



**Date:** March 5, 2019  
**Time:** 5:00 p.m.  
**Place:** Chambers

**I. PRESENTATIONS**

Council President Boyce opened the meeting at 5:03 p.m.

**II. CALL TO ORDER**

President Boyce opened the workshop at 5:03 p.m.

Attendee Name	Title	Status	Arrived
Dennis Higgins	Councilmember	Present	
Les Thomas	Councilmember	Present	
Bill Boyce	Council President	Present	
Dana Ralph	Mayor	Present	
Satwinder Kaur	Councilmember	Present	
Brenda Fincher	Councilmember	Present	
Toni Troutner	Councilmember	Present	
Marli Larimer	Councilmember	Present	

**2. Sound Transit Project Updates**

Link Light Rail Liaison, Kelly Peterson gave a brief introduction of the Sound Transit Project Updates and tonight's presenters.

**Sound Transit Second Parking Garage**

Senior Long-Range Planner/GIS Coordinator, Danielle Butsick presented an update on the Sound Transit second parking garage in downtown Kent, including:

An Overview of progress since the December 12, 2019 meeting

A letter was submitted to Sound Transit regarding the layout and capacity for future transit growth and concerns over the width of the road.

Metro needs 19 bus bays - active and layover in the bus area

Sound Transit and Metro adjusted the layout to accommodate 2025 needs for transit service - mainly the surface lot - if converted to bus layover space.

Staff and Mayor accept this planning horizon and the wider streets if it supports the Downtown Subarea Plan - growing transit and creating a pedestrian-friendly environment.

Butsick advised that she met with the Sound Transit project team, planner, and Hayley Bonsteel to discuss Downtown Design guidelines and talked

through the concerns. Staff expressed interest in being flexible in interpreting downtown guidelines broadly.

Details have yet to be worked out on the roadway design - analysis on pedestrian safety.

The High Capacity Transit Facility code requirement of the bottom floor being built or convertible to commercial purposes is problematic for Sound Transit. Sound Transit does not have organizational capacity to be a landlord.

The biggest problem for Sound Transit is the 14" clear height requirement. Bonsteel asked for guidance from the Council.

Mayor and councilmembers do not want vacant storefronts and are open to creative solutions including interactive art/design.

South Sounder Project Development Director, Melissa Saxe indicated the 14' height requirement would impact parking spaces on 1st level and that a 10-11' height requirement would impact parking spaces throughout the garage. Sound Transit will determine how it will impact design and construction costs and will look for opportunities to improve pedestrian-friendly access.

The project is scheduled to be completed in 2023.

Staff will research the pros and cons of 1st floor retail and the 14" height requirement and will return to a future workshop.

### **Federal Way Link Extension**

Executive Project Director at Sound Transit, Dan Abernathy provided an overview of the Federal Way Link Extension Project.

The extension is scheduled to open in 2024.

Project corridor length is 7.8 miles and travel time will be 12 minutes

2035 daily ridership is estimated at 36,500 riders

Abernathy reviewed the Kent/Des Moines, South 272<sup>nd</sup> Street and Federal Way Transit Center station areas

Project timeline:

Alternatives Analysis, Environmental Review, Pre-Construction, Design & Construction, Testing & Pre-Operations, start of service to Federal Way Transit Center in 2024.

Issue Design Build Contract and issue a notice to proceed.

Last week they demolition five houses along South 28th off 272nd

Once design build team are under contract, trees will start coming down.

Communications to public included meeting with neighbors over the last four years and will start again in late June informing them of the timeline. Once design builder is under contract, they will start planning for Transit-oriented development.

### **Tacoma Link Extension**

The Operations and Maintenance Facility scoping period for the Environmental Impact Statement is open and staff are working on the comment letter.

Council President Boyce advised that today he, along with other staff met with Sound Transit South Corridor Development Manager, Chelsea Levy. Boyce indicated Sound Transit will be transparent, trustworthy, honest, involve City at the right time - the City and Sound Transit are true partners.

Levy indicated Sound Transit is in the early phases of this project and this is the first time Sound Transit is presenting to Council on this subject, and that they will return early and often through the planning process.

Less than 3% engineering has been completed and a site has not yet been selected.

The high-level of analysis done to date is intended to provide an indication of what sites might be viable and need to be studied further and which are not viable. This will occur over the next two years.

There will be a SEPA EIS evaluation and there are currently a lot of unanswered questions.

The potential sites are in highly developed areas - complicated areas to be building mega projects.

Comments on the six sites identified are being sought from the public and stakeholders.

Once the list is narrowed, they will need to study further on EIS.

Official comment period is February 19, 2019 through April 1, 2019 which is 30 days beyond the 30-day requirement.

Sound Transit is in the beginning of the environmental process.

The Sound Transit Board is expected to decide at its May 23 meeting which sites move into a draft Environmental Impact Statement Phase.

Sound Transit staff will not make a recommendation, but will present data and analysis to the Board.

