacts of plan alternatives on the regional transportation system

Implementation of the Current Plan Alternative and the Potential Plan Modifications Alternative would impact physical components of the multimodal transportation system, including public transit, operations of free-ways and local streets, parking, non-motorized modes (pedestrian and bicycle facilities), safety, and freight. The items included in this section address impacts related to both operations and construction.

This assessment of potential impacts is a high-level overview of what could occur. No specific alignments have been selected for any transit mode, and there is no determination as to corridor profile (whether any particular element would be underground, at grade, or elevated).





Local bus service

New rail service and regional express bus/BRT could replace some transit services provided by local agencies, potentially freeing service hours for the local transit provider to use elsewhere. Demand could increase for local bus service connecting to new light rail and commuter rail stations and regional express/BRT services. Buses that use streets or freeways undergoing construction of new transit facilities could temporarily travel more slowly or be detoured to adjacent streets, which could increase walking or bicycling travel times to access the bus.

Highways and roads

Consistent with *Transportation 2040*, the assumption is that all limited access roadways will be tolled or managed by 2040. However, if lanes are not managed to allow 45 mile per hour speeds 90 percent of the time on limited-access roadways, then speeds for buses on these roadways could be much lower in some cases.

Both alternatives include new rail and bus corridors that, depending on the alignment and design, could impact local streets and freeways. These impacts could include use of lane capacity for HCT guideways and stations, at-grade crossings for rail or BRT, and increased congestion around stations and park and rides. Construction of HCT could occur on or adjacent to the freeway system, arterials, or local streets. This construction could close road and freeway lanes for short or long durations, which could reduce lane capacity, lower speeds and increase congestion, and require detours diverting traffic from the freeway system, arterials, and local streets to alternative routes.

Parking

With expanded rail or BRT service, demand for parking at stations could increase, which could spill over into surrounding neighborhoods. Decreased on-street parking in some corridors could occur to accommodate new guideways and stations. Loss of parking on-street and at park-and-ride facilities could be expected during guideway and station construction and where new or expanded park-and-ride facilities occur.

Safety

Rail and BRT facilities could create safety impacts for at-grade crossings or where operating in mixed traffic. Projects include safety features and often upgrades for unprotected pedestrian crossings on commuter rail lines. With new rail and bus service, there would be

increased vehicular, walk, and bike activity in station areas potentially impacting the safety of roadway and non-motorized systems.

Non-motorized systems—pedestrian and bicycle facilities

Both the Current Plan Alternative and the Potential Plan Modifications Alternative could include potential pedestrian and bicycle facilities that improve access to transit facilities. With expanded transit operations under each alternative, there could be potential impacts on pedestrian and bicycle facilities.

Construction could temporarily close or restrict pedestrian and bicycle facilities such as sidewalks, bike lanes, and trails. Construction also would temporarily result in other localized impacts, such as increased congestion, restricted access to facilities, and a lower quality pedestrian and bicycle environment.

Freight movement

A reduction in vehicle miles traveled from both alternatives would benefit freight movements on highways. In some cases, new guideways and stations could reduce access to driveways used to access businesses. In addition, rail development could displace on-street loading capacity for trucks delivering goods.

Construction of transit facilities could temporarily restrict freight movement and access to businesses. New commuter rail service could require that some existing freight rail lines be upgraded or improved, which would result in construction activity in the railroad right-of-way or adjacent areas.

Key Environmental Impacts

The Draft SEIS describes the affected environment and potential impacts and mitigation for the Current Plan Alternative and the Potential Plan Modifications Alternative. The impact analysis is at a level of detail consistent with the broad, plan-level issues being addressed in the Long-Range Plan Update.

For the Current Plan Alternative, the environmental impact analysis focuses on corridors A through Y, as shown in Figure S-2. A qualitative summary of potential environmental impacts and benefits is depicted in Table S-1 (light rail and commuter rail corridors) and Table S-2 (regional express bus/BRT corridors). For the Potential Plan Modifications Alternative, corridors 1 through 36, as shown on Figures S-3 and S-4, refer to

Table S-4 (light rail and commuter rail corridors) and Table S-5 (regional express bus/BRT corridors). The ratings used in these summary tables reflect a relative comparison between corridors based on the analysis in the Draft SEIS.

Overall, increasing HCT under either the Current Plan Alternative or the Potential Plan Modifications Alternative is generally expected to decrease energy consumption and reduce greenhouse gas and other air emissions in the region as more people choose to use transit instead of travel in single-occupancy vehicles. In addition, an expansion of regional high-capacity transit is consistent with state and regional growth management goals and is consistent with the vast majority

Overall, increasing transit options is generally expected to decrease energy consumption and reduce greenhouse gas emissions in the region as fewer people travel in single-occupancy vehicles.

of local plans in the region. Other key environmental effects include potential noise and/or vibration impacts to surrounding land uses, impacts to wetlands and streams, adverse effects to historic properties, and the use of parks and recreational facilities.

The extent to which impacts could occur varies depending on the concentration of resources within a corridor and the transit mode being evaluated. In general, implementing any of the transit modes within existing roadway or railroad rights-of-way would likely have the least amount of environmental impacts. If additional lanes were to be constructed for exclusive BRT lanes or light rail guideways, the potential for impacts to surrounding resources could increase. Light rail, BRT, or commuter rail on new alignments have the highest likelihood of impacts to surrounding land uses or resources; however, such impacts would be avoided and minimized to the extent possible during future project-level planning and environmental reviews.

Earth

- Risks are related to geologic hazards that already exist, including steep slopes that are more prone

to erosion or landslides, soft soils, and seismic and liquefaction hazards.

- Depending on location, all modes would have comparable susceptibility to geologic hazards.
- Corridors in areas with the highest susceptibility to certain geologic hazards include N in the Kent Valley along SR 167 and V in the Puyallup River Basin, both in the Current Plan Alternative; and 7 (also in the Kent Valley along SR 167) and 16 between Puyallup and Orting, both in the Potential Plan Modifications Alternative.

Air quality

- The Current Plan Alternative would reduce greenhouse gas and other air emissions in the region as more people choose to use transit instead of travel in single-occupancy vehicles.
- The Potential Plan Modifications Alternative would provide an incremental reduction as transit corridors are added.

Noise

- Commuter rail has the highest maximum noise levels of all transit modes; however, it operates less frequently, with service occurring during peak commute hours. In terms of potential noise impacts, light rail and BRT are similar, although BRT generates more noise for a similar number of passengers served.
- The highest potential for noise impacts occurs in corridors with dense residential development. This includes BRT or light rail corridors along SR 99 such as R (BRT from Seattle to Everett) and 3 (light rail from Ballard to Everett Station), and 20 (BRT from Downtown Seattle to Edmonds).
- Light rail corridor 19 from Tukwila to Downtown Seattle via West Seattle is also very densely developed, potentially resulting in a high number of residences impacted.

Water quality and hydrology

- Runoff from new impervious surfaces can cause bank erosion and increase stream bed depth; however, commuter rail tracks on ballast and ties are not impervious.
- Pollutants on new impervious surfaces can decrease water quality; however, operation of light rail alone is not a pollutant-generating activity.
- Light rail corridors D (Renton to Lynnwood along I-405 under Current Plan Alternative) and 7



Table S-1 Current Plan Alternative summary of impacts—light rail, commuter rail, high-capacity transit

ENVIRONMENTAL RESOURCE	POTENTIAL EFFECTS	LIGHT RAIL										COMMUTER RAIL		HCT (LIGHT RAIL)	
		A	B	C	D	E	F	G	H	I	J	K	L		
		Tacoma to Federal Way	Burien to Renton	Belleuve to Issaquah (I-90)	Renton to Lynnwood (I-405)	Renton to Woodinville (ERC)	Downtown Seattle to Ballard	Ballard to UW	Lynnwood to Everett	DuPont to Lakewood	Renton to Woodinville (ERC)	UW to Redmond (via SR 520)	Northgate to Bothell		
Earth	Susceptibility to geologic hazards	○	○	○	○	○	○	○	○	○	○	○	○		
Air Quality	Benefit from reduction in greenhouse gases	○	○	○	○	○	○	○	○	○	○	○	○		
Noise and Vibration	Potential for noise impacts to residences	○	○	○	○	○	○	○	○	○	○	○	○		
Water	Potential for impacts to streams	○	○	○	○	○	○	○	○	○	○	○	○		
Wetlands	Potential for impacts to wetlands	○	○	○	○	○	○	○	○	○	○	○	○		
Ecosystems	Regionally important ecosystem resources	○	○	○	○	○	○	○	○	○	○	○	○		
Energy	Benefit from reduction in energy use	○	○	○	○	○	○	○	○	○	○	○	○		
Environmental Health	Potential for encountering hazardous waste sites	○	○	○	○	○	○	○	○	○	○	○	○		
Visual Quality	Potential for impacts to visual setting	○	○	○	○	○	○	○	○	○	○	○	○		
Land Use	General consistency with plans and policies	○	○	○	○	○	○	○	○	○	○	○	○		
Public Services/Utilities	Potential for conflicts with major utilities	○	○	○	○	○	○	○	○	○	○	○	○		
Parks and Recreation	Potential for impacts to parks and recreation areas	○	○	○	○	○	○	○	○	○	○	○	○		
Historic Resources	Potential for impacts to historic properties	○	○	○	○	○	○	○	○	○	○	○	○		

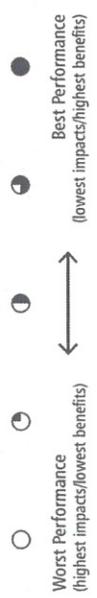


Table S-2 Current Plan Alternative summary of impacts—regional express bus and bus rapid transit

ENVIRONMENTAL RESOURCE	POTENTIAL EFFECTS	HCT (BRT)		BRT								REGIONAL EXPRESS BUS					
		K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	
Earth	Susceptibility to geologic hazards	UW to Redmond (via SR 520)	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●
		Northgate to Bothell	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●
Air Quality	Benefit from reduction in greenhouse gases	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●
Noise and Vibration	Potential for noise impacts to residences	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●
Water	Potential for impacts to streams	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●
Wetlands	Potential for impacts to wetlands	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●
Ecosystems	Regionally important ecosystem resources	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●
Energy	Benefit from reduction in energy use	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●
Environmental Health	Potential for encountering hazardous waste sites	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●
Visual Quality	Potential for impacts to visual setting	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●
Land Use	General consistency with plans and policies	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●
Public Services/Utilities	Potential for conflicts with major utilities	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●
Parks and Recreation	Potential for impacts to parks and recreation areas	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●
Historic Resources	Potential for impacts to historic properties	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●

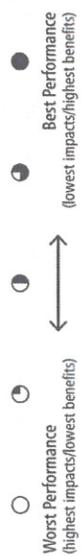
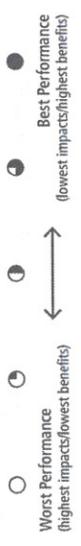


Table S-4 Potential Plan Modifications Alternative summary of impacts—light rail, commuter rail, high-capacity transit

