

Meeting Summary
Historic State Route 509 Right-of-Way Land Request
Open House
Wednesday, March 24, 2010
5:00-7:00 PM

Des Moines Activity Center
2045 South 216th Street, Des Moines, WA 98198

Purpose:

The public open house was a forum to provide information on the land request for the Historic State Route 509 right-of-way including road and trail projects. Background information was provided (attached), and several visual aids were used including:

Open House Visual Aids:

1. Location map. Stickers were placed over the home or business on the map
2. Historic State Route right-of-way map
3. Transportation Gateway Link map
4. Segments 1 and 4 of the historic SR 509 right-of-way land request
5. Segments 2 and 3 of the historic SR 509 right-of-way land request
6. Highest and Best Use Study maps

Public Notification:

Notification for the open house meeting included the following:

- Approximately 550 notices were mailed to: property owners and occupants (within 300 feet of the project limits), utility companies, and other agencies
- E-mail invitations were sent out to trail user groups and leadership groups
- Public meeting notices were posted on the City's website, Waterland blog, Channel 21 cable cast, and at the public library

Attendance:

A total of 26 people provided information on the sign-in sheet. Most of the participants were property owners or residents who live within close proximity of the Historic right-of-way (65%). Participants also came from: Normandy Park, Burien, Seattle, and PSE. The open house was staffed by the Transportation Division (Amy Swartz & Len Madsen), the Parks Department (Patrice Thorell) and KPG (Nelson Davis) - the City's engineering consultant for Transportation Gateway roadway improvements. Mark Griffin represented the Port of Seattle. Councilmember Dave Kaplan, Chair of the Council Public Safety and Transportation Committee, was also in attendance and helped explain the project to many of the participants who began arriving at 4:45 PM and stayed past 7:00 PM.

Summary of comments received:

Attendees were generally supportive of the project and there was much discussion on the roadway and possible trail connections. Major concerns and interests expressed by attendees included the following:

General Comments:

Extension of 16th Avenue S. with bicycle lanes and pedestrian paths, as proposed, provides a needed north-south connection in the City to activity centers including the post office and retail areas along South 216th Street.

No opposition was expressed to the trail or road alignments as shown.

Several comments noted that much of the right of way was undevelopable due to the wetland.

Questions were raised about sources of funding for purchase as a conservation easement or trail.

Requests were made to update the graphics to illustrate several of the associated streams, intermittent drainage pathways and culverts in this Barnes Creek Drainage basin. The proposed detention pond at South 223rd Street that Des Moines Surface Water Management Division is developing shall be included on the revised maps as well. There seems to be a significant flow of surface and ground water through the eastern slope.

A concern was raised about the City purchasing the right-of-way and citizens losing their rights as an adjoining owner under WSDOT's criteria to surplus ROW. Staff noted that if the City purchased the property with Conservation funds it would be required to be open space permanently.

Some individuals were concerned that the City's acquisition of the right-of-way would create an inability to place this land on the property tax rolls.

Questions were raised on when the City plans to make application for the right-of-way.

Several wondered why WSODT was not at the meeting, but staff explained that WSDOT wanted to hear from the City. One individual wanted a contact to address maintenance issues (fallen trees, drainage, etc) adjacent to their property.

Requests were made to add the latest WSDOT letters and the graphics to the Web site.

Questions were raised on the process of surplusing and auctioning.

Comment Sheets:

Comment sheets were distributed at the meeting. As of 4/06/10, the City has received six completed comment sheets and one letter. Here are their responses:

Question 1. Do you support the City in pursuing acquiring of selected portions of this right-of-way? All respondents replied “yes”.

Question 2. Do you support the construction of a trail through the environmentally critical areas? Four respondents replied “yes”. One responded “sure- this is done frequently (think ‘arboretum’)”. Another response: “as long as it’s closed to late evening hours”.

Question 3. Would you use the trail as a safer alternative to walking or bicycling along city and state roadways linking these areas? Four respondents said “yes” and one replied “no”. Another replied “sure-school kids can use it daily too – much safer”.

Question 4. What amenities would you like to see for the trail (i.e. benches, path entry points, trailhead parking, crushed rock or porous pavement treatment)?
One reply: I would not provide items that promote ‘excessive-loitering’ unless the area is in clear/plain view of residences – so undesirable activities could be observed and reported.

Second reply: benches, path entry points & trash cans. Also crushed rock pathways.

Third reply: I want it to go all the way to the Des Moines Creek Trail. Any surface good for walking – people & dogs.