Sound Transit Project Development Director for the Tacoma Dome Link Extension Project, Curvie Hawkins Jr, provided the Council with information that included:

### **Background**

This project was included in the ST3 plan.  
This is one of four OMFs planned for the region.  
Location and size supports system expansion of multiple projects  
There is a need for a strategic facility  
Open by 2026

### **OMF South status**

Very early in planning  
Specific Site has not been identified  
Preliminary sites identified  
Public comment scoping period February 19, 2019 through April 1, 2019

### **OMF Overview**

Establish a safe, clean, and comfortable ride for passengers  
Vehicles are cleaned and stored every night along with service and routine maintenance.  
OMFs also house staff and equipment for train operations and station and track maintenance  
300+ jobs on site, 100+ during construction

### **Typical OMF Configuration**

10 storage tracks  
Maintenance building with 12 service lanes  
Track yard leads connecting to main lines  
Auto/truck access points  
Employee and visitor parking

### **OMF South requirements**

Accommodate 130+ light rail cars  
30+ acres or more based on-site conditions  
For operational efficiency  
    Needs to be located in South King County  
    Able to connect to operating track in 2026

OMF South evaluation process from early scoping in 2018 through scoping in 2019

Early scoping - April 2018 - 24 sites identified  
Pre-screening - July 2018 - Narrowed to 20 sites  
Results of alternatives evaluation - narrowed to 6 sites

Sound Transit was aware of the Dick's development - July of 2019

Preliminary estimates - used to compare and inform sites, not meant to establish budget

- o Consistent methodology
- o Based on limited conceptual design
- o Does not establish a Project budget. Project budget established later in design

Overview of sites for EIS scoping - advantages and disadvantages

**South 240th Street and SR 99 Comparison** - Councilmember Higgins expressed disappointed there is no disadvantage identified regarding the loss of the transit area.

**Midway Landfill and I-5 comparison** - Right-of-way considerations - cost driver is the construction of the concrete platform and there are no comparable properties based on surrounding property values.

Sound Transit Project Director, Paul Bennett - Provided information on the existing OMF in SODO. It was a fill site, not a superfund landfill. Disadvantages - complex concrete platform to avoid digging into ground - moving dirt could open record of decision & would complicate the reaching of a schedule to get open.

Bennett explained the differences between pile driver vs. excavating

A consultant determined there was a need for the 3' thick slabs  
HDR is the consultant that came up with initial thought process

Bennett talked about the concerns regarding of contaminates and groundwater issues in open areas and in buildings.  
Bennett indicated Sound Transit hires consultants to help develop projects.

Sound Transit would welcome the City hire a consultant to come up with an analysis that would allow for the OMF to be placed on a landfill - they are open to ideas to evaluate together.

Bonsteel indicated she received the HDR consultant document today from Sound Transit.

Mayor Ralph expressed her concerns that Sound Transit has indicated they came up with the thought process that came up with 3' cap, but now say that HDR came up with cap recommendation.

Council requested Sound Transit add the disadvantage of "less compatible with current zoning" for the Dicks location.

**Midway Landfill and SR 99** comparison that has similar advantages and disadvantages as the Midway Landfill and I-5 site.

**South 316<sup>th</sup> Street and Military road** comparison advantages and the

disadvantage of it requiring two tracks crossing of I-5.

**South 336th St and I-5 Comparison** advantages and disadvantages, including it being less compatible with current zoning and the potential property impacts to the Christian Faith Center.

**South 334th St and I-5 Comparison** advantages and disadvantages

Property values are determined by the King County Assessor property values and neighboring property values

Hawkins indicated the public can share their thoughts on

1. OMF South site alternatives
2. The purpose and need of the project
3. Social, economic, environmental and transportation issues that should be considered or evaluated during the environmental review of the project

**Public opportunities to participate:**

Online Open House OMFSouth.participate.online

March 12, 2019 at 6-8 p.m. @ Federal Way Performing Arts & Events Center

March 20, 2019 at 6-8 p.m. @ Highline College.

**Next Steps - Preliminary Schedule**

February 19 - April 1, 2019 - EIS scoping public comment period

May 2019 - Sound Transit Board determines which sites to study in EIS

2nd/3rd Quarter 2021 - Final EIS released & Sound Transit Board selects OMF South Site

**Project timeline**

Voter approval in 2016

Planning, including public involvement 2018-2021

Design and Construction, including public involvement 2021-2026

Opening Date 2026

Council indicated it is important to get a breakdown for each of the site estimates, advantages and disadvantages, because the ones presented tonight don't make sense.

Bennett indicated that today is a preliminary briefing that included a listing of all six sites, summary estimates, unit costs, assessed values, and how Sound Transit assessed right-of-way costs. Sound Transit provided a copy of cost estimates SPU conducted from 2005 and indicated that Kent now has as much information that Sound Transit had and can evaluate cost estimates.

Councilmember Higgins appreciated tonight's presentation and dialogue and asked Sound Transit:

1. Document financial incentives that can be accessed for redevelopment on a Brownfield - try to get quantifications of those opportunities
2. Equity - The idea that this neighborhood that has been envisioned by Kent and Des Moines, adjacent to a light rail system, and the idea that half of that would be taken away. What is equitable? What are the needs of the City of Kent vs. Bellevue that have different demographics.

Higgins indicated that, although tonight's discussing was technical, we better not lose sight of the equity issue.

Councilmember Fincher asked if Sound Transit has contacted the EPA, and if so, is that information contained in today's materials. Sound Transit indicated they have communicated interest and have received information. The report will be shared with Kent.

Council President Boyce indicated that Kent wants to be at the table and that the City of Kent engineers are really smart and there needs to be a dialogue before decisions are made. We need to look at the big picture and determine how you put a dollar value on equity.

Sound Transit will return to a future workshop to present an update.

### **3. TMP Update**

Move to next meeting

Meeting ended at 6:45 p.m.

Kimberley A. Komoto

City Clerk