ENVIRONMENTAL RESOURCE	POTENTIAL EFFECTS	REGIONAL EXPRESS BUS										REGIONAL EXPRESS BUS/ BRT								
		19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	
HCT (BRT)	19	Tukwila to Sea-Tac Airport-Burien-	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○
	20	Downtown Seattle to Edmonds via Ballard, Shoreline CC	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○
BRT	21	West Seattle to Ballard via Central District, Queen Anne	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○
	22	Puyallup vicinity (Meridian Ave)	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○
BRT	23	Downtown Seattle along Madison	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○
	24	Issaquah to Overlake via Sammamish and Redmond	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○
REGIONAL EXPRESS BUS	25	Renton to Seattle	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○
	26	UW Bothell via Sammamish and Redmond	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○
REGIONAL EXPRESS BUS	27	Trilow Beach to Downtown Tacoma	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○
	28	Renton (Fairwood) to Eastgate via Factoria	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○
REGIONAL EXPRESS BUS	29	Along 145th Street from I-5 to SR 522	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○
	30	North Kirkland to Downtown Seattle	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○
REGIONAL EXPRESS BUS	31	Woodinville to Bellevue	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○
	32	Woodinville to Everett	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○
REGIONAL EXPRESS BUS	33	JBLM Connection	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○
	34	Tacoma to Bellevue	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○
REGIONAL EXPRESS BUS/ BRT	35	Kent to Sea-Tac Airport	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○
	36	Puyallup to Rainier Valley	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○





(Puyallup to Renton via SR 167 in the Potential Plan Modifications Alternative) could cross the greatest number of streams. Potential Plan Modifications Alternative corridor 12 (Mill Creek connecting to the Eastside Rail Corridor) could cross the greatest number of streams per mile of corridor.

- Corridors in the Plan area near the Puget Sound shoreline and large rivers (such as the Puyallup, Snohomish, and Duwamish Rivers) are at risk for inundation from rising sea levels that may occur as the result of climate change.
- Fill within floodplains could impede flows and increase the risk of flooding. Climate change could also result in localized flooding in floodplain areas due to increased precipitation from storm events. Corridors in the Current Plan Alternative that include a higher concentration of floodplains include light rail corridors C and D along Lake Sammamish and the Snohomish River, respectively. In the Potential Plan Modifications Alternative, light rail corridor 7 and BRT corridor 36 along SR 167 from Puyallup to Renton, as well as corridor 34 from Tacoma to Bellevue, also have a high concentration of floodplains.

Ecosystems

- The removal, degradation, or fragmentation of habitat could disturb fish and wildlife movement. Areas potentially affected include those with high concentrations of natural resources, high-quality native ecosystems, and major lakes or rivers.
- Current Plan Alternative corridors C (Bellevue to Issaquah) and H (Lynnwood to Everett) and

Potential Plan Modifications Alternative corridors 7 (Puyallup/Sumner to Renton) and 12 (Mill Creek connecting to Eastside Rail Corridor) have the greatest density of wetland areas.

- Priority conservation areas within corridors near Cougar Mountain and Issaquah Creek (light rail corridor C, BRT corridor O), Edmonds Point (HCT corridor 20), and a portion of the Joint Base Lewis-McChord between Lakewood and Parkland (commuter rail corridor 17) could be affected.

Energy

- Under either the Current Plan Alternative or the Potential Plan Modifications Alternative, transportation-related energy consumption is generally expected to decrease as more people choose to use transit instead of traveling in single-occupancy vehicles.

Environmental health

- During construction, the disturbance or release of hazardous materials could occur, particularly in areas with high concentrations of contaminants such as industrialized areas. The Current Plan Alternative includes industrialized areas around the Port of Tacoma (corridor A) and Ballard (corridor F). The Potential Plan Modifications Alternative includes industrialized areas around the Port of Tacoma (corridors 6, 13, and 14) and Ballard (corridors 1, 3, 11, and 20).
- Electromagnetic fields (EMF) associated with light rail operations could require mitigation to avoid

impacts to sensitive electronics located in medical and research facilities.

Visual quality

- Transit features, such as walls, stations, at-grade or elevated guideways, infill stations, operation and maintenance facilities, park-and-ride facilities, and other structures, could result in the alteration or removal of some visual resources (such as a view or structure).
- In general, new transportation facilities constructed in existing transportation corridors would be less likely to negatively affect visual quality than those built in new corridors.

Land use

- In general, both alternatives would be consistent with state, regional, county, and municipal plans, policies, and legislation. However, Potential Plan Modifications Alternative corridor 16, commuter rail service from Puyallup/Sumner to Orting, may not be consistent with Orting's goal to preserve its small-town character.
- The alternatives would improve transit service to regional growth centers and manufacturing and industrial centers, and would focus growth within the boundaries of Urban Growth Areas.
- Under the Current Plan Alternative, connections generally would be added between regional centers and/or manufacturing industrial centers. Connections to other smaller communities include Woodinville (corridors E, J, and P), DuPont (corridors I, M, and T), West Seattle (corridor W), Mukilteo (corridor Y), and Issaquah (corridor O).
- Under the Potential Plan Modifications Alternative, connections generally would be added between regional centers and/or manufacturing industrial centers. Connections to other smaller communities include Woodinville (corridors 31 and 32), DuPont (corridor 6), Mill Creek (corridor 12), Ruston (corridor 13), Parkland (corridors 14 and 17), Orting (corridor 16), Sammamish (corridor 26), Titlow Beach (corridor 27), Eastgate (corridor 28), Rainier Valley (corridor 37), West Seattle (corridor 21), and Issaquah (corridor 24).
- Commercial, industrial, and residential land uses could be affected by property acquisitions, displacements, and land use conversions.

Public services and utilities

- Depending on location, all modes would have

comparable impacts to public services and utilities. Overall, long-term impacts on utility services and systems are expected to be minimal.

- In the Current Plan Alternative, corridors B (Burien to Renton), D (Renton to Lynnwood), and H (Lynnwood to Everett) cross either natural gas inter/intra state pipelines or transmission lines. In the Potential Plan Modifications Alternative, corridors 5 (Lakewood-Spanaway-Frederickson-South Hill-Puyallup), 7 (Puyallup/Sumner to Renton), 12 (Mill Creek connecting to the Eastside Rail Corridor), 16 (Puyallup/Sumner to Orting), 18 (Tacoma to Frederickson), 22 (Puyallup vicinity), and 36 (Puyallup to the Rainier Valley) cross either natural gas inter/intra state pipelines, petroleum product pipelines, or transmission lines. If necessary, these utilities would be relocated.

Park and recreation facilities

- Both alternatives could result in the acquisition of all or a portion of a park or recreation facility, particularly when other physical constraints limit avoidance or minimization options. King County parks and recreation facilities could be particularly affected given their high density.
- In the Current Plan Alternative, light rail corridors D (Renton to Lynnwood), E (Renton to Woodinville), F (Downtown Seattle to Ballard), and G (Ballard to UW) have the greatest potential to impact park and recreation facilities.
- For the Potential Plan Modifications Alternative, corridors 1 (Downtown Seattle to Shoreline Community College), 2 (Downtown Seattle to West Seattle/Burien), 19 (Tukwila Sounder Station to Downtown Seattle to Ballard), 8 (Downtown Seattle along Madison Street), and 21 (West Seattle to Ballard) have the greatest potential to impact park and recreational facilities.

Historic resources

- Property acquisitions could result in the alteration or demolition of architectural properties.
- Portions of the corridors between downtown Seattle and Northgate and near downtown Tacoma could be particularly affected given the high concentrations of architectural historic properties listed on the National Register of Historic Places.
- In the Current Plan Alternative, light rail corridor F (Downtown Seattle to Ballard) would have the greatest potential to affect historic properties. For the Potential Plan Modifications Alternative,



corridors 1 (Downtown Seattle to Shoreline Community College), 2 (Downtown Seattle to West Seattle/Burien), 4 (Everett to North Everett), 8 (Downtown Seattle along Madison Street), 19 (Tukwila Sounder Station to Downtown Seattle via West Seattle), and 20 (West Seattle to Edmonds) would have the greatest potential to affect historic properties.

- Archaeological sites and traditional cultural properties could be affected by ground-disturbing activities, such as the installation of piers to support elevated rail lines or other activities associated with new stations, park-and-ride facilities, or other support facilities.

Cumulative impacts

- Differences in cumulative impacts between the two alternatives would be relatively minor when considered on a regional scale.
- Both alternatives would offer environmental benefits. These benefits, combined with other regional plans and projects to help manage growth in a more sustainable manner, could result in greater cumulative benefits because they would help to reduce vehicle trips and urban sprawl.

Avoidance, Minimization, and Mitigation Measures

Sound Transit has established programs, best practices, and policies that would guide the implementation of this Long-Range Plan Update and the projects that would follow. These include the agency's commitment

to satisfying all applicable laws and regulations and to mitigate significant adverse impacts responsibly and reasonably, consistent with Sound Transit's policies. In addition to meeting environmental commitments, Sound Transit will continue to avoid and minimize impacts where possible. Several environmental elements analyzed in this Draft SEIS are not likely to have significant adverse long-term impacts requiring mitigation after standard project measures are applied, such as earth, air quality, energy, public services, utilities, and water resources. The following text summarizes key areas where mitigation measures are expected to be required. More specific measures would be identified during future project-level environmental reviews.

Transportation

Mitigation would be required to address impacts to local transit service, local roadway and freeway facilities, parking, safety, non-motorized facilities in station areas, and freight movement resulting from plan implementation and project development.

For construction activities affecting freeways, Sound Transit would work with the Washington State Department of Transportation to develop a plan to coordinate construction with incident management, construction staging, and traffic control where the construction could affect freeway traffic, as well as provide construction closure information to the public. Truck access points from the freeway would be identified to minimize impacts on general purpose traffic and interchange operations.



Mitigation for impacts on local roadway facilities, parking, safety, non-motorized facilities, and freight movement would comply with local regulations governing construction mitigation, including traffic control and truck routing. For local transit service and facilities, potential route service changes would be coordinated with affected transit systems. For freight-related items, mitigation would be coordinated with local jurisdictions and affected businesses and operators.

Noise and vibration

Potential measures to control noise and vibration could include acquisition of land for buffer zones, project realignment, bus and roadway design and maintenance, track and wheel design and maintenance for rail systems, minimization of audible warning systems to only the levels necessary, construction of noise walls and other barriers, and sound insulation for buildings. Track sub-base and support structures could be designed to reduce vibration and ground-borne noise levels.

Ecosystems

Sound Transit would mitigate impacts in accordance with applicable federal and state regulations and local critical area ordinances and their permit requirements. Sound Transit is committed to no net loss of wetland functions and wetland areas. Potential measures to minimize impacts could include minimizing land clearing, avoiding sensitive habitat and wetlands, designing fish-passable structures, establishing time-of-year construction restrictions in sensitive areas, enhancing

remaining habitat, and compensating or replacing lost wetland areas.