Fourth reply: yes

Fifth reply: water fountain

Sixth reply: If there must be pavement, porous pavement is preferable

Comments on the individual segments included:

Segment 1: Good idea, but please provide wide pedestrian & bike lanes that are separated physically from vehicles.

Segment 2: This is nice & would/could also be useful for kids walking to the schools located to the southeast (Mt Rainier H.S., etc)

Segment 3: This part is the ‘gem’ – lots of ‘flora-fauna’, but, eventually needs to connect to south-downtown (Marine View Dr.) area via a wide sidewalk/bike lane on north shoulder of Kent-Des Moines Highway (to complete ‘loop’).

Segment 4: This segment is a good idea since it would contribute to a ‘loop-configuration’ (see Segment 3 remarks). Another comment, “If parking at trailheads please have limited hours of access.”

One respondent referenced all Segments: I would like to use all of those segments for bicycling with my family.

Other Comments and Concerns:

One respondent: “These comments apply primarily to sections 3 & 4 (but some apply to all segments)

1. Limit user hours to ‘dawn-till-dusk’
2. Trail should be wide enough and constructed of materials that promote walking, skating & biking (sort of like the trail around Greenlake)

3. 'Sight-distances' on trail should be generous to avoid a 'spooky/brushy' sensation that would deter 'moms with kids' from using the trail system.
4. Trail should be constructed in design and materials that will allow police vehicle patrols if/as necessary."

Another respondent: I think that providing trails for non-motorized transportation is an important alternative.

Another respondent: I would like to see a major effort to restore the flora with Washington native plants.

One person who attended the open house sent a comment letter:

I have some concerns and question regarding the 509 properties. I have read all of the information that was provided concerning the proposal of the City of Des Moines obtaining the properties for future road improvements and parks/trails.

Segment 4 – 216th north

It is my understanding that this property was to be developed into a business park and plans have already been developed; a walking path through this area would be nice if it would be developed without jeopardizing the business park development. I believe the city badly needs this development, to be able to help pull it from the financial problems it has been experiencing.

Segment 1 – 220th-216th

This is a great idea and I fully support the roadway connection to allow the extension of 16th avenue. Personally, I try to avoid driving on 24th avenue south because of the two schools on that roadway, being able to connect 220th and 216th would definitely be a benefit to the city residents. I am sure that some traffic studies would be done to figure out a way the drivers would not be tempted to exceed the speed limit if this extension is created through a residential area.

Segment 2 and Segment 3

I have great concern with this part of the proposal. This area is full of wild life and sensitive areas, to disturb this area would push the wildlife further into the residential neighborhoods, even the construction of a trail would greatly impact the wildlife. The current short trail that goes between Kent Des Moines road and 223rd, is rarely used, in fact I have never seen anyone on it. There is no parking on the Kent Des Moines end and neighborhood parking only on the other. This would mean citizens would need to walk to the trail head. I have walked west bound on Kent Des Moines and the speed that the vehicles travel and with no sidewalks, is a scary experience. I understand the city is looking at putting in sidewalks, but again, budget issues could postpone that for many years. This trail area is also a steep walk, and I believe that would discourage many from using it.

I am also concerned about the security aspect of the walking trail in this segment; I know that the areas directly adjacent to the current walking trail have been a haven for homeless encampments, as well as illegal drug activity. I am concerned about enlarging this trail and running into even more obscured areas, how does the city intends on patrolling this area and protecting the legitimate patrons as well as the adjacent property owners from these or possible even more violent crimes that may be given a environment to thrive in?

I listen to every council meeting and feel I have a good understanding of the financial situation the city is in. I have heard that the city does not have enough money or staff to maintain the parks it currently owns and that some of the properties that were even donated to the city years ago, have still not been developed. There have been cuts to the public works and parks department personnel and we no longer have the ability to hire the inmates to do a lot of our brush and weed maintenance and I wonder how these trails will be maintained, even if they are able to be developed.

This property was taken under adverse possession from the adjoining property owner for the sole purpose of constructing a roadway. I understand they were paid for the property, but they had no choice. I believe the areas, that would be used for the roadway is appropriate, as they would be used as intended when originally acquired, but the areas that are not being used for roadways, should be surplus through the state, as they would not be used as intended. It has been my understanding in talking with the state about these properties, that if it was not going to be used by the state, it would be offered to the city of Des Moines first and then secondly, be offered to the owners of the properties it had been taken from. If the city purchases this property and then decides not to use it for its intended purpose, then the property would be sold and the residents, whose property had been chopped up in the beginning, would be bidding against everyone else to restore their back yards to their original size.

I was also curious if when the "best use plan" that was written up for segments 2 and 3, if they looked at other options that may have been better uses other than turning it into a walking trail. Possible other options that may have been better plans, might have included setting the entire area aside as native growth protected areas being that so much of it is adjacent to protected areas, or taking that area and surplus it through the state therefore reinstating it into the tax role so the city may make revenue off of the taxes and possible property development those areas? It appears only one small portion of the phase "best use", has been considered.

It was not clear in the information, if this was all or nothing project and I would hope that each segment would be looked at individually. It is also my understanding that the City hired a person to study the benefits of this project; I would also like to see a study done concerning the negative sides of this project. Thank you for your time.

SR 509 Right of Way Land Request – Open House
 March 24, 2010 5 – 7PM @ Activity Center

	NAME	ADDRESS	PHONE or EMAIL	COMMENTS
1	CRAIG MARTINSON SHANNON	1247 SO 230TH DM WA 98198	(206) 824-9891 CRAIG - MARTINSON@MSN.COM	
2	Nicholas / Kelly Ulrich	1232 S KENT DES MOINES DES MOINES WA 98198	STICKMUSTJ@comcast.net	
3	NANCY URRICH	21630 11TH AVE S DES MOINES WA 98198	udderly50@yahoo.com	
4	Rick Scott	21826 15th Ave S Des Moines	206-730-7681	*10' creek thru yard when it rains, water trees removed
5	Mark Griffin	Port of Seattle	206-787-3726	
6	Black GARRY & LINDA	1404 So. 222nd St.	206-824-7063	
7	DON WASSON	22047 CLIFF AVE	206-878-1027	
8	Liz Nordlund	1411 S 220th	206-878-1770	
9	Shannon Martinson			
10	Jim Sullivan	22806 15th Ave S DES MOINES, WA	(206) 878-8510	

p/user/linda/doc/signup sheet

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	NAME	ADDRESS	PHONE or EMAIL	COMMENTS
11	Laura Engstrom	1449 SW 152 Burien 98166	tanyate@ hotmail.com	
12	Helen Kludt	17529 13 th Ave S.W. Normandy Park 98166	(206) 243-3292	
13	Miriam Andrews	1502 S 7 th Des Moines 98198	206 824 3818	
14	PATRICE THREKLE	22017 6th Ave S Des Moines WA	ptthrekle@ desmoineswa.gov	
15	Justin McConachie		justin.mcconachie@ pse.com	
16	David B. Wilson	1832 S. 235th Pl. Des Moines WA 98198	206-898-3171 bassfiddle51@yahoo.com	
17	Marion Joshins	19020 5 th West of Kd St NP 98166		
18	BEN STARK	1910 S. 230th D.M.	878-8466	
19	Dan West	21215 15 AVE S	878 8036	
20	Dulson Johnson	22038 15 th Ave S	djohnson80@gmail.com	
	Paul Johnson	10655 34th SW Burien 98146	paulj102@ yahoo.com	

p/user/linda/doc/signup sheet

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	NAME	ADDRESS	PHONE or EMAIL	COMMENTS
21	ALAN MASTERSON	23000 16TH AVE S	LANDSHARK RIDER @GMAIL.COM	
22	SVEN KALVE	27024 8 th AVE S	KSVEN@QWEST. NET	
23	Koni Jackson	22619 16th Ave	Konijackson@landcare.com	
24	Jody Alseth	22627-16th Ave S	alsethji@comcast.net	
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Historic State Route 509 Right-of-Way Land Request

Open House at the Des Moines Activity Center

Wednesday March 24, 2010 5-7 PM

BACKGROUND: Historic State Route 509 Right-of-Way Land Request

In April 2009 the City of Des Moines requested the transfer of portions of the historic State Route (SR) 509 right-of-way in Des Moines from the Washington State Department of Transportation (WSDOT). Since the current design and plans for the SR 509 project do not utilize this historic corridor, WSDOT has no plans to improve this unopened right-of-way, and this isolated segment of the corridor has no strategic value to the State as a roadway. The City of Des Moines is requesting that portions of this right-of-way be turned back to the local jurisdiction to be used for road and transportation purposes, while protecting critical areas within this corridor.

A study of the SR 509 right-of-way was conducted in 2009 entitled: *Highest and Best Use Analysis of Historic SR 509 Corridor*. It was determined that the historic SR 509 right-of-way is an isolated section of undeveloped and unopened State right-of-way that has limited use, if any, as part of the regional SR 509 facility. Current WSDOT plans for the SR 509 Project do not include this segment of historic right-of-way. Of the 43.42 acres of right-of-way, approximately 50% is designated as critical area. Therefore, there is no opportunity to design or construct a road through the length of the corridor because of the amount of critical area and other environmental constraints. An additional segment north of South 216th Street, Segment 4, contains an important potential linkage to the Des Moines Creek Park and has recently been added by staff for consideration. While much of this area is under current consideration for surplus to the Port of Seattle (the adjoining land owner), the City is collaborating with the Port and WSDOT to accommodate future trail and roadway improvements.