Environmental health

The Current Plan Alternative and the Potential Plan Modifications Alternative would adhere to all applicable regulations regarding hazardous materials handling and spill response during construction and long-term operation. Any hazardous materials sites in the construction area would be identified and addressed to avoid the potential for exposure or spread of hazardous materials during construction. Should EMF impacts from light rail be identified, modified power delivery designs would be expected to mitigate such impacts.

Visual quality and aesthetics

Measures to reduce or minimize adverse long-term impacts on visual quality could include avoidance of visually sensitive areas; design or aesthetic treatments to reduce the impacts of transit facilities by integrating them with existing plans, minimizing their size, making them compatible with their surroundings, and shielding light from reaching surrounding properties; and the provision of landscaping and other screening features.

Land use

Sound Transit would provide relocation assistance and advisory services where property acquisitions and displacements would be unavoidable. The relocation program would be in accordance with state and federal laws and Sound Transit policy.



Parks and recreation

Sound Transit would coordinate with the agencies with jurisdiction over parklands to minimize impacts. Mitigation could include restoration of disturbed parks and open space to pre-project conditions, park enhancement, or replacement of acquired parkland. Construction-period mitigation measures could include maintaining access during road and trail closures and providing coordinated information on access options.

Historic resources

Sound Transit would determine appropriate mitigation measures in consultation with the lead federal agencies, the Washington State Department of Archaeology and Historic Preservation, Native American tribes, affected local governments, and other interested parties. Potential mitigation measures could include designing facilities to be compatible with historic resources, employing construction methods to minimize impacts, conducting rehabilitation or relocation to appropriate standards, preparing interpretive information for the public, and fully documenting properties if no alternative to relocation or demolition exists. Mitigation measures for archaeological sites could include performing archaeological testing and monitoring in high-probability areas prior to and during construction and data recovery of significant sites.

Significant Avoidable Adverse Impacts that Cannot be Mitigated

No significant unavoidable adverse impacts to earth, air quality, energy, and public services and utilities are expected with either the Current Plan Alternative or the Potential Plan Modifications Alternative.

With implementation of the avoidance, minimization, and mitigation measures listed above, significant unavoidable adverse impacts to noise and vibration, water quality and hydrology, ecosystems, environmental health, visual quality, parks and recreation facilities, and historic and cultural resources could be minimized for most plan elements under the Current Plan Alternative and the Potential Plan Modifications Alternative. However, significant unavoidable adverse impacts to noise and vibration, environmental health, visual quality, land use, parks and recreation facilities, and historic and cultural resources could occur in some corridors and with some modes. Temporary unavoidable adverse

impacts could occur to water quality and hydrology and ecosystems during construction.

Even with the mitigation measures described above, there could be unavoidable adverse transportation impacts, primarily during construction of the corridors and facilities included in the Current Plan Alternative or the Potential Plan Modifications Alternative. Construction impacts could include temporary lane or roadway closures, loss of parking, increased truck traffic and congestion, and reduced access to businesses.

Areas of Controversy and Uncertainty and the Issues to be Resolved

The Sound Transit Board will evaluate many issues as it considers updates to the Long-Range Plan. Those issues include understanding the need for projects, achieving balance among the various service areas of the region, and obtaining funding to make the plans a reality. Unresolved regional issues that may affect the updated Long-Range Plan are discussed below.

Several corridors were analyzed as part of the Potential Plan Modifications Alternative for possible inclusion in the updated Long-Range Plan. Using the transportation and environmental analysis, as well as other studies, the Sound Transit Board may consider adding some of the Potential Plan Modification Alternative corridors to the updated Long-Range Plan.

Sound Transit will consider the specific modes for the HCT corridors included in the Plan. Corridors evaluated in this Draft SEIS include light rail, commuter rail, BRT, regional express bus, and streetcar. Each of the mode technologies has distinct advantages. In some corridors, the mode decision could include two or more possibilities. For example, a corridor may be identified as an HCT corridor and/or designated as a potential future light rail extension in the Long-Range Plan.

Sound Transit can also consider annexing areas into the Sound Transit district or extending services beyond the current district boundary. Annexation and service extensions can occur under the Long-Range Plan Update alternatives as long as the legislatively mandated requirements are met. Extensions of service can occur without changing or annexing the district boundary. During the scoping process, Sound Transit received suggestions both to expand the district boundary and

to extend service outside the current boundary. Sound Transit would work with interested jurisdictions to annex or extend service beyond the current boundary if a proposal is made.

Next Steps: Plan Adoption and Implementation

With publication of this Draft SEIS, Sound Transit is presenting the results of the plan-level environmental impact analysis on updating the Long-Range Plan and starting a public comment period, which will close on July 28, 2014.

After the close of the public comment period, Sound Transit will use the comments received, along with any updated information, to prepare a Final SEIS. As part of the Final SEIS, comments received on this Draft SEIS will be responded to. Following the issuance of the Final SEIS, the Sound Transit Board will make final decisions on updating the Regional Transit Long-Range Plan. The updated Long-Range Plan will then provide the basis for future transit investments. Future system plans would be submitted to voters for approval. If funding is approved, project-level planning and environmental review would be performed, followed by implementation of the projects as appropriate.

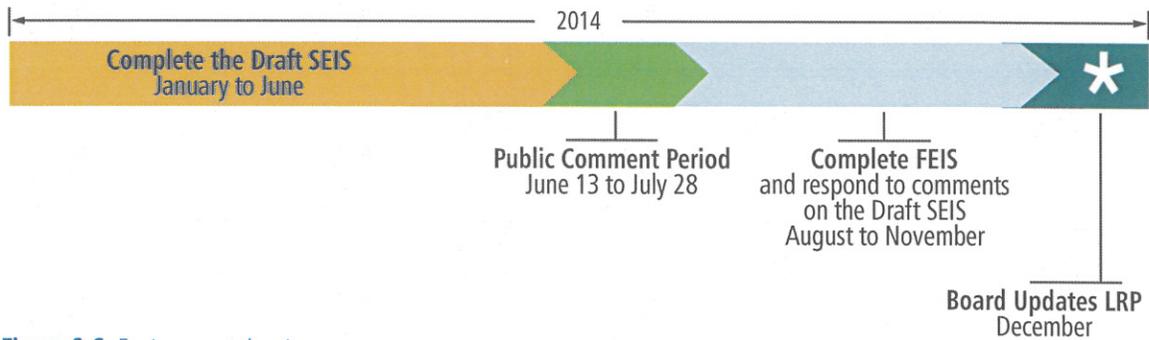


Figure S-6 Environmental review process

A G E N D A I T E M

BUSINESS OF THE CITY COUNCIL City of Des Moines, WA

SUBJECT: Final Plat Extension Request for Highline View Estates 21 Lot Modified Subdivision; LUA07-004

FOR AGENDA OF: July 24, 2014

DEPT. OF ORIGIN: Planning, Building, & Public Works

DATE SUBMITTED: July 16, 2014

ATTACHMENTS:

1. Draft Resolution 14-149
2. Resolution 1082
3. June 16, 2014 Extension Request
4. July 8, 2014 Amended Extension Request
5. Orthophoto Site Plan

CLEARANCES:

- Legal T6
 Finance N/A
 Marina N/A
 Parks, Recreation & Senior Services N/A
 Planning, Building & Public Works DSB
 Police N/A
 Courts N/A
 Economic Development N/A

APPROVED BY CITY MANAGER
FOR SUBMITTAL: 

Purpose and Recommendation:

The purpose of this agenda item is to assist the City Council in the consideration of Draft Resolution 14-149 (refer to Attachment 1) which would extend the expiration date to obtain final plat approval for the preliminary modified subdivision entitled "Highline View Estates" from July 3, 2015 to July 3, 2016.

Administration has reviewed the applicant's request for a one year extension of the date to obtain final plat approval and believes that it is consistent with the City's criteria for a timeframe extension. If the City Council concurs with Administration's recommendation, the City Council may approve the requested extension by passing the following motion:

Suggested Motion:

Motion 1: "I move to adopt Draft Resolution Number 14-149 extending the expiration date to obtain final plat approval for the preliminary modified subdivision entitled "Highline View Estates" from July 3, 2015 to July 3, 2016."

Background:

In January 2007, the Applicant (Lakeridge Development, Inc.) submitted the requisite application materials for a preliminary plat utilizing the provisions of a modified subdivision codified in Chapter 17.20 (now Chapter 17.15) of the Des Moines Municipal Code. The application specifically requested to divide 4.13 acres of undeveloped land into 21 lots for single-family residential use. The site consists of one tax parcel abutting South 240th Street and 21st Avenue South, near Highline College. The City Council passed Resolution 1082 (refer to Attachment 2) approving the preliminary modified subdivision and associated Resolution 1432 vacating portions of adjacent rights-of-way on July 3, 2008.

The applicant submitted civil plans for review on October 8, 2008. The latest City review letter was sent on September 30, 2009. The owner put the project on hold during the economic recession, but began contacting the City regarding requirements to reactivate the review in July 2013. City staff has had numerous communications and a meeting with the Applicant since that time. In addition to responding to City comments on the civil plans and wetland mitigation plan, the applicant is required to comply with all State and Federal permitting requirements, including a U.S. Army Corps of Engineers 404 permit or letter of non-jurisdiction for wetland fill. The Applicant has been communicating with the Corps and has indicated that the associated review timelines have the potential of pushing construction and final plat filing dates beyond the City and State deadlines (refer to Attachments 3 and 4).

The Orthophoto Site Plan (refer to Attachment 5) contains further details regarding the proposed site location and layout.

Discussion:

The City Council is authorized to grant a maximum of a one-year extension pursuant to DMMC 17.10.210(2) and RCW 58.17.140(3)(a); provided that the applicant files the request at least 30 days prior to expiration of the seven-year period and the applicant has attempted in good faith to submit the final plat within the seven-year period.

Upon a July 3, 2008 preliminary plat approval, the Applicant submitted for civil plan review within three months and continued working with the City through the September 30, 2009 review comments. The project was placed on hold during the economic recession as were many other projects in the City. The Applicant has been coordinating with the Corps and King County regarding wetland mitigation requirements and requests additional time to complete this process. Both of these delays are beyond the Applicant's control.

Alternatives:

The City Council has three alternatives:

- (1) The City Council may adopt Draft Resolution Number 14-149 as written.
- (2) The City Council may adopt Draft Resolution Number 14-149 with modifications.
- (3) The City Council may decline to act on Draft Resolution Number 14-149.

Financial Impact:

The modified subdivision would result in the development of 21 new single family homes which will provide additional recurring property tax revenue to the City of Des Moines. Additionally, the City would receive tax monies on the construction materials for both the homes and the required civil improvements. The City will also receive traffic impact fees at the time of issuance of the building permits for the single family residence. Finally, at the time of final plat the City will receive a park-in-lieu fee for the acquisition of new parks or the development of existing parks. Property taxes and fees collected are expected to offset City expenditures related to typical residential services and uses.

Recommendation/Conclusion:

City staff believes that Lakeridge Development, Inc. has made a good faith effort to complete the project in a timely fashion. At this time, the Applicant is attempting to move forward; however, due to circumstance outside of their control, the project has been delayed again.

Staff recommends that the City Council grant the extension request in order to allow the project to be completed. The plat extension would allow for the completion of a project that would have significant benefit to the community.

Concurrence:

The Legal Department concurs with the request to provide the one year extension.

CITY ATTORNEY'S FIRST DRAFT July 24, 2014**DRAFT RESOLUTION NO. 14-149**

A RESOLUTION OF THE CITY OF DES MOINES, WASHINGTON granting an extension to submit the final plat documents for the preliminary modified subdivision entitled "Highline View Estates".

WHEREAS, Lakeridge Development, Inc., the owner of the real property in the City of Des Moines, filed an application on January 31, 2007 for a preliminary modified subdivision, and

WHEREAS, the City Council, approved the preliminary plat for the Highline View Estates subdivision on July 3, 2008, and

WHEREAS, DMMC 17.10.210(1) requires that the applicant shall submit a final plat to the Planning, Building, and Public Works Department within five years following the date the preliminary subdivision was approved or the preliminary subdivision approval shall be deemed void and any development rights that have vested in the applicant shall be considered abandoned, and

WHEREAS, RCW 58.17.140(3)(a) extends the deadline for final plat submittal to seven years for subdivisions with preliminary plat approval on or before December 31, 2014, and

WHEREAS, DMMC 17.10.210(2) allows the applicant to request to extend the preliminary subdivision approval for up to one additional year; provided that the request must be delivered in writing to the community development department at least 30 days prior to expiration of the seven-year period and the applicant has attempted in good faith to submit the final plat within the designated time period, and

WHEREAS, the approved preliminary plat for the Highline View Estates subdivision will expire on July 3, 2015, unless an extension is granted by the City, and

THE CITY COUNCIL OF THE CITY OF DES MOINES RESOLVES AS FOLLOWS:

Sec. 1. Extension Granted. A one-year extension is hereby granted by the Des Moines City Council for the modified subdivision entitled "Highline View Estates" requiring the final plat documents to be submitted to Planning, Building, and Public Works Department by July 3, 2016 as authorized in DMMC 17.10.210(2).

Sec. 2. Findings of fact. The following findings of fact are adopted by the City Council in support of its decision to approve the timeframe extension for the Highline View Estates Subdivision:

1. The applicant submitted the request for the one year extension on June 16, 2014.
2. The applicant has demonstrated there has been an attempt in good faith to submit the final plat within the seven-year period as provided in the June 16, 2014 and July 8, 2014 letters attached as Exhibits "A" and "B".

Sec. 3. Compliance with other law. Nothing in this resolution shall be construed as excusing the applicant from compliance with all federal, state, or local statutes, ordinances, or regulations applicable to this subdivision other than as expressly set forth herein.

Sec. 4. Resolution attached to approval documents. A certified copy of this resolution, along with the herein referenced findings of fact, shall be attached to and become a part of the evidence of the approval of said preliminary subdivision to be delivered to the applicant.

Sec. 5. Distribution of resolution following council action. Certified or conformed copies of this resolution shall be delivered to the following:

- (1) City of Des Moines Planning, Building and Public Works Department;
- (2) South King Fire and Rescue; and
- (3) City Clerk of the City of Des Moines.

Sec 6. Distribution of resolution by planning official. Within five days following adoption of this resolution, the planning official shall distribute the resolution to the applicant, and to each person who submitted timely written or oral testimony to the City Council for inclusion in the record.

ADOPTED BY the City Council of the City of Des Moines, Washington this ____ day of _____, 2014 and signed in authentication thereof this ____ day of _____, 2014.

M A Y O R

APPROVED AS TO FORM:

City Attorney

ATTEST:

City Clerk

LAKERIDGE DEVELOPMENT I, LLC
PO Box 146 Renton, WA 98057

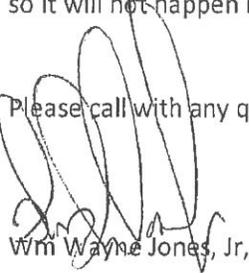
Laura Techico
Senior Planner
City of Des Moines
21630 11th Ave. South
Des Moines, WA 98198-6398

Re: Highline View Estates LUA 07-00

Dear Mss Techico;

We request a one year extension for the preliminary approval for Highline View Estates. We are in the process of going through the wetlands review with the Corps of Engineers and they are quite backlogged so it will not happen in time for this construction season.

Please call with any questions.



Wm Wayne Jones, Jr,

206-399-7400
wanynejonesjr@gmail.com

LAKERIDGE DEVELOPMENT I, LLC
PO Box 146 Renton, WA 98057

July 8, 2014

Laura Techico
Senior Planner
City of Des Moines
21630 11th Ave. South
Des Moines, WA 98198-6398

Re: Highline View Estates LUA 07-00

Dear Mss Techico;

We request a one year extension for the preliminary approval for Highline View Estates. I have been talking to Suzanne Anderson with Army Corps of Engineers about the identified wetlands on Highline View Estates. She is the person in charge of all Corps permit in our area. There are two options to getting their approval for the wetland fill. One is to go through the 404 permit application. She informed me that they are very busy and that unfortunately plats take low priority as they have a backlog of State, County and Tribal projects they are working on. She said her preference would be to use King County's fee-in-lieu mitigation system. This system assigns a value on the wetlands to be filled on a per square foot or acre basis and apply those funds toward the construction of a much larger wetland area somewhere else. Their feeling is that a one large wetland in a degraded area does more good than several of the 400 or 500 s.f. wetlands that were probably created by drainage issues.

We would be working with King County's Natural Resources Mitigation Reserves Program. Since the City has not worked with King county on this program before the City would have to have an agreement County to proceed.

Michael Murphy is the program director for this program.
michael.murphy@kingcounty.gov 206-477-4781.

We would probably be working mostly with Lori Bryant.
Lori.Bryant@kingcounty.gov 206-477-4776.

We request a one year time extension for the plat to work these issues out.

Please call with any questions.

Wm Wayne Jones, Jr,

206-399-7400
wanynejonesjr@gmail.com

RESOLUTION NO. 1082

A RESOLUTION OF THE CITY OF DES MOINES, WASHINGTON approving the preliminary modified subdivision entitled Highline View Estates, (hereinafter, the subdivision) subject to conditions specified herein.

WHEREAS, Lakeridge Development LLC. (hereinafter, the applicant) filed an application on January 12, 2007 for a preliminary modified subdivision, and

WHEREAS, Development Services determined that the application met the procedural submittal requirements on February 2, 2007 and subsequently issued a notice of complete application, and

WHEREAS, the subdivision is located on property within the RS-7200: Residential Single Family 7,200 zone, and

WHEREAS, the subdivision provides opportunities for unique and innovative development designs not able to be accomplished under standard subdivision requirements, and

WHEREAS, an environmental checklist for the subdivision was submitted to the City of Des Moines and was reviewed by the SEPA responsible official for the City of Des Moines, and

WHEREAS, the SEPA official determined that adverse environmental impacts could occur and subsequently issued a Determination of Non-Significance for the subdivision, and

WHEREAS, the environmental documents have been available for review with the subdivision application during the review process, and

WHEREAS, the Des Moines Planning Agency reviewed the subdivision at its regular meeting on April 7, 2008, and

WHEREAS, the Des Moines Planning Agency, after review of the subdivision at a public meeting and consideration of the recommendations by administration, recommended approval of the application subject to specific conditions, and

WHEREAS, the City Council, in a public hearing on June 12, 2008 and July 3, 2008 considered the subdivision, the environmental documents, recommendations from the Planning Agency, and recommendations from administration; now therefore,

THE CITY COUNCIL OF THE CITY OF DES MOINES RESOLVES AS FOLLOWS:

Sec. 1. Findings of fact. The findings of fact set forth in Exhibit 1, attached hereto and incorporated by this reference, are adopted in full by the City Council in support of its decision to approve the subdivision subject to specific conditions.

Sec. 2. Decision criteria. The criteria used in making the decision are those required by DMMC § 17.20.030. The City Council finds that the subdivision is in compliance with the required criteria, as set forth in the findings of fact in Exhibit 1, adopted above.

Sec 3. Approved deviations. Consistent with the provisions of DMMC 17.20.030 and DMMC 18.86.090 the following deviations to the proposed preliminary modified subdivision are approved:

Resolution No. 1082
Page 2 of 4

Subdivision Layout and Design Deviations (Chapter 17.36 DMMC)

(1) Lot 8 does not meet the lot depth to width ratio established by DMMC 17.36.020.

(2) Corner lots are not 5' wider than the underlying zoning requirements established by DMMC 17.36.020.

Zoning Code Deviations (Chapter 18.08 DMMC)

(1) Minimum lot area is proposed to be less than 7,200 square feet. The average lot size within the modified subdivision shall be 5,201 square feet.

(2) Minimum lot width is proposed to be reduced from sixty (60) feet to a minimum of fifty (50) feet for all lots.

Sec. 4. Approval subject to conditions. The subdivision is approved subject to the following conditions and modifications:

(1) The homes constructed in the subdivision shall comply with the design standards included as Exhibit 2

(2) The applicant shall submit a complete landscaping plan for all yard areas within the subdivision.

(3) In order to mitigate for the loss of significant trees, the applicant shall plant one (1) tree for every "significant tree" as defined by DMMC 17.08.310. The trees planted as part of the wetland mitigation shall not count towards the tree mitigation requirements.

(4) That bus stop immediately in front of the project site along South 240th Street shall be upgraded to accommodate additional use and to meet ADA accessibility standards; therefore, the applicant shall provide a shelter footing and a bus "landing pad" at that site, designed to Metro specifications. This will allow Metro to install a bus shelter and will bring the bus stop up to ADA standards.

(5) Lots 1 - 8 shall not have direct access via South 240th Street.

(6) The applicant shall pay the required park in lieu fee in an amount to be determined at the time of the applicant files for final plat approval. The fee shall be equal to 5% of the market value of all lots within the subdivision and the current maximum improvement cost per square foot multiplied by 5% of the area utilized as lots. The fee shall be paid prior to recording of the final plat.

(7) The applicant shall deed ownership of the surface water detention tract, pedestrian access tract, and the environmentally sensitive area tract to the City of Des Moines prior to the final plat documents being recorded with King County. Recordation of the deeds shall be accomplished after recordation of the final plat.

(8) The street vacation of South 241st Street is a critical component of the modified subdivision and must be

Resolution No. 1082
Page 3 of 4

approved prior to the subdivision in order for this street layout to work.

(9) Traffic Impact Fees are required for this proposed development to mitigate citywide transportation related impacts. Traffic Impact Fees are based on the number of new PM peak hour trips generated by the development as outlined in Section 12.56 of the Des Moines Municipal Code (DMMC). This proposed development will generate approximately 21 new PM peak hour trips. Traffic fees increase in March of each year in accordance with the Engineering News Record Construction Cost Index. Traffic Impact Fees shall be collected at the time of that the individual building permit application for each lot is issued to the applicant.

(10) The development is required to and shall make frontage improvements per the DMMC. These frontage improvements are required along South 240th Street and 21st Avenue South.

(11) A five foot right-of-way dedication and a new 10 foot utility easement along the frontage of South 240th Street shall be provided to the City and are necessary to construct the appropriate cross section.

(12) If the landscape strip is incorporated into the final design (as indicated), provisions for a private maintenance agreement from the home owners association shall be required.

(13) The design of the internal roadways for the proposed subdivision shall be designed and constructed consistent with the Des Moines Street Development Standards, the American Association of State Highway and Transportation Officials (AASHTO), and the Manual on Uniform Traffic Control Devices (MUTCD). The internal public roadways shall have a 25 mile per hour design speed.

Sec. 5. Approved Preliminary Modified Subdivision Plat Map. The Preliminary Modified Subdivision in Exhibit 3, attached hereto and incorporated by this reference, is adopted in full by the City Council.

Sec. 6. Compliance with other law. Nothing in this resolution shall be construed as excusing the applicant from compliance with all federal, state, or local statutes, ordinances, or regulations applicable to this subdivision other than as expressly set forth herein.

Sec. 7. Resolution attached to approval documents. A certified copy of this resolution, along with the herein referenced findings of fact and preliminary plat, shall be attached to and become a part of the evidence of the approval of said preliminary Planned Unit Development subdivision to be delivered to the applicant.

Sec. 8. Distribution of resolution following council action. Certified or conformed copies of this resolution shall be delivered to the following:

- (1) City of Des Moines Planning, Building and Public Works Department;
- (2) South King Fire and Rescue; and
- (3) City Clerk of the City of Des Moines.

Resolution No. 1082
Page 4 of 4

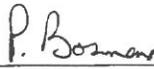
Sec 9. Distribution of resolution by planning official. Within five days following adoption of this resolution, the planning official shall distribute the resolution to the applicant, and to each person who submitted timely written or oral testimony to the City Council for inclusion in the record.

Sec. 10. Reconsideration. A request to reconsider this decision of the City Council may be made by the applicant, or by any person who submitted timely written or oral testimony to the City Council for inclusion in the record. The request for reconsideration, in the form of a letter, shall be delivered to the Planning, Building, and Public Works department within 10 days following the date of adoption of this resolution. The request shall contain a clear reference to the preliminary subdivision to be reconsidered and a statement of the specific factual findings or conclusions of the City Council disputed by the person filing the request for reconsideration. The City Council shall reconsider a decision if the council finds that an error of fact, law, or procedure that is more likely than not to affect the outcome of the decision has been made; or if the person requesting reconsideration is seeking to enter previously unavailable information that is more likely than not to affect the outcome of the decision. The request for reconsideration shall be processed in conformance with City Council rules of procedure, chapter 4.12 DMMC.

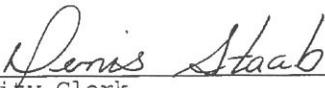
ADOPTED BY the City Council of the City of Des Moines, Washington this 3rd day of July, 2008 and signed in authentication thereof this 3rd day of July, 2008.


MAYOR

APPROVED AS TO FORM:


City Attorney

ATTEST:


City Clerk

FINDINGS OF FACT

RESOLUTION NO. 1082, EXHIBIT 1

May 27, 2008

The Des Moines City Council, upon review of an application requesting approval of a preliminary modified subdivision allowing for the subdivision of 21 single residential lots and in consideration of information communicated during a public hearing hereby finds:

(A) Modified Subdivision

1. Except where otherwise stated herein, the proposed plat is consistent with the applicable provisions of the comprehensive plan, zoning code, and other City polices and regulations.
 - a. The developer has submitted the requisite permit applications for a preliminary plat utilizing the provisions of a modified subdivision codified in Chapter 17.20 of the Des Moines Municipal Code.
 - b. The application specifically requests to divide 4.13 acres of underdeveloped land into 21 lots for residential use.
 - c. The zoning for the property is RS-7200: Residential Single Family 7,200
 - d. The Preferred Land Use Map for the Des Moines Comprehensive Plan indicates the subject property as preferred for single family developments.
 - e. The subdivisions containing tracts for wetlands and required buffers; therefore, the number of lots within the subdivision shall be determined under the provisions for limited density transfer for environmentally sensitive areas codified in DMMC 18.86.090.
 - f. The limited density transfer calculation of potential dwelling units in residential development proposals is determined by the ratio of developable area to undevelopable critical area of the development site.
 - g. The limited density formula is designed to provide compensation for the preservation of critical areas, flexibility in design, and consistent treatment of different types of development proposals.
 - h. The number of lots within the subdivision is consistent with the limited density transfer calculations as demonstrated below:

$$[(\text{Developable Area}) \div (\text{Minimum Lot Area/DU})] + [(\text{Undevelopable Area}) \div (\text{Minimum Lot Area/DU}) (\text{Development Factor})] = \text{Maximum Number of Dwelling Units.}$$

$[168,322 / 7,200] + [(11,581 / 7,200) * 0.30]$
= Maximum Dwelling Units.

$23.38 + [1.61 * 0.30]$ = Maximum Dwelling
Units

$23.38 + 0.483$ = Maximum Dwelling Units

23.863 = Maximum Dwelling Units

23 = Maximum Dwelling Units

- i. The Des Moines Planning, Building, and Public Works Department issued a written notice of complete application on February 2, 2007 providing official notice that the application met the procedural submittal requirements established by the City.
 - j. A DNS was issued in accordance with WAC 197-11-350 and DMMC 16.04.110 on March 10, 2008.
 - k. A public comment period for the DNS was provided from March 10, 2008 to March 15, 2008 for the SEPA determination.
 - l. The Des Moines Planning Agency met on April 7, 2008 to review the subdivision. The Planning Agency recommended that the Council approve the preliminary modified subdivision. The Planning Agency voted 6-0 in support of this recommendation.
 - m. The Des Moines Planning, Building, and Public Works Department provided a notice of public hearing on May 28, 2008 and provided an additional public comment period from September May 28, 2008 to June 12, 2008.
 - n. At the June 12, 2008 and July 3, 2008 public hearing, an opportunity to receive public comment was afforded to that applicant and interested citizens regarding the proposed modified subdivision.
2. There are adequate provisions for drainage ways, rights-of-way, sidewalks, easements, water supplies, sanitary waste, fire protection, power service, parks, playgrounds and schools. These provisions include:
- a. The City has reviewed Traffic Analysis prepared by Traffic Consultants, dated December 2, 2004.
 - b. The subdivision is served by the development of 3 new public rights-of-way, consistent with City requirements.
 - c. The road layout provides for the extension of South 22nd Place and South 22nd Avenue
 - d. Deviations to the street standards are authorized by DMMC 17.20.030 and DMMC 17.36.010.

- e. The City has reviewed a Technical Information Report prepared by Barghausen Consulting Engineers dated August 2007.
 - f. The proposed surface water detention pond is consistent with the 2005 King County Surface Water Design Manual.
 - g. All electrical and communication systems shall be installed underground by the applicant. Existing above-ground electrical and communication systems located in all rights-of-way adjoining the proposed subdivision and extending from the subdivision to the nearest utility pole also shall be undergrounded.
 - h. New fire hydrants within the subdivision will be installed by the applicant. Installation of the new fire hydrant will be done concurrently with the installation of the required right-of-way improvements.
 - i. All sewer, water, or surface water utilities will be within the ROW or contained within the appropriate easement.
 - j. The applicant is required to make a payment in lieu of park dedication. The total in-lieu fee for the proposed subdivision would be calculated based on an appraisal submit at the time that applicant applies for approval of the final plat
3. The proposed plat design will serve the public use and interest and is consistent with the public health, safety, and welfare.
- a. The proposed preliminary modified subdivision provides for coordinated development with adjoining properties or future development of adjoining properties including by providing additional pedestrian connections to South 240th Street.
4. Additional amenities are provided in the modified subdivisions that are not normally found in a standard subdivision. These amenities include:
- a. The subdivision has additional pedestrian amenities that are not normally found in a standard subdivision.
 - b. Additional design requirements will ensure superior and properly scaled housing within the proposed subdivision.
 - c. The visual impact of the automobile has been de-emphasized by requiring that street-facing garages are located back behind front porches.
 - d. Development of a private park and passive recreation areas in addition to the park in-lieu fee to provide additional recreational opportunities.

Resolution No. 1082
Page 4 of 6

e. The applicant will develop a full landscaping plan for the lots, open spaces, and ROWs to enhance the pedestrian quality of the PUD and provide for continuity of design for the entire project.

f. Development of a trail that would connect Road A to the South 240th Street.

(C) WETLAND "A"

1. The City has reviewed a wetland delineation report prepared by Barghausen Consulting Engineers dated January 9, 2007 and an addendum prepared by Grette Associates, LLC dated November 2, 2007
2. The above wetlands contain a total of 1,180 square feet is considered depressionnal, palustrine, forested, wetland located in the northwest portion of the property. Vegetation within the wetland is dominated by an overstory of red alder and sitka willow with an understory of salmonberry and reed canary grass.
3. Wetlands A is considered "Important" wetlands since the wetlands were delineated as Category III wetlands using the Washington State Wetland Rating System for Western Washington Revised (Ecology Publication #04-06-025).
4. Pursuant to DMMC § 18.86.070 "Important" wetlands require a 35 foot buffer measured from the wetland edge.
5. Wetland F is located wholly within an existing 20 foot wide right-of-way dedicated as part of Short Plat LUA01-026 (Lourie) and recorded under King County recording number 20021119900007.
6. Wetlands A and C are adjacent to the existing City right-of-way and must be filled to provide the required additional 32 feet of right-of-way.
7. Fill the wetland pursuant to DMMC § 18.86.098 which authorizes public drainage facilities in wetland and the corresponding buffers; provided, that the facility is consistent with all of the requirements of the King County Surface Water Design Manual.

(D) WETLAND "B"

1. The City has reviewed a wetland delineation report prepared by Barghausen Consulting Engineers dated January 9, 2007 and an addendum prepared by Grette Associates, LLC dated November 2, 2007
2. Wetland B is a 623 square feet depressionnal, palustrine, emergent wetland. Vegetation within Wetland B is dominated by reed canary grass.
3. Wetland B is considered an "Important" wetland since the wetland was delineated as a Category III wetland

Resolution No. 1082
Page 5 of 6

using the Washington State Wetland Rating System for Western Washington Revised (Ecology Publication #04-06-025).

4. Pursuant to DMMC § 18.86.070 "Important" wetlands require a 35 foot buffer measured from the wetland edge.
5. Given the size of the wetland (less than a 1,000 square feet), the wetland has insignificant habitat or functional value.
6. Past development activity has altered the hydrology of the wetland. Additionally, the majority of the buffer on the north side of the wetland will be removed as a result of the new road alignment discussed above.

(E) WETLAND "C & D"

1. The City has reviewed a wetland delineation report prepared by Barghausen Consulting Engineers dated January 9, 2007 and an addendum prepared by Grette Associates, LLC dated November 2, 2007
2. The above wetlands contain a total of 709 square feet and are considered depressional, palustrine, scrub-shrub, emergent wetland. Vegetation within the wetlands is represented by pioneer shrubs typical of disturbed sites consisting mainly of salmonberry and slough sledge.
3. Wetlands C & D are considered an "Important" wetland since the wetland was delineated as a Category III wetland using the Washington State Wetland Rating System for Western Washington Revised (Ecology Publication #04-06-025).
4. Pursuant to DMMC § 18.86.070 "Important" wetlands require a 35 foot buffer measured from the wetland edge.
5. The wetlands have been degraded by previous development and other human activity.
6. Wetland C is located wholly within the proposed 60 foot wide right-of-way dedicated to extend 22nd Place South.
7. Wetlands D is also adjacent to the existing proposed right-of-way and and the northern portion of the buffer must be filled in order to provided necessary to improve street circulation and appropriate fire access.
8. The fill of the buffer wetlands is the only practical alternative given the alignment of the existing and proposed right-of-way and necessity of providing sufficient right-of-way width to connect 22nd Place South and 22nd Avenue South.
9. Roadways in critical areas and their buffers is authorized when there are not practicable or reasonable alternatives pursuant to DMMC § 18.86.101.

Resolution No. 1082
Page 6 of 6

10. Since the wetland provides very little quality value for habitat and plant diversity and will be further disturbed by the utility and roadway construction, filling the wetland and providing replacement wetland area will provide significantly more habitat and functional value than retaining the remnants of the hydrologically altered wetland

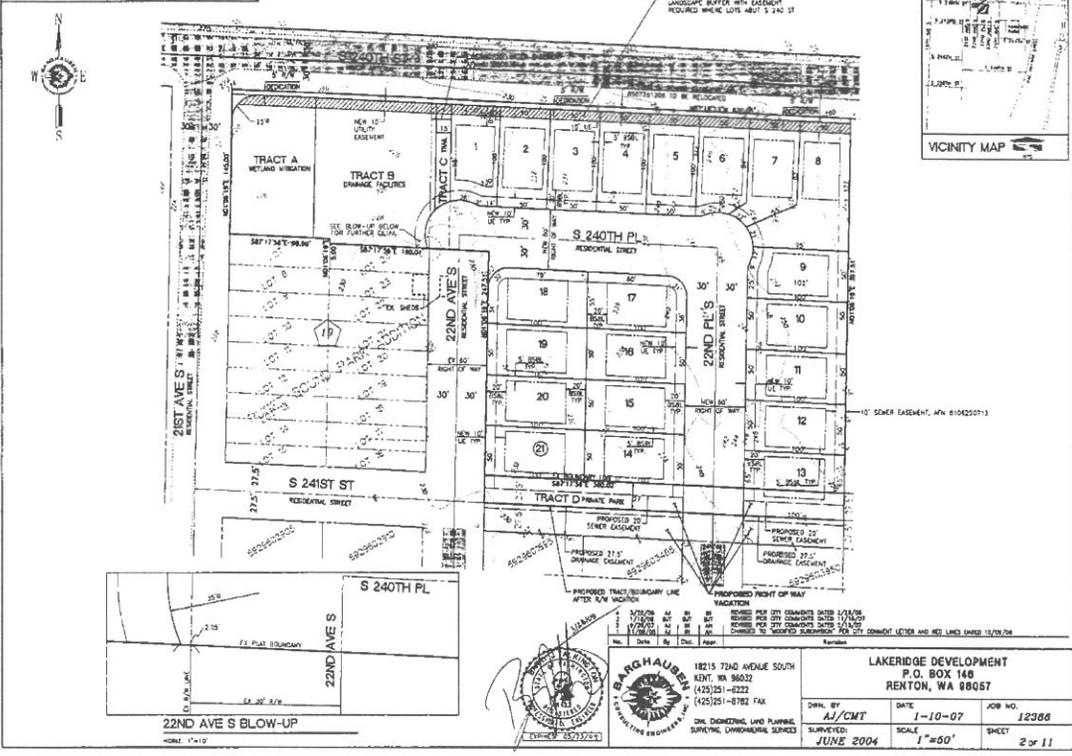
EXHIBIT 2
Resolution No. 1082

HOME DESIGN CRITERIA

1. No more than 3 lots on the same side of a street can have the same front yard setback. The minimum setback is 20 feet and the variation shall be no less than 18 inches and no more than 36 inches.
2. All front loaded garages shall be offset a minimum of 5 feet from the front of the front of the porch and a minimum of 3 feet from the front of the building façade.
3. No more than two of the same model and elevation shall be built on the same side of the street nor shall the same model and elevation be built on adjacent lots. (Models are defined as having significant variations in floor plans, which allows for variety in the massing of the home).
4. When the same model and elevation is located on the same block, the developer shall differentiate the same model through the use of at least two building materials and color schemes.
5. Residential building facade modulation shall include all the following:
 - a. The maximum wall length without modulation shall be 25 feet.
 - b. The sum of the modulation depth and width shall be no less than eight feet. Neither the modulation depth nor the modulation width shall be less than two feet.
 - c. All building elevation shall have at least one 24 inch vertical articulation or change in plane. The articulation may involve the use of a covered porch, a dormer, a well-defined entry element, or similar type of protrusion or recess in the building wall as determined by the City's planning division.
6. Residential buildings with rooflines exceeding 60 feet in length shall provide roofline variation in accordance with all of the following:
 - a. The maximum roof length without variation shall be 30 feet.
 - b. The minimum horizontal or vertical offset shall be two feet.
 - c. The minimum variation length shall be eight feet.
 - d. Roofline variation shall be achieved using one or more of the following methods:
 - i. Vertical offset in ridge line.
 - ii. Horizontal offset in ridge line.
 - iii. Variations in roof pitch.
 - iv. Gables.
7. Residential structures on interior lots will have windows that do not directly face the windows on the residential structure located on the adjacent lot.
8. All buildings will have a covered porch or a similar main entry point oriented toward the public realm.
9. All porches and stoops must have a permanent walkway which connects to the back of the public sidewalk.

PRELIMINARY MODIFIED SUBDIVISION
 FOR
HIGHLINE VIEW ESTATES
 DES MOINES, WASHINGTON

BAR SCALE 0 25 50 100 GRAPHIC SCALE
 1"=50'
 PORTION OF NE 1/4 of NW 1/4, S. 21 T. 22N. R. 4E.



LAKERIDGE DEVELOPMENT P.O. BOX 148 RENTON, WA 98057			
DRN. BY	DATE	JOB NO.	
AJ/CMT	1-10-07	12386	
SURVEYED	SCALE	SHEET	
JUNE 2004	1"=50'	2 of 11	

158
 EXISTING TREE AND WETLAND INVENTORY
 FOR
HIGHLINE VIEW ESTATES
 DES MOINES, WASHINGTON

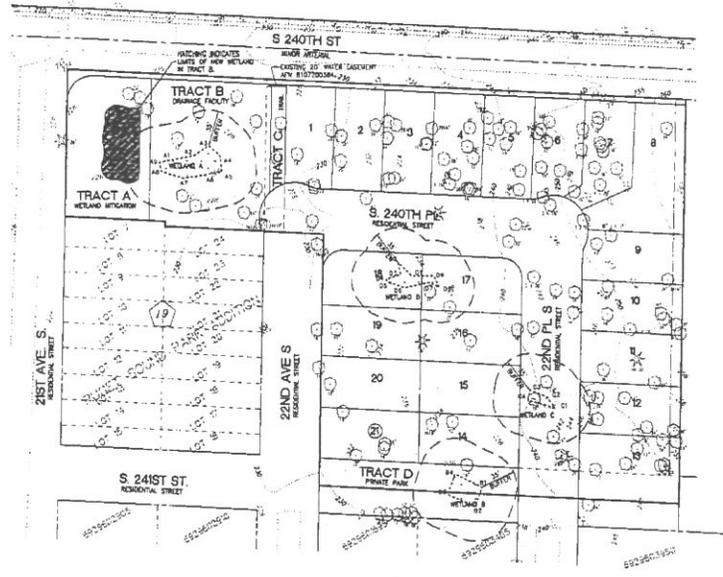
GRAPHIC SCALE
 1"=50'
 PORTION OF
 NE 1/4 of NW 1/4, S. 21 T. 22N R. 4E

EXISTING WETLAND INVENTORY

WETLAND TYPE	WETLAND AREA	SHEET AREA
1	1,811 SF	2,175 SF
2	243 SF	2,175 SF
3	307 SF	2,175 SF
4	562 SF	2,175 SF
TOTALS	2,923 SF	8,725 SF

TRACT B - WETLAND FILL MITIGATION
 AREA OF WETLANDS FRAMED BY 17' OF
 AREA OF NEW WETLAND CREATED IN TRACT B-2392 OF
 BY BUFFER 15'-0" TO 17'-0" BUFFER (min.)

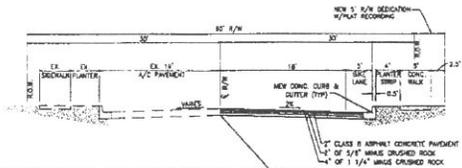
EXISTING TREE INVENTORY
 134 EXISTING DECIDUOUS TREES OVER 8 INCH
 DBH TO BE CLEARED. THESE ARE ALL ALDER
 AND COTTON WOOD AND ARE NOT REGULATED.
 3 EXISTING EVERGREEN TREES OVER 8 INCH TO
 BE CLEARED.
 SEE LANDSCAPE SHEETS FOR NEW TREES.



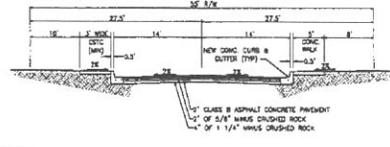
DATE	BY	REVISION
1/10/08	AJ/CMT	REVISED FOR CITY COMMENTS DATED 1/10/08
1/17/08	AJ/CMT	REVISED FOR CITY COMMENTS DATED 1/17/08
1/20/08	AJ/CMT	REVISED FOR CITY COMMENTS DATED 1/20/08
1/23/08	AJ/CMT	CHANGED TO 'SCOURED BERM' FOR CITY COMMENT LETTER AND RED LINES DATED 1/23/08

BARGHAUSEN
 18215 72ND AVENUE SOUTH
 RENTON, WA 98033
 (425)251-2222
 (425)251-0782 FAX
 ONE ENGINEERING AND PLANNING
 SURVEYING ENVIRONMENTAL SERVICES
 DESIGNED BY: [Signature]
 CHECKED BY: [Signature]
 DATE: JUNE 2004

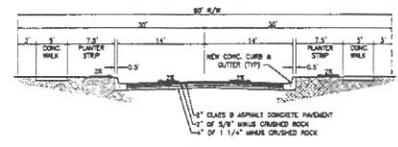
LAKERIDGE DEVELOPMENT
 P.O. BOX 148
 RENTON, WA 98057
 DRAWN BY: AJ/CMT
 DATE: 1-10-07
 JOB NO.: 12386
 SURVEYED: JUNE 2004
 SCALE: 1"=50'
 SHEET: 5 of 11



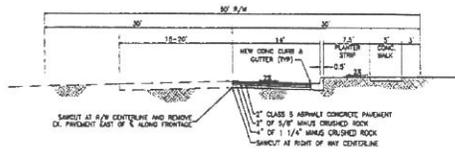
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 65' R/W CURB AND GUTTER ROADWAY SECTION
 NOT TO SCALE (URBAN ARTERIAL)



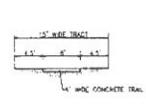
S 241ST ST.
 55' R/W CURB AND GUTTER ROADWAY SECTION
 NOT TO SCALE (RESIDENTIAL STREET)



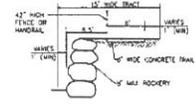
22ND AVE S, 22ND PL S, AND S 240TH PL
 60' R/W CURB AND GUTTER ROADWAY SECTION
 NOT TO SCALE (RESIDENTIAL STREET)



21ST AVE SOUTH
 60' R/W CURB AND GUTTER ROADWAY SECTION
 NOT TO SCALE (RESIDENTIAL STREET)



TRACT C TRAIL
 NOT TO SCALE



TRAIL
 NOT TO SCALE

18215 72ND AVENUE SOUTH
 KENT, WA 98032
 (425)251-8222
 (425)251-8782 FAX
 CIVIL ENGINEERING, LAND PLANNING,
 SURVEYING, ENVIRONMENTAL SERVICES

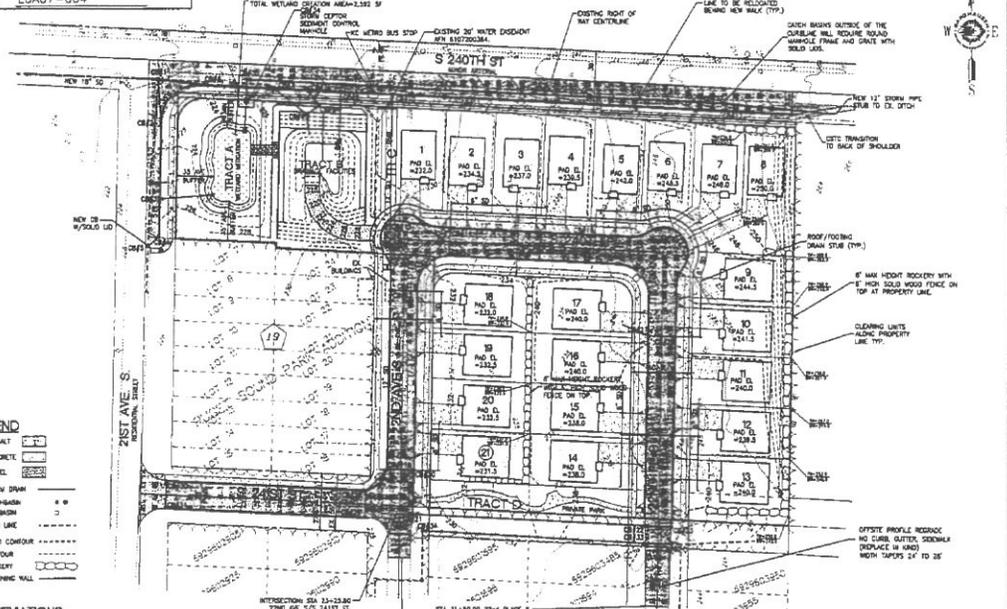
BARGHAUSEN
 ENGINEERS & ARCHITECTS

18215 72ND AVENUE SOUTH
 KENT, WA 98032
 (425)251-8222
 (425)251-8782 FAX
 CIVIL ENGINEERING, LAND PLANNING,
 SURVEYING, ENVIRONMENTAL SERVICES

LAKERIDGE DEVELOPMENT P.O. BOX 148 RENTON, WA 98057		
DRAWN BY AJ/CMT	DATE 1-10-07	JOB NO. 12386
SUPERVISED BY JUNE 2004	SCALE NO SCALE	SHEET 8 of 11

160
 PRELIMINARY ROAD, GRADING AND DRAINAGE PLAN
 FOR
HIGHLINE VIEW ESTATES
 DES MOINES, WASHINGTON

BAR SCALE: 0 20 40 60 80 100 GRAPHIC SCALE
 1"=50'
 PORTION OF
 NE 1/4 of NW 1/4, S. 21, T. 22N, R. 4E



- LEGEND**
- NEW ASPHALT [Symbol]
 - NEW CONCRETE [Symbol]
 - NEW GRAVEL [Symbol]
 - NEW STORM DRAIN [Symbol]
 - NEW CATCH-BASIN [Symbol]
 - EX CATCH-BASIN [Symbol]
 - EX STORM LINE [Symbol]
 - NEW FENCE CONTOUR [Symbol]
 - NEW CONTOUR [Symbol]
 - NEW ROCKETRY [Symbol]
 - NEW RETAINING WALL [Symbol]

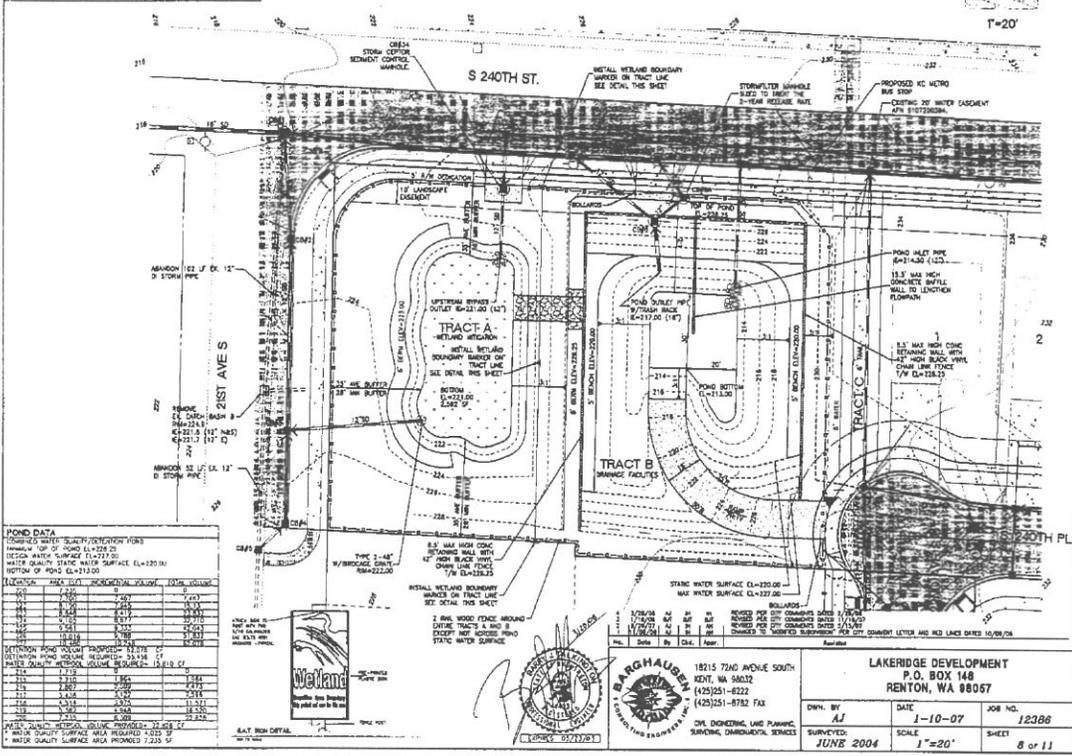
ABBREVIATIONS:
 TV = TOP OF WALL ELEVATION
 BW = BOTTOM OF WALL ELEVATION
 CB = CATCH BASIN

18215 72ND AVENUE SOUTH
 RENTON, WA 98032
 (425)251-8222
 (425)251-8782 FAX

BERGHAUSER
 ENGINEERING PROFESSIONALS

OWN, ENGINEERING, LAND PLANNING,
 SURVEYING, ENVIRONMENTAL SERVICES

LAKE RIDGE DEVELOPMENT		
P.O. BOX 148 RENTON, WA 98057		
OWN. BY AJ/CMT	DATE 1-10-07	JOB NO. 12386
SUPP. BY JUNE 2004	SCALE 1"=50'	SHEET 7 of 11



POND DATA

DESIGNED WATER QUALITY TREATMENT FOSTER
 MINIMUM TOP OF POND CL=229.00
 DESIGN WATER SURFACE CL=227.00
 WATER QUALITY STATIC WATER SURFACE CL=225.00
 BOTTOM OF POND CL=210.00

INVERT	WETLAND	DESIGNATED	QUALITY	FOSTER	DESIGN
229.00	229.00	229.00	229.00	229.00	229.00
228.00	228.00	228.00	228.00	228.00	228.00
227.00	227.00	227.00	227.00	227.00	227.00
226.00	226.00	226.00	226.00	226.00	226.00
225.00	225.00	225.00	225.00	225.00	225.00
224.00	224.00	224.00	224.00	224.00	224.00
223.00	223.00	223.00	223.00	223.00	223.00
222.00	222.00	222.00	222.00	222.00	222.00
221.00	221.00	221.00	221.00	221.00	221.00
220.00	220.00	220.00	220.00	220.00	220.00
219.00	219.00	219.00	219.00	219.00	219.00
218.00	218.00	218.00	218.00	218.00	218.00
217.00	217.00	217.00	217.00	217.00	217.00
216.00	216.00	216.00	216.00	216.00	216.00
215.00	215.00	215.00	215.00	215.00	215.00
214.00	214.00	214.00	214.00	214.00	214.00
213.00	213.00	213.00	213.00	213.00	213.00
212.00	212.00	212.00	212.00	212.00	212.00
211.00	211.00	211.00	211.00	211.00	211.00
210.00	210.00	210.00	210.00	210.00	210.00

NET POND VOLUME REQUIRED= 18,218 CF
 DESIGN POND VOLUME PROVIDED= 25,118 CF
 POND EXCESS VOLUME PROVIDED= 6,900 CF

NET POND VOLUME REQUIRED= 18,218 CF
 DESIGN POND VOLUME PROVIDED= 25,118 CF
 POND EXCESS VOLUME PROVIDED= 6,900 CF

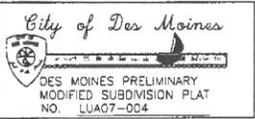
NET POND VOLUME REQUIRED= 18,218 CF
 DESIGN POND VOLUME PROVIDED= 25,118 CF
 POND EXCESS VOLUME PROVIDED= 6,900 CF



BARSHAUBER ENGINEERS
 1815 73RD AVENUE SOUTH
 KENT, WA 98032
 (425)251-8222
 (425)251-8732 FAX

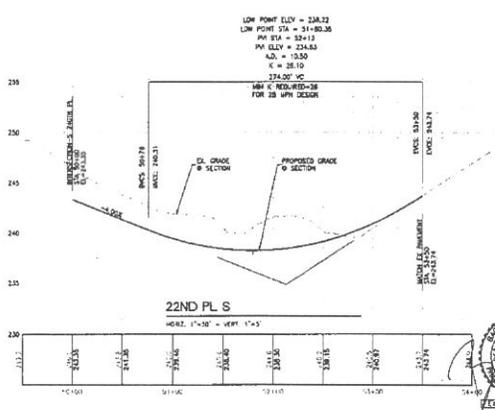
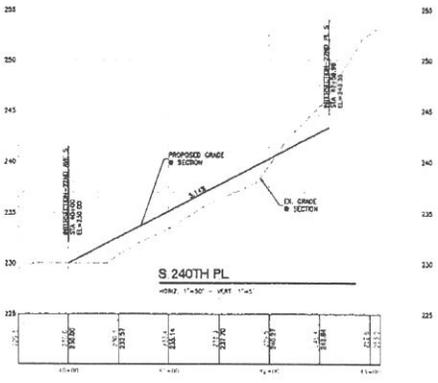
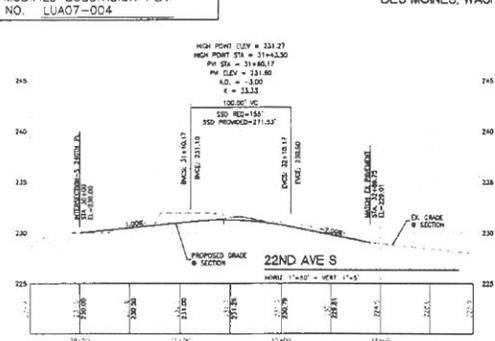
CIVIL ENGINEERING, LAND PLANNING,
 SURVEYING, ENVIRONMENTAL SERVICES

DATE: 1-10-07
 SCALE: 1"=20'
 SHEET: 8 of 11

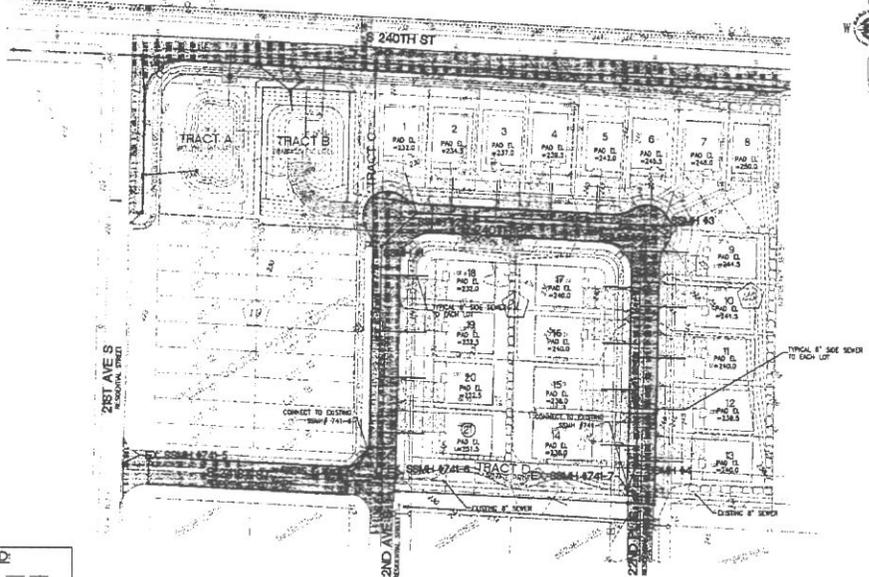


PRELIMINARY **162** PROFILES
FOR
HIGHLINE VIEW ESTATES
DES MOINES, WASHINGTON

GRAPHIC SCALE
SCALE: 1"=50'
PORTION OF: NE 1/4 of NW 1/4, S 21, T 22N, R 4E.



	<p>18215 72ND AVENUE SOUTH RENTON, WA 98022 (425)251-8222 (425)251-8782 FAX</p> <p>CIVIL ENGINEERING, LAND PLANNING, SURVEYING, ENVIRONMENTAL SERVICES</p>	<p>LAKERIDGE DEVELOPMENT P.O. BOX 148 RENTON, WA 98067</p> <p>DRAWN BY: AJ/CMT DATE: 1-10-07 JOB NO.: 12386</p> <p>SURVEYED: JUNE 2004 SCALE: 1"=50' SHEET: 9 of 11</p>
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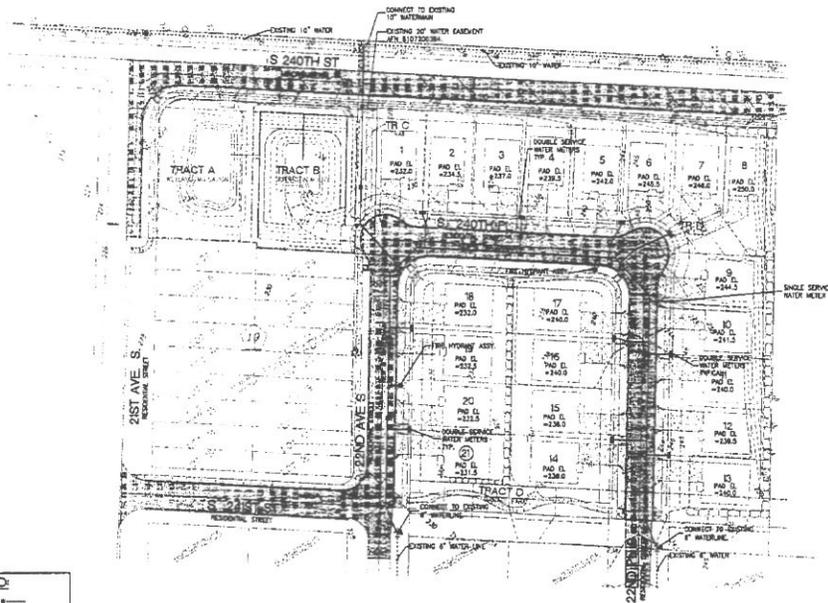
LEGEND:

EX. SEWER LINE	---
SEWER LINE	---
SEWER MANHOLE	•
EX. SEWER MANHOLE	○

		18215 72ND AVENUE SOUTH KENT, WA 98032 (425)551-8222 (425)551-8782 FAX CIVIL ENGINEERING, LAND PLANNING, SURVEYING, ENVIRONMENTAL SERVICES	LAKE RIDGE DEVELOPMENT P.O. BOX 148 RENTON, WA 98057
DRAWN BY: AJ/CMT DATE: 1-10-07 SUPERVISED: JUNE 2004	JOB NO.: 12386 SCALE: 1"=50' SHEET: 10 of 11	REVISIONS FOR CITY COMMENTS DATED 2/28/08 REVISION FOR CITY COMMENTS DATED 11/14/07 REVISION FOR CITY COMMENTS DATED 1/14/07 COVERED TO WORKED SUBSEQUENT FOR CITY COMMENT LETTER AND RED LINES DATED 10/28/06	

PRELIMINARY ¹⁶⁴ PLAT
 FOR
HIGHLINE VIEW ESTATES
 DES MOINES, WASHINGTON

BAR SCALE: 0 25 50 100 GRAPHIC SCALE: 1"=50'
 PORTION OF NW 1/4 of NW 1/4, S. 21, T. 22N, R. 4E



LEGEND:

PROPOSED WATER	———
EXISTING WATER
PROPOSED WATER METER	⊙
EXISTING WATER METER	⊙

REVIEWED FOR CITY COMPLIANCE DATE 1/14/08
 REVISIONS FOR CITY COMMENTS DATE 1/14/08
 REVISIONS FOR CITY COMMENTS DATE 1/14/08
 CHANGES TO "REVISED SUBDIVISION" PLAT CITY DOCUMENT LETTER AND RED LINES DATED 10/08/08

BARGHAUSEN
 18215 72ND AVENUE SOUTH
 RENTON, WA 98022
 (425)251-6222
 (425)251-5782 FAX
 CIVIL ENGINEERING, LAND PLANNING,
 SURVEYING, ENVIRONMENTAL SERVICES

LAKERIDGE DEVELOPMENT
 P.O. BOX 148
 RENTON, WA 98057

DATE	1-10-07	JOB NO.	12386
SCALE	1"=50'	SHEET	11 of 11

LAKERIDGE DEVELOPMENT I, LLC
PO Box 146 Renton, WA 98057

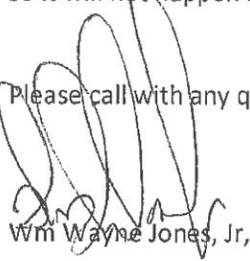
Laura Techico
Senior Planner
City of Des Moines
21630 11th Ave. South
Des Moines, WA 98198-6398

Re: Highline View Estates LUA 07-00

Dear Mss Techico;

We request a one year extension for the preliminary approval for Highline View Estates. We are in the process of going through the wetlands review with the Corps of Engineers and they are quite backlogged so it will not happen in time for this construction season.

Please call with any questions.



Wm Wayne Jones, Jr,

206-399-7400
wanynejonesjr@gmail.com

LAKERIDGE DEVELOPMENT I, LLC
PO Box 146 Renton, WA 98057

July 8, 2014

Laura Techico
Senior Planner
City of Des Moines
21630 11th Ave. South
Des Moines, WA 98198-6398

Re: Highline View Estates LUA 07-00

Dear Mss Techico;

We request a one year extension for the preliminary approval for Highline View Estates. I have been talking to Suzanne Anderson with Army Corps of Engineers about the identified wetlands on Highline View Estates. She is the person in charge of all Corps permit in our area. There are two options to getting their approval for the wetland fill. One is to go through the 404 permit application. She informed me that they are very busy and that unfortunately plats take low priority as they have a backlog of State, County and Tribal projects they are working on. She said her preference would be to use King County's fee-in-lieu mitigation system. This system assigns a value on the wetlands to be filled on a per square foot or acre basis and apply those funds toward the construction of a much larger wetland area somewhere else. Their feeling is that a one large wetland in a degraded area does more good than several of the 400 or 500 s.f. wetlands that were probably created by drainage issues.

We would be working with King County's Natural Resources Mitigation Reserves Program. Since the City has not worked with King county on this program before the City would have to have an agreement County to proceed.

Michael Murphy is the program director for this program.
michael.murphy@kingcounty.gov 206-477-4781.

We would probably be working mostly with Lori Bryant.
Lori.Bryant@kingcounty.gov 206-477-4776.

We request a one year time extension for the plat to work these issues out.

Please call with any questions.

Wm Wayne Jones, Jr,

206-399-7400
wanynejonesjr@gmail.com



Pedestrian Access from Subdivision to South 240th Street

Storm Water Detention Facility

Private Park to be developed as part of the subdivision

South 240th Street

Wetland Tract

21st Avenue South

© 2008 TurnHere, Inc. Streaming 100%

Pointner 47°23'09.49"N 122°18'19.93"W elev. 255 ft