Within the four segments of the historic right-of-way study, only one segment will be transferred to the City for a future street connection, which is between South 216th and South 220th Streets (Segment 1 on the map). The extension of 16th Avenue South is an improvement identified in the City's Comprehensive Transportation Plan including sidewalks and bicycle lanes. Likewise, South 218th Street is planned to be extended to connect with 16th Avenue South. Right-of-way for other roadway related improvements may include potential wetland and storm drainage facilities needed to support the City's Transportation Gateway Project, including widening of South 216th Street. The improvements will be designed so that 16th Avenue South

serves local neighborhood connections, that enough right-of-way is acquired so pedestrians and bicycles are safely separated from vehicle traffic, and that storm water facilities are incorporated to protect downstream facilities.

A north-south regional trail linking the Des Moines Creek Trail to Kent Des Moines Road and points south is also included in the City's Comprehensive Transportation Plan. A footprint for a multipurpose trail will be requested along the entire length of the historic right-of-way. While short segments of a trail have been historically used, these trails are on property that WSDOT would like to surplus. Eventually, a continuous trail will be an important regional north-south non-motorized transportation link as well as connections to such activity centers such as the Post Office, the Des Moines Activity Center, the Steven J. Underwood Park and other employment centers in the City.

The intent of this historic SR 509 land request is to transfer or secure the necessary right-of-way for future use by the City before it is surplus by the State of Washington. WSDOT has agreed to hold off on the surplus pending receipt of the City's formal application(s).

Right-of-way required for trail improvements may be subject to purchase if the State cannot clearly find that the facility improves highway safety. Given revenue constraints, the City may have to rely on outside resources to secure this right-of-way. Actual improvements would be the subject of a more detailed environmental study, engineering, permitting and construction as funds become available.

Please provide your comments on the attached sheet. We want to hear your thoughts and ideas on this right-of-way. To view information related to the historic SR 509 right-of-way request please visit the City's website at www.desmoineswa.gov/509.

Transportation contact:
Amy Swartz
Civil Engineer

City of Des Moines
21650 11th Avenue South
Des Moines, WA 98198

Voice: (206) 870-6592
E-mail: ASwartz@desmoineswa.gov



City of Des Moines Historic SR 509 Right-of-Way Land Request Comment Sheet

The City of Des Moines has many hard choices to make when it comes to maintaining and improving the transportation system. This Open House identifies a plan to meet the City's transportation needs in the future --- for streets, pedestrians, and bicyclists. The City believes that a trail connection along Barnes Creek from Kent Des Moines Road to the Des Moines Creek trail would provide a north-south connection for pedestrians and bicyclists to access such public facilities as the US Post Office, the Des Moines Activity Center, Steven J. Underwood Park, and the park system. Your ideas and comments on this trail connection will help the City determine the possible development of this trail.

The following boards are provided as visual aids for a conceptual plan. Actual improvements would be the subject of a more detailed environmental study, engineering analysis, permitting and construction as funds become available.

Open House Visual Aids:

1. Location map. Please place a sticker over your home or business on the map.
2. Historic State Route right-of-way map
3. Transportation Gateway Link map
4. Segments 1 and 4 of the historic SR 509 right-of-way land request
5. Segments 2 and 3 of the historic SR 509 right-of-way land request
6. Highest and Best Use Study maps

Please use the information provided to answer the following questions, providing any comments you may have:

- Do you support the City in pursuing acquiring of selected portions of this right-of-way?

- Do you support the construction of a trail through the environmentally critical areas?

- Would you use the trail as a safer alternative to walking or bicycling along city and state roadways linking these areas?

- What amenities would you like to see for the trail (i.e. benches, path entry points, trailhead parking, crushed rock or porous pavement treatment)?

Please write any other comments you may have about the proposed improvements. Space is provided so that you can comment on each segment or on the overall plan. If you have other transportation issues within the City, please let us know about those as well. Thank you for attending our open house.

Segment 1

Segment 2

Segment 3

Segment 4

Other Comments and Concerns:

Please add your name to our mailing list below.

Name:

Phone:

Address:

e-mail:

Transportation contact:
Amy Swartz
Civil Engineer

City of Des Moines
